



SYDNEY BUS ROUTES

1925 route numbers

Routes 76 – 100

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 76 – 100

76	Rose Bay-North Bondi
76	Fairfield-Fairfield West, etc
77	Five Dock-Central
77	Fairfield-Fairfield (?)
77	Fairfield-Cabramatta
78	Five Dock-City
78	Fairfield-Bossley Park
79	Drummoyne-Burwood
79	Eastwood-Marsfield
79	City-Tamarama
80	Drummoyne-Strathfield
80	Fairfield-Wetherill Park, etc
81	City-Five Dock-Central
81	Fairfield-Cabramatta
82	Dumbleton-Central
82	Epping-Carlingford, etc
83	Dumbleton-Central
83	Fairfield-Chester Hill
84	Earlwood-Central
84	Flemington-Central
84	Eastwood-Marsfield

84	Chester Hill-Guildford, etc
85	Eastwood-Marsfield, etc
86	East Sydney-Central
86	Eastwood-Carlingford
86	Parramatta-Eastwood (‡)
87	Edgecliff-Central
87	Canterbury-Dulwich Hill
87	Strathfield-East Concord
87	Eastwood-Becroft, etc
88	Central-Enfield-Strathfield, etc
88	Bankstown-Hurstville
88	Cabramatta free shuttle
89	Epping-Ryde, etc
90	Drummoyne-Earlwood
90	Epping-North Rocks
91	Five Dock-Central
91	Pennant Hills-Cherrybrook
92	City-Five Dock-Central
92	Drummoyne-Rockdale
92	Campbelltown locals
92	Roselands-Kogarah, etc

93	Flemington-Central
93	Annandale-Rookwood Cem
93	Dobroyd Point-Burwood
93	Campbelltown locals
94	Flemington-Central
94	City-Rookwood Cemetery
94	Ryde-Ryde Station, etc
94	Liverpool-Ingleburn
95	Gladesville-Chatswood, etc
95	Ryde-Gladesville Bridge
96	Glebe Point-Central
96	Granville-Camellia
96	Ryde-West Meadowbank
96	Granville-South Granville
97	Glebe Point-Central
97	Granville-Guildford
98	Granville-South Granville
99	Greenwich-Crows Nest, etc
100	Sutherland-GyMEA Bay, etc

(‡) Details listed under 172.

Route 76

ROSE BAY (Dover Rd) – BONDI BEACH – NORTH BONDI via Curlewis 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 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Bondi Beach – Rose Bay (Dover Rd) commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 65 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by BC Moorfoot. Also operated for a period by Metropolitan Omnibus & Transport Co Pty Ltd (FH (later Sir Frederick) Stewart, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 76 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 17 December 1926: Ceased.

Service suspended until reinstated.

By date of Govt Gazette 27 May 1927: Reinstated.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

Bondi Beach – Rose Bay (Dover Rd)

1919 (Source: Govt Gazette of 20 June 1919)

From Bondi Beach (near dressing sheds) via Curlewis St, Old South Head Rd, Dover Rd to New South Head Rd (Rose Bay). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

Bondi Beach terminus defined as being in Campbell Pde at Marine Pde.

North Bondi – Rose Bay (Dover Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbells Pde, Hall St, Sophia St [now Glenayr Av], Curlewis St, Old South Head Rd, Dover Rd to New South Head Rd (Rose Bay)

Alterations

- **1926** (*Source: Govt Gazette of 15 October 1926*): Ex Dover Rd from Campbells Pde via Military Rd to Wallis Pde (North Bondi). Reverse on return.
- **1927** (*Source: Govt Gazette of 27 May 1927*): Reverted to route as at 1925.

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		
Rose Bay (Dover Rd)-North Bondi	15	M-F	Dover Rd	7.45am	North Bondi	7.30pm	30	
		Sat		7.45am		10.30pm	30	
		Sun		7.45am		10.00pm	30	

Route 76

FAIRFIELD – FAIRFIELD WEST – ST JOHNS PARK – GREENFIELD PARK via Hamilton Rd

FAIRFIELD – WAKELEY (Avoca Rd) via Thorney Rd

(Parts of Fairfield West & St Johns Park on the western side of Smithfield Rd became the suburb of Greenfield Park in 1979.)

Timeline

By December 1929 (*Sources: Biz 28 March 1930, Biz, 3 April 1931, SMH 25 May 1934*): Fairfield – Fairfield West (? terminus) via Hamilton Rd commenced by HG (Hercules George) Delaney, proprietor. May have replaced 77 Fairfield (Station) – Fairfield (Fairfield West?), also operated by Delaney.

31 August 1935 (*Source: DRTT Annual Report for year ended 30 June 1935*): Extended to run Fairfield – St Johns Park (Liverpool Rd/Lackey Rd) [now Smithfield Rd/Canley Vale Rd].

By May 1944 (*Source: Biz 11 May 1944, where Mr Fisher was described as a bus proprietor, although not stating his route*): Transferred to CP (Cyril) Fisher, proprietor (later operated by Mrs EJ Fisher), then or later incorporated as Fishers Bus Service Pty Ltd.

By 28 February 1946 (*Source: Biz of that date & Gregory's Street Directory*): Extended to run Fairfield – St Johns Park (Mimosa Rd) via Hamilton Rd [in current Greenfield Park]. Probably selected trips only ran beyond Fairfield West (King Rd).

By August 1961: Most trips ran Fairfield – Fairfield West (King Rd), but selected trips extended to St Johns Park (Greenfield Rd/Mimosa Rd).

March 1963: Transferred to Calabro Bros Pty Ltd (Calabro family, proprietors).

By 23 May 1966: Extra route, Fairfield – Wakeley (Avoca Rd) via Thorney Rd, commenced.

By January 1983: Fairfield – Fairfield West – St Johns Park/Greenfield Park via Hamilton Rd rearranged as:

- Base service (full time weekdays & daytime weekends), Fairfield – Fairfield West (loop via Bulls Rd, Richards Rd, Smithfield Rd & Hamilton Rd or vice-versa)
- Many trips extended from Fairfield West to Greenfield Park *either* to Smithfield Rd/Mimosa Rd (mainly nights & Sundays) *or* in a loop via Smithfield, Myrtle, Mimosa & Smithfield Rds (other times).

By September 1988: All trips extended in Greenfield Park around a standard loop via Greenfield & Sweethaven Rds.

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

4 February 1991: As part of general re-organization of Westbus' Bonnyrigg area routes, renumbered into Sydney Region route numbers:

824 Fairfield – Wakeley (Avoca Rd) via Thorney Rd

825 Fairfield – Greenfield Park via Hamilton Rd

Streets

FAIRFIELD – FAIRFIELD WEST – GREENFIELD PARK via Hamilton Rd

Fairfield – Fairfield West

By December 1929 (see Sources under Timeline):

From Fairfield (Station) via Hamilton Rd to Fairfield West. May have extended along Old Liverpool [now Smithfield] Rd into what was then St Johns Park [now Prairiewood].

Fairfield – Fairfield West/St Johns Park (Mimosa Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield (Station) via The Crescent, Hamilton Rd [part now Dunstan St], Liverpool Rd [now part of Smithfield Rd], Smithfield Rd, Mimosa Rd (Fairfield West/St Johns Park) [in current Greenfield Park].

Alterations

Circa 1969 (Source: RGH notes/timetable): Extended in Fairfield West/St Johns Park from Mimosa Rd to Mimosa Rd/Greenfield Rd.

Fairfield – Greenfield Park

Circa 1983 (Source: timetable)

Base route, Fairfield – Fairfield West (loop via Bulls Rd, Richards Rd, Smithfield Rd & Hamilton Rd or vice-versa).

- **Clockwise loop in Fairfield West**

From Fairfield (The Crescent at Station) via The Crescent, Hamilton Rd, Bulls Rd, Richards Rd, Smithfield Rd (Fairfield West), Hamilton Rd [part now Dunstan Rd], The Crescent to Fairfield Station.

- **Anti-clockwise loop in Fairfield West**

From Fairfield (The Crescent at Station) via The Crescent, Hamilton Rd, Smithfield Rd (Fairfield West), Richards Rd, Bulls Rd, Hamilton Rd [part now Dunstan Rd], The Crescent to Fairfield Station.

Extension from Fairfield West to Greenfield Park (loop via Greenfield Rd & Mimosa Rd)

Ex Fairfield from Richards Rd/Smithfield Rd via Smithfield Rd, Myrtle Rd, Greenfield Rd (Greenfield Park), Mimosa Rd, Smithfield Rd to Richards Rd.

Extension from Fairfield West to Greenfield Park (Smithfield Rd/Mimosa Rd)

Ex Fairfield from Richards Rd/Smithfield Rd via Smithfield Rd to Mimosa Rd, (Greenfield Park). Reverse on return.

By June 1984 (Source: timetable)

From Fairfield (The Crescent at Station) via The Crescent, Hamilton Rd [part now Dunstan Rd], Smithfield Rd (Fairfield West), Myrtle Rd, Greenfield Rd (Greenfield Park), Mimosa Rd, Smithfield Rd, Richards Rd, Bulls Rd, Hamilton Rd, The Crescent to Fairfield Station.

Fairfield – Greenfield Park (loop via Greenfield Rd & Sweethaven Rd)

By September 1988 (Source: timetable)

From Fairfield (The Crescent at Station) via The Crescent, Hamilton Rd, Bulls Rd, Richards Rd, Smithfield Rd (Fairfield West), Myrtle Rd, Greenfield Rd, Mimosa Rd, Powhatan St, Arrowhead Rd, Sweethaven Rd (Greenfield Park), Cheyenne Rd, Cherokee Av, Smithfield Rd, Richards Rd, Bulls Rd, Hamilton Rd, The Crescent to Fairfield Station.

FAIRFIELD – WAKELEY (Avoca Rd) via Thorney Rd

Circa 1969 (Source: RGH notes)

From Fairfield (The Crescent at Station) via The Crescent, Hamilton Rd, The Boulevard, Kalora Av, Maud St, Thorney Rd (Canley Heights), King Rd to Avoca Rd (Wakeley). Reverse on return.

Alteration

Circa 1984 (Source: timetable): Extended in Wakeley/Canley Heights from King Rd/Avoca Rd via Avoca Rd, Foxlow St, Wyharborough Pl, Harden St, Avoca Rd to King Rd.

Timetable Summary

14 August 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Fairfield West (King Rd)†	Fr Fair 10K 14B 21G	M-F	Mimosa Rd	5.22amF	Greenfield Rd	6.34pmF	A	
			Greenfield Rd	7.02amF	Fairfield	9.41pmK		
		Sat	Maude St	6.15amF	Greenfield Rd	6.40pmF	C	
			Fairfield	8.49amG	Fairfield	7.41pmK		
		Sun	King Rd	7.42amF	Box Rd	7.36pmF	D	
			Fairfield	7.48amB	Maude St	8.20pmF		

* More frequent in peak hours.

† Selected trips extended to St Johns Park (Greenfield Rd).

A – Peak hours & day, Fairfield-Fairfield West (King Rd) 30*, Fairfield-Fairfield West (Maude St) 15 trips, Fairfield-St Johns Park (Mimosa Rd or Greenfield Rd) 11 trips. Extra trips Friday night.

B – To Fairfield West (Box Rd).

C – Morning, Fairfield-Fairfield West (Maude St) 10-15. Afternoon, Fairfield-Fairfield West (King Rd) 30, Fairfield-Fairfield West (St Johns Park - Mimosa Rd or Greenfield Rd) 9 trips. Plus picture bus & trip from Fairfield to King Rd at 12.13am.

D – Fairfield-King Rd 30, Fairfield-Fairfield West (Box Rd) 3 trips. Gap in service middle of the day.

F – To Fairfield.

G – To St Johns Park (Greenfield Rd).

K – To Fairfield West (King Rd).

30 November 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Fairfield West (King Rd) via Hamilton Rd†	Fr Fair 10K 21G	M-F	Greenfield Rd	5.05amF	Fairfield	11.12pmG	A	
		Sat		5.30amF		11.12pmG	B	
		Sun		7.40amF		7.14pmG	C	
Fairfield-Wakeley (Avoca Rd) via Thorney Rd	12	M-F	Avoca Rd	5.08am	Fairfield	7.48pm	30	
		Sat		5.34am		11.52am	30	
		Sun						

* More frequent in peak hours.

† Selected trips extended to St Johns Park (Greenfield Rd).

A – Fairfield-Fairfield West (King Rd) 20-30* (selected trips extended to Fairfield West (Smithfield Rd/Mimosa Rd)), Fairfield-St Johns Park (Greenfield Rd) 13 trips (including last trip at night from Fairfield). Night, Fairfield-Fairfield West (King Rd).

B – Morning, Fairfield-Fairfield West (King Rd) 10-15* (selected trips extended to Fairfield West (Smithfield Rd/Mimosa Rd)). Afternoon, Fairfield-Fairfield West (King Rd) 10-15. Day, Fairfield-St Johns Park (Greenfield Rd) 6 trips (including last trip at night from Fairfield).

C – Fairfield-Fairfield West (King Rd) 30 (selected trips extended to Fairfield West (Mimosa Rd)), Fairfield-St Johns Park (Greenfield Rd) 2 trips (including last trip at night from Fairfield). Gap in service in afternoon.

F – To Fairfield.

G – To St Johns Park (Greenfield Rd).

K – To Fairfield West (King Rd).

By January 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Greenfield Park (Greenfield Rd) via Hamilton Rd	Fr Fair 12W 14G	M-F	Greenfield Rd	5.03amF	Fairfield	7.02pmG 10.05pmM	A	
		Sat		5.30amF		1.10pmG 6.07pmM	B	
		Sun		8.58amF		5.36pmG	C	

- *Fairfield-Wakeley (Avoca Rd) via Thorney Rd timetable remained similar to that as at 30 November 1964.*
- *In this table, Fairfield West means loop via Bulls Rd, Richards Rd, Smithfield Rd & Hamilton Rd or vice-versa.*

* More frequent in peak hours.

A – Day, Fairfield – Fairfield West 15-20*, Fairfield – Greenfield Park (loop via Greenfield Rd & Mimosa Rd) 40-50.
Night, Fairfield-Greenfield Park (Smithfield Rd/Mimosa Rd).

B – Day, Fairfield – Fairfield West 15, Fairfield – Greenfield Park (loop via Greenfield Rd & Mimosa Rd)) 40-50.
Night, Fairfield-Greenfield Park (Smithfield Rd/Mimosa Rd).

C – Fairfield-Greenfield Park (Smithfield Rd/Mimosa Rd). Gap in service middle of the day.

F – To Fairfield.

G – To Greenfield Park (loop via Greenfield Rd & Mimosa Rd).

M – To Greenfield Park (Smithfield Rd/Mimosa Rd).

W – To Fairfield West.

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Greenfield Park (Sweethaven Rd)	24	M-F	Sweethaven Rd	4.28am	Fairfield	10.25pm	20*	
		Sat		5.25am		6.50pm	30	
		Sun		8.18am		6.15pm	AM 40 PM 30	

Fairfield-Wakeley (Avoca Rd) via Thorney Rd timetable remained similar to that as at 30 November 1964.

* More frequent in peak hours.

Route 77

FIVE DOCK – DRUMMOYNE – CENTRAL RAILWAY via Glebe Island Bridge

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette 8 July 1921:

- Drummoyne (Thompson St) – Central Railway commenced prior to the allocation of route numbers.
- Shared with other routes along Weston Rd & Bridge St [now Victoria Rd] (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Weston Rd & Bridge St [now Victoria Rd] (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92) at various times.

As at date of Govt Gazette 19 December 1924: Numbered 67 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by WH Bourne/Bourne & Co, proprietor. Rod Smith may have also operated this route at some stage.

As at date of Govt Gazette 13 November 1925: Renumbered 78 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Extended to run Five Dock (Brent St) – Drummoyne – Central Railway.

About 1930: Transferred to Glenister & Mackenzie Fageol Ltd (SA (Stan) Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

31 October 1931:

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

Streets

Drummoyne (Thompson St) – Central Railway

1921 (Source: Govt Gazette of 8 July 1921)

From Drummoyne (Thompson St) (at Rawson Av) via Thompson St, Rawson Av, Tranmere St, Day St, Bridge St§, Drummoyne [later Iron Cove] Bridge§, Weston Rd§, Abattoir Rd§ (**Rozelle**), Miller St (**Pyrmont**), Harris St, George St (Central Railway, City)

From City (Central Railway) [no stand specified] via Quay St, Ultimo Rd, Harris St, then reverse route.

§ Now part of Victoria Rd.

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Thompson St) (at Rawson Av) via Thompson St, Lyons Rd, Bridge St§, Iron Cove Bridge§, Weston Rd§, Commercial Rd§ (**Rozelle**), Glebe Island Bridge, Bank St, Miller St (**Pyrmont**), 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 Bridge St, then Day St, Tranmere St, Rawson Av, Thompson St to Rawson Av (Drummoyne).

§ Now part of Victoria Rd.

Five Dock (Brent St) – Drummoyne – Central Railway

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended to start from Five Dock (Brent St at Lyons Rd) [now located in Russell Lea] via Brent St, Lyons Rd, Thompson St, Rawson Av, Tranmere St, Day St, Bridge 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		
Drummoyne-Central Railway	25	M-F	Drummoyne	6.40am	Central Rly	11.00pm	30	
		Sat		6.40am		11.00pm	30	
		Sun		9.00am		11.15pm	30**	

** Every 15 after 6.00pm Sundays.

Route 77

FAIRFIELD (Station) – FAIRFIELD (Fairfield West?)

Timeline

By October 1935: Commenced by HG (Hercules George) Delaney, proprietor. Predecessor of 76?

(?): Ceased. Possibly replaced by 76.

Route 77

FAIRFIELD – CABRAMATTA via Sackville St

General note: Fairfield – Fairfield South operated as part of 80 for a short period in 1936.

Timeline

May 1946: Commenced by HJ Finch.

By 1 February 1949: Transferred to brothers WA (Bill) & JC (Cec) Johnston, proprietors.

May 1957: Transferred to Calabro Bros Pty Ltd.

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

4 February 1991: As part of general reorganisation of Westbus's Bonnyrigg area routes, replaced by rerouted 830 [Sydney Region route number].

Streets

Circa 1969 (Source: RGH notes)

From Fairfield (The Crescent at Station) via Hamilton Rd, Lackey St, Frederick St, Hampton St, Avisford St, Sackville St (**Canley Vale**), St Johns Rd, Gladstone St, Hughes St, Railway Pde to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via Railway Pde, John St, Hill St, Hughes St, then reverse route to Hamilton Rd, then Barbara St, Harris St, Ware St to Fairfield Station.

Timetable Summary

1 February 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	Fr Fair 10D 20C	M-F	Fairfield	5.50am	Cabramatta	9.52pm	A	
		Sat		8.05am		6.40pm	B	
		Sun		8.05am		7.20pm	E	

A – Fairfield-Canley Vale (Delamere St) 17 trips, Fairfield-Cabramatta 11 trips. Plus picture bus Wednesday & Friday nights. Plus short-working/s before first trip shown.

B – Fairfield-Canley Vale (Delamere St) 12 trips, Fairfield-Cabramatta 9 trips. Plus picture bus. Plus short-working/s before first trip shown.

C – To Cabramatta.

D – To Canley Vale (Delamere St).

E – Fairfield-Canley Vale (Delamere St) 4 trips, Fairfield-Cabramatta 3 trips. Gap in service, middle of the day. Plus short-working/s after last trip shown.

23 January 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	20	M-F	Fairfield	6.20am	Cabramatta	6.45pm	50*	A
		Sat		8.05am		6.50pm	AM 30-60 PM 60	B
		Sun		8.05am		10.35am	2 trips	
		Hols		5.15pm		6.50pm	C	
					Delamere St	7.20pm		

* More frequent in peak hours.

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

B – Gap in service in afternoon. Plus short-working/s before first trip shown.

C – Fairfield-Canley Vale (Delamere St) 3 trips, Fairfield-Cabramatta 2 trips. Plus picture bus.

26 September 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	20	M-F	Cabramatta	6.14am	Fairfield	6.10pm	20	
		Sat		7.45am		1.05pm	40	
		Sun						

Route 78

FIVE DOCK (First Av) – DRUMMOYNE – CITY (York St) via Glebe Island & Pyrmont Bridges

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Drummoyne – City (York St) commenced prior to the allocation of route numbers.
- Shared with other routes along Weston Rd & Bridge St [now Victoria Rd] (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Weston Rd & Bridge St [now Victoria Rd] (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 68 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by WH Bourne/Bourne & Co, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 77 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926:

- Extended to run Five Dock (First Av) – City (York St).
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92) at various times.

By date of Govt Gazette 22 February 1929:

- Ceased.
- 81 ran via a similar route between Drummoyne & Five Dock.
- Trams continued to provide service.

Streets

Drummoyne – City (York St)

1921 (Source: Govt Gazette of 8 July 1921)

From Drummoyne (Bridge St [now Victoria Rd] at Lyons Rd) via Lyons Rd, College St, Day St, Bridge St§, Weston Rd§, Abattoir Rd§ (**Rozelle**), Miller St, Union St, Pyrmont Bridge, Market St to York St near Market St (City).
Reverse on return.

§ Now part of Victoria Rd.

The route would also have crossed Drummoyne Bridge [now known as Iron Cove Bridge].

Alterations

- **1924** (*Source: Govt Gazette of 7 March 1924*): From (Bridge St [now Victoria Rd] at Lyons Rd) via Bridge St. Reverse on return.
- **1925** (*Source: Govt Gazette of 13 November 1925*): From City (York St) (at Market St) via York St, Druiitt St, Clarence St, Market St, then reverse route to Drummoyne.

Five Dock (First Av) – Drummoyne – City (York St)

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Drummoyne via Lyons Rd, Great North Rd to Bridge St (Five Dock). 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		
Drummoyne-City (York St)	24	M-F	Drummoyne	6.55am	York St	6.10pm	30	
		Sat		6.55am		1.10pm	30	
		Sun						

Route 78

FAIRFIELD – BOSSLEY PARK (various routes)

Also:

- **Fairfield – Fairfield West (King Rd (later Corio Rd) Loop)**

(King Rd Loop/Corio Rd Loop is in current Prairiewood.)

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

Timeline

Unnumbered period 1925-?

15 August 1925 (*Source of early history: Cumberland Argus & Fruitgrowers Advocate*): Unnumbered “country” route Fairfield – Bossley Park commenced by Mr Jackson.

1928: Transferred to HG (Hercules George) Delaney (?).

1929: Transferred to JH (Bill) Price, proprietor.

1929: Became a metropolitan route & numbered 78 [1925 route number] when the Metropolitan Traffic Act was extended to Fairfield Council.

Mid-1930s: Transferred to ME (Muriel) & AR (Arthur) Evans, proprietors. Mrs Evans was a daughter of WH Willcox (bus proprietor in Auburn).

By 1960s:

- Operator traded as Evans Bus Service.
- Most trips ran Fairfield – Fairfield West (King Rd Loop), but selected trips extended to Bossley Park (either complete Cowpasture Rd Loop (either direction) or to/from Middle Rd [now Marconi Rd]/Prairie Vale Rd via Mimosa Rd & Prairie Vale Rd.

1965: Transferred to Mrs Evans on the death of Mr Evans.

18 November 1976: Transferred to Bosnkas Bus Service Pty Ltd (Bosnjak family, proprietors).

October 1980: Extra route, Fairfield – Bossley Park (Mimosa Rd Loop), commenced.

25 October 1982: Streets in Bossley Park area rationalised & renumbered 832 [Sydney Region route number].

Streets

Fairfield – Bossley Park

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield (Station) via The Crescent, Ware St, Station St, The Boulevarde, Polding St, Mimosa Rd (Bossley Park).

As at circa 1969

(Source: RGH notes)

Fairfield – Fairfield West (King Rd Loop)

Mornings

From Fairfield (The Crescent at Station) via Ware St, Station St, The Boulevarde, Polding St, Liverpool [now Smithfield] Rd, King Rd (**Fairfield West**), Polding St, then reverse route to Fairfield Station.

Afternoons

From Fairfield (The Crescent at Station) via Ware St, Station St, The Boulevarde, Polding St, King Rd (**Fairfield West**), Liverpool [now Smithfield] Rd, Polding St, then reverse route to Fairfield Station.

Fairfield – Bossley Park Loop

Clockwise loop in Bossley Park

From Fairfield (The Crescent at Station) via Ware St, Station St, The Boulevarde, Polding St, Mimosa Rd, Prairie Vale Rd, Cowpasture Rd (**Bossley Park**), Bossley Rd [which then extended to meet Mimosa Rd], Mimosa Rd, Polding St, then reverse route to Fairfield Station.

Anti-clockwise loop in Bossley Park

Same as clockwise loop, but in reverse direction from Mimosa Rd/Bossley Rd & return to that point.

Trips terminating at Bossley Park (Middle Rd): Via clockwise loop to Prairie Vale Rd/Mimosa Rd, then return via reverse route.

OCTOBER 1980

Fairfield – Fairfield West (Corio Rd Loop) (King Rd Loop rerouted)

Mornings

From Fairfield (The Crescent at Station) via Smart St, Nelson St, Station St, The Boulevard, Polding St, Smithfield Rd, Beavors Rd, Corio Rd, Polding St, then reverse route to Fairfield Station.

Afternoons

From Fairfield (The Crescent at Station) via Smart St, Nelson St, Station St, The Boulevard, Polding St, Corio Rd, Beavors Rd, Smithfield Rd, Polding St, then reverse route to Fairfield Station.

(Source: timetable)

Fairfield – Bossley Park (Cowpasture Rd Loop)

From Fairfield (The Crescent at Station) via Smart St, Nelson St, Station St, The Boulevard, Polding St, Mimosa Rd Prairie Vale Rd, Cowpasture Rd (**Bossley Park**), Bossley Rd [which then extended to meet Mimosa Rd], Mimosa Rd, Polding St, then reverse route to Fairfield Station.

Trips via Polding St direct in Fairfield Heights: From Fairfield via Smart St, Nelson St, Station St, Sackville St, Polding St. Reverse on return.

Fairfield – Bossley Park (Mimosa Rd Loop)

From Fairfield (The Crescent at Station) via Smart St, Nelson St, Station St, The Boulevard, Polding St, Prairie Vale Rd, Mimosa Rd (**Bossley Park**), Polding St, then reverse route to Fairfield Station.

Timetable Summary

31 October 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Bossley Park†	21FKr 20M 45FBr	M-F	Fairfield	5.02amB	Fairfield	8.45pmB	A	
		Sat	Bossley Park	5.28amF		6.15pmB 7.15pmK	C	
		Sun	Fairfield	7.50amB		6.42pmB	D	

“Bossley Park” in this table denotes either trips via complete Bossley Park loop (either direction) or to/from Middle Rd/Prairie Vale Rd (Middle Rd is now Marconi Rd) via Mimosa Rd & Prairie Vale Rd.

* More frequent in peak hours.

† Including Fairfield West (King Rd Loop) trips.

A – Day, Fairfield-Fairfield West (King Rd Loop) 30*, Fairfield-Bossley Park 21 trips. Plus short-working/s before first trip shown.

B – To Bossley Park.

C – Morning, Fairfield-Fairfield West (King Rd Loop) 15, Fairfield-Bossley Park 10 trips. Afternoon, Fairfield-Fairfield West (King Rd Loop) 30-60, Fairfield-Bossley Park 5 trips.

D – Fairfield-Fairfield West (King Rd Loop) 30-60, Fairfield-Bossley Park (7 trips from Fairfield, 8 trips from Bossley Park). Gap in service middle of the day. Plus short-working/s before first trip shown.

F – To Fairfield.

FBr – Round trip, Fairfield-Bossley Park Loop-Fairfield.

FKr – Round trip, Fairfield-Fairfield West (King Rd Loop)-Fairfield.

K – To Fairfield West (King Rd Loop).

M – To Bossley Park (Middle Rd/Prairie Vale Rd).

October 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Bossley Park (Cowpasture Rd Loop)†	30FCr 44FBr	M-F	Cowpasture Rd	4.48amF	Fairfield	9.34pmB 11.04pmC	A	
		Sat		5.22amF		6.33pmB	D	
		Sun		8.10amF		6.04pmB	E	
Fairfield-Bossley Park (Mimosa Rd Loop)		M-F	Fairfield	6.15am	Fairfield	5.50pm	60*	
		Sat		7.15am	Mimosa Rd	1.35pm	G	
		Sun		9.03am		5.15pm	3 trips	

* More frequent in peak hours.

† Including Fairfield West (Corio Rd Loop) trips.

A – Fairfield-Fairfield West (Corio Rd Loop) 15*, Fairfield-Bossley Park 60.

B – To Bossley Park.

C – To Fairfield West (Corio Rd Loop).

D – Fairfield-Fairfield West (Corio Rd Loop) 20, Fairfield-Bossley Park 14 trips.

E – Fairfield-Fairfield West (Corio Rd Loop) 30-60, Fairfield-Bossley Park 4 trips. Gap in service middle of the day.

F – To Fairfield.

FBr – Round trip, Fairfield-Bossley Park Loop-Fairfield.

FCr – Round trip, Fairfield-Fairfield West (Corio Rd Loop)-Fairfield.

G – 3 trips from Fairfield, 4 trips from Bossley Park (Mimosa Rd).

Route 79

DRUMMOYNE – FIVE DOCK – BURWOOD via Lyons 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

By date of Govt Gazette of 7 March 1924:

- Drummoyne – Five Dock commenced prior to the allocation of route numbers.
- By 1925 a full time route.
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92 at various times.
- Timetable co-ordinated with 80.

As at date of Govt Gazette of 19 December 1924: Numbered 66 [1924 route number].

By date of Govt Gazette of 19 December 1924: Extended to run Drummoyne – Five Dock – Burwood.

By 15 June 1925 (Doran Report): Being operated by WH Bourne/Bourne & Co, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 79 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Ceased. 81 ran a similar route between Drummoyne & Five Dock.

Streets

Drummoyne – Five Dock

1924 (Source: Govt Gazette of 7 March 1924)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd to First Av (Five Dock). Reverse on return.

Drummoyne – Five Dock – Burwood

1924 (Source: Govt Gazette of 19 December 1924)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Burwood Rd, George St, Mary St, Deane St to Burwood Rd (Burwood).

From Burwood (Deane St at Burwood Rd) via Deane St, Burwood Rd, then reverse route to Drummoyne.

Timetable Summary

Drummoyne – Five Dock routes

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
79: Drummoyne-Five Dock-Burwood	Fr Drum 15F 26B	M-F	Drummoyne	6.25amB	Burwood	7.46pmD	A	
					Five Dock	10.50pmD		
		Sat		6.25amB	Burwood	7.46pmD	A	
					Five Dock	10.50pmD		
		Sun		9.05amB	Burwood	10.30pmD	60	
		80: Drummoyne-Five Dock-Strathfield	Fr Drum 15F 28S	M-F	Drummoyne	6.30amF 7.35amS	Strathfield	6.15pmD
Five Dock	10.50pmD							
Sat				6.45amF 7.35amS	Strathfield	6.15pmD	C	
					Five Dock	10.50pmD		
Sun				1.30pmS	Strathfield	10.00pmD	60	

Average day frequencies along common route:

M-F Drummoyne-Five Dock (79, 80) 4 trips per hour.

Sat Drummoyne-Five Dock (79, 80) 4 trips per hour.

Sun AM Drummoyne-Five Dock (79) 60

Sun PM Drummoyne-Five Dock (79, 80) 2 trips per hour.

A – Drummoyne-Five Dock 20, Drummoyne-Burwood 60.

B – To Burwood.

C – Early morning & night, Drummoyne-Five Dock. Day, Drummoyne-Strathfield 60.

D – To Drummoyne.

F – To Five Dock.

S – To Strathfield.

Route 79

EASTWOOD – MARSFIELD (Waterloo Rd) via Vimiera Rd

(Waterloo Rd was in the suburb of Marsfield until gazetted as Macquarie Park in 1999.)

Timeline

By date of Govt Gazette 22 June 1928: Commenced.

By October 1935: Operated by Francis Myers, proprietor.

By the late 1930s: Absorbed into 85.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Eastwood (Railway Pde at Station) via Railway Pde, Ethel St, Bennett [now Blaxland] Rd, Vimiera Rd to Waterloo Rd (Marsfield). Reverse on return.

Route 79

CITY (various termini) – QUEENS PARK – TAMARAMA

(The outer terminus was variously known as “South Bondi” and/or “Tamarama” under private ownership, but was consistently altered to “South Bondi” (same location) when the route was transferred to the Public Transport Commission in 1974, as that name already appeared on PTC bus destination signs.)

(The issue of taxi bus licenses was part of a programme to create employment opportunities for returned servicemen after World War II. Special conditions initially applied to these licenses.)

Timeline

22 March 1948:

- City (Macquarie Pl) – Tamarama commenced jointly by RA (Roy) Berglund & JH (Joe) Bowden, proprietors, who originally owned one bus each.
- The license for this route was originally issued as a “taxi-bus service,” using limited length buses.
- Travelling restrictions applied where route followed tram lines.

Soon after: City terminus altered from Macquarie Pl to Bathurst St. Later further altered to George St, opposite Sydney Town Hall.

Later: Service ran with standard buses when patronage increased.

September 1953: Bowden assumed full control, then or later trading as Bowden’s Blue Express Bus Service and later Bowden’s Express Bus Service.

By 22 March 1962: Ran full time Mondays-Saturday.

By 25 December 1965: Sunday daytime service commenced.

By 10 September 1973: Sunday service ceased.

6 June 1974:

- Transferred to Public Transport Commission (Bus Division) when Bowden handed in his license due to the route becoming commercially unviable, having been the only private route in that part of the Eastern Suburbs.
- Service temporarily continued with the same route number & a similar route & timetable.

26 August 1974: Service to South Bondi rearranged & renumbered into Sydney Region route numbers as:
376 City (Town Hall) – Queens Park – South Bondi (peak hours only)
391 City (Circular Quay) – Paddington – Bondi Junction – South Bondi (off-peak)
391 Bondi Junction – South Bondi (Saturdays).

Streets

City (Macquarie Pl) – Tamarama

Circa 1948 (Source: Gregory’s Street Directory)

From Tamarama via Fletcher St, Alexander St, Kenneth St, Gaerloch Av, Pacific Av, Marine Dr [now Tamarama Marine Dr & Bronte Marine Dr], Bayview St, Hewlett St (**Bronte**), Alfred St, Birrell St (**Waverley**), York Rd, Oxford St, Moore Park Rd, Fitzroy St, Crown St (**Surry Hills**), Oxford St, College St, Prince Albert Rd, [Queens Square,] Macquarie St, Bridge St, Macquarie Pl (City).

City (Town Hall) – Tamarama

Circa 1965 (Source: RGH notes)

From City (Town Hall) (George St) via Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St, York Rd, Birrell St, Ashton St, York Rd, Queens Park Rd (**Queens Park**), Bourke St, Birrell St (**Waverley**), Bronte Rd, Murray St, Hewlett St (**Bronte**), Bayview St, Bronte Marine Dr, Tamarama Marine Dr, Pacific Av, Gaerloch Av, Kenneth St, Marks Lane, Fletcher St to Alexander St (Tamarama).

From Tamarama (Fletcher St at Alexander St) via Alexander St, Gaerloch Av, then reverse route to Elizabeth St, then Park St, George St to opposite Town Hall (City).

Alteration

Circa 1970 (Source: RGH notes): Ex City (Town Hall) from Bourke St via Birrell St, Carrington Rd, Victoria St, Prospect St, Bronte Rd. Reverse on return.

City (Town Hall) – South Bondi

From 6 June 1974 (Source: timetable)

From City (Town Hall) (George St) via Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St, York Rd, Birrell St, Ashton St, York St, Queens Park Rd (**Queens Park**), Bourke St, Birrell St (**Waverley**), Bronte Rd, Murray St, Hewlett St (**Bronte**), Bayview St, Bronte Marine Dr, Tamarama Marine

Dr (**Tamarama**), Pacific Av, Dellview St, Fletcher St, Rowland Av, Wilga St, Sandridge St to near Wilga St (South Bondi).

From South Bondi (Sandridge St at Wilga St) via Sandridge St, Alexander St, Gaerloch Av, Pacific Av, then reverse route to Elizabeth St, then Park St, George St to opposite Town Hall (City).

Timetable Summary

22 March 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Tamarama	30	M-F	Tamarama	6.15am	Town Hall	11.05pm	30*	
		Sat		7.00am		11.05pm	30	
		Sun						

* More frequent in peak hours.

25 December 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Tamarama	Fr Tama 12W 27C	M-F	Tamarama	6.15am	Town Hall	11.05pm	30*	
		Sat		7.00am		11.05pm	30	
		Sun		6.40amW 9.05amC		5.35pmT	A	

* More frequent in peak hours.

A – Early morning, Tamarama-Waverley (Charing Cross). Day, City (Town Hall)-Tamarama 60.

C – To City (Town Hall).

T – To Tamarama.

W – To Waverley (Charing Cross).

4 May 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Tamarama	30	M-F	Tamarama	6.10am	Town Hall	11.05pm	23*	
		Sat		6.50am		11.05pm	33	
		Sun		9.05am		5.35pm	60	

* More frequent in peak hours.

6 June 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- South Bondi	30	M-F	South Bondi	6.10am	Town Hall	11.05pm	23*	
		Sat		6.47am		11.05pm	33	
		Sun						

* More frequent in peak hours.

Route 80

DRUMMOYNE – FIVE DOCK – STRATHFIELD via Lyons Rd

Timeline

By date of Govt Gazette 13 November 1925:

- Full time route (except Sunday mornings) commenced by WH Bourne (?) (operator name based on the co-ordination of timetables with 79).
- Timetable co-ordinated with 79.
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92) at various times.

By date of Govt Gazette 15 October 1926: Ceased. 81 ran a similar route between Drummoyne & Five Dock.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Moseley St, Everton Rd to Bridge Rd [former street which crossed the railway line] (Strathfield Station). Reverse on return.

Timetable Summary

See 79

Route 80

FAIRFIELD – WETHERILL PARK via various routes

- **Extended from Fairfield to Fairfield South (1936)**
- **Extended from Wetherill Park to Horsley Park Post Office (limited service, from 1933)**
- **Further extended from Horsley Park Post Office to Horsley Park Loop/s & Cecil Park**

Also:

- **Fairfield – Smithfield (Chifley St) (INDUSRIAL, 1976-82)**

(Smithfield St between Fairfield & Wetherill Park is now The Horsley Dr.)

Timeline

1925: Fairfield – Wetherill Park via Smithfield St commenced by CW Gordon, proprietor.

1928: Transferred to SF (Sam) Money, proprietor. (A list dated October 1935 shows operator as Mrs MT Money.)

Late 1931: Transferred to H Grimes (?), proprietor.

17 August 1933: Selected trips extended from Wetherill Park to Horsley Park Post Office.

14 September 1936: Extended from Fairfield to Fairfield South (Delamere & Sackville Sts).

24 October 1936: Extension from Fairfield to Fairfield South ceased. A similar but extended route, Fairfield – Cabramatta via Sackville St, operated as 77 [1925 route number] as from May 1946.

September 1947: Transferred to JC (Cec) Johnston, proprietor.

By March 1950:

- Transferred to WA (Bill) & JC (Cec) Johnston, proprietors.
- Trips between Fairfield & Smithfield ran *either* via Smithfield St *or* via Brenan St.

October 1962: Operator incorporated as Smithfield Transport Pty Ltd.

By 1965: Selected trips extended beyond Horsley Park Post Office to Horsley Park loop (some timetables refer to “first” & “second” loops [streets?]) (later to Cecil Park).

13 March 1965: Transferred to Fairlines Bus Service Pty Ltd (Treuer family, proprietors).

By January 1976: Extra route, Fairfield – Smithfield (Chifley St) (industrial area), commenced.

Early November 1976: Transferred to Bosnjaks Bus Service Pty Ltd.

11 September 1978: Extra route, Fairfield – Wetherill Park via Brenan & Shakespeare Sts, commenced.

By May 1979:

- Fairfield – Wetherill Park via Brenan & Shakespeare Sts incorporated into other Fairfield – Wetherill Park routes (via The Horsley Dr *or* via Brenan St).
- Routes were then:
 - Fairfield – Wetherill Park via Brenan St
 - Fairfield – Wetherill Park via The Horsley Dr
 - Fairfield – Smithfield (Chifley St)
- Most Wetherill Park trips ran from Fairfield via one route & returned via the other.
- Selected trips continued to be extended to Horsley Park Post Office & Horsley Park Loop.

25 October 1982: Renumbered into Sydney Region route numbers:

828 Fairfield – Wetherill Park via The Horsley Dr (& limited service extended to Horsley Park Post Office or Horsley Park loop)

829 Fairfield – Wetherill Park via Brenan & Shakespeare Sts (selected trips via Chifley St).

Streets

As at 1946

Fairfield – Wetherill Park (selected trips extended to Horsley Park)

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield (The Crescent at Station) via The Crescent, Ware St, Nelson St, Smithfield St (**Smithfield**), Wetherill St, Daniel St [now The Horsley Dr], Whinstanes Rd [now Daniel St], Park St [now Daniel St] (Wetherill Park).

Horsley Park Post Office extension (likely route): From Wetherill Park via Whinstanes Rd [now The Horsley Dr], Cowpasture Rd, Horsley Rd to Horsley Park Post Office. Reverse on return.

1960s

Horsley Park Loop extension

1965 (Source: timetable)

From Horsley Park (Post Office) via Arundel Rd, [Chandos [now Burley] Rd,] Delaware Rd, Horsley Rd to Horsley Park Post Office.

As at 1969

Circa 1969 (Source: RGH notes)

Fairfield – Wetherill Park via The Horsley Dr (selected trips extended to Horsley Park)

From Fairfield (The Crescent at Station) via The Crescent, Ware St, Nelson St, The Horsley Dr (**Smithfield**) to Wetherill St (Wetherill Park).

From Wetherill Park (The Horsley Dr at Wetherill St) via The Horsley Dr, Smithfield St [now Court Rd], The Crescent to Fairfield Station.

Horsley Park Post Office extension: From Wetherill Park (The Horsley Dr at Wetherill St) via The Horsley Dr to Horsley Park Post Office. Reverse on return.

Horsley Park Loop extension: From Horsley Park Post Office via Arundel Rd, Chandos [now Burley] Rd, Delaware Rd, Horsley Rd, Garfield Rd, Lincoln Rd, Horsley Rd to Horsley Park Post Office.

Fairfield – Wetherill Park via Brenan St (selected trips extended to Horsley Park)

From Fairfield (The Crescent at Station) via The Crescent, Ware St, Nelson St, The Horsley Dr, Brenan St, Liverpool [now Smithfield] Rd, The Horsley Dr (**Smithfield**) to Wetherill St (Wetherill Park).

From Wetherill Park (The Horsley Dr at Wetherill St) via reverse route to Brenan St, then The Horsley Dr, Smithfield St [now Court Rd], The Crescent to Fairfield Station.

Horsley Park Post Office extension: From Wetherill Park (The Horsley Dr at Wetherill St) via The Horsley Dr to Horsley Park Post Office. Reverse on return.

As at 1979

1979 (Source: timetable)

Fairfield – Wetherill Park via The Horsley Dr & return via Brenan St

From Fairfield (The Crescent at Station) via The Crescent, Smart St, Nelson St, The Horsley Dr (**Smithfield**), Elizabeth St [now Herrick St] (**Wetherill Park**), Shakespeare St [beyond Lily St, approx along current Vidal St & Newmen Cl], Wetherill St, Brenan St, The Horsley Dr, Court Rd, The Crescent to Fairfield Station.

Fairfield – Wetherill Park via Brenan St & return via The Horsley Dr

From Fairfield (The Crescent at Station) via The Crescent, Smart St, Nelson St, The Horsley Dr, Brenan St (**Smithfield**), Wetherill St, Shakespeare St [beyond Lily St, approx along current Vidal St & Newmen Cl], Elizabeth St [now Herrick St] (**Wetherill Park**), The Horsley Dr, Court Rd, The Crescent to Fairfield Station.

Horsley Park Post Office & Horsley Park Loop extensions

Similar or same as above.

Fairfield – Smithfield (Chifley St)

1979 (Source: timetable/UBD Compact street directory)

From Fairfield (The Crescent at Station) via The Crescent, Ware St, Nelson St, The Horsley Dr (**Smithfield**), O'Connell St, Chifley St, Dublin St, Rosford St, Eyre St, Hassall St, Victoria St, Wetherill St to The Horsley Dr. Reverse on return.

Trips via Brenan St: Via Brenan St & Liverpool [now Smithfield] Rd.

Timetable Summary

13 March 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park (Wetherill St)†	Fr Fair 20W 25H	M-F	Horsley Park	5.27amF	Fairfield	6.25pmH 9.45pmW	A	
		Sat	Wetherill St	6.00amF		11.12pmH 12.30amW	B	
			Fairfield	7.12amH				
Sun	Horsley Park	7.15amF		6.45pmH 10.25pmW	C			

† Via either Smithfield St or via Brenan St. Selected trips extended to Horsley Park.

A – Fairfield-Wetherill Park (Wetherill St) 45-60 (21 trips via Smithfield St, 16 trips via Brenan St), Fairfield-Wetherill Park (Daniel St), 14 trips, Fairfield-Horsley Park 7 trips.

B – Fairfield-Wetherill Park (Wetherill St) 19 trips (15 trips via Smithfield St, 4 trips via Brenan St), plus short-workings Fairfield-Smithfield, Fairfield-Wetherill Park (Daniel St) 7 trips, Fairfield-Horsley Park 5 trips.

C – Fairfield-Wetherill Park (Wetherill St) 60 (8 trips via Smithfield St, 4 trips via Brenan St). extended to Fairfield-Wetherill Park (Daniel St) 5 trips, Fairfield-Horsley Park 3 trips. Gap in service middle of the day.

F – To Fairfield.

H – To Horsley Park.

W – To Wetherill Park (Wetherill St).

5 May 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park (Wetherill St)†	Fr Fair 20W 25H	M-F	Wetherill St	5.04amF	Fairfield	3.20pmL	A	
			Horsley Park	5.18amF	Horsley Park	7.38pmF		
			Fairfield	7.12amL	Fairfield	9.45pmW		
		Sat	Wetherill St	5.04amF	Horsley Park	6.55pmF	B	
			Horsley Park	5.45amF	Fairfield	7.40pmW		
		Sun	Wetherill St	7.20amF	Horsley Park	6.37pmF	C	
Horsley Park	9.37amF		Fairfield	7.40pmW				

* More frequent in peak hours.

† Via either The Horsley Dr or via Brenan St, generally alternately. Selected trips extended to Horsley Park & Cecil Park.

A – Day & night, Fairfield-Wetherill Park (Wetherill St) 15*, Fairfield-Horsley Park 14 trips. Selected trips on weekdays further extended to Horsley Park loop.

B – Morning, Fairfield-Wetherill Park (Wetherill St) 15. Afternoon Fairfield-Wetherill Park (Wetherill St) 30. Day, Fairfield-Horsley Park 8 trips.

C – Day, Fairfield-Wetherill Park (Wetherill St) 30, Fairfield-Horsley Park 2 trips.

F – To Fairfield.

H – To Horsley Park.

L – To Horsley Park Loop.

W – To Wetherill Park (Wetherill St).

Route 81

CITY (York St) (via Glebe Island Bridge) – **DRUMMOYNE** (via Lyons Rd) – **FIVE DOCK** (via Parramatta Rd) – **CENTRAL RAILWAY**

Timeline

By date of Govt Gazette 13 November 1925:

- Drummoyne – Five Dock – Central Railway via Lyons & Parramatta Rds commenced by Rod Smith, proprietor, in conjunction with 92.
- Brien & Brien also operated this route at some stage.
- 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).
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92) at various times.

By date of Govt Gazette 22 June 1928:

- Extended to run City (York St) – Drummoyne – Five Dock – Central Railway via Glebe Island & Pyrmont Bridges, becoming a “circular” route (ie, the two termini were at different locations in the City).
- Then also shared with other routes along Weston Rd & Bridge St [now Victoria Rd] (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Then also competed with tram routes along Weston Rd & Bridge St [now Victoria Rd] (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

30 May 1929: Transferred to Glenister & Mackenzie Fageol Ltd (SA (Stan) Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

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

Streets

Drummoyne – Five Dock – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd (**Five Dock**), 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 Drummoyne.

City (York St) – Drummoyne – Five Dock – Central Railway

1928 (Source: Govt Gazette of 22 June 1928)

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St (**Pyrmont**), Miller St, Bank St, Glebe Island Bridge§, Commercial Rd§, Weston Rd§ (**Rozelle**), Bridge St§ (**Drummoyne**), Lyons Rd, Great North Rd (**Five Dock**), 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 Pyrmont Bridge, then Market St, York St to near Market St (City).

§ Now part of Victoria Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Central Railway	45	M-F	Central Rly	7.02am	Drummoyne	7.53pm	90	A
		Sat		7.02am		7.53pm	90	A
		Sun						

A – Extra trips Friday & Saturday nights.

Comparison of the two “circular” routes, 81 & 92: City (York St) (via Glebe Island Bridge) – Drummoyne – Five Dock (via Parramatta Rd) – Central Railway

- Both routes were commenced by Rod Smith in circa 1924-25.
- Both were extended to become circular routes in circa 1928.
- Both were transferred to Glenister & Mackenzie Fageol Ltd on 30 May 1929.
- As circular routes, the Streets were identical except that 92 had a short diversion off Lyons Rd via Russell St & Myalora St, Russell Lea.
- Both were declared competitive under the State Transport (Co-ordination) Act & ceased on 31 October 1931.

Route 81

FAIRFIELD – LANSVALE – CABRAMATTA

Also:

- **Trips to or via Hollywood picnic grounds, Lansvale (Sundays, circa 1939-1950s)**
- **(Routes 81 & 83) Fairfield, Yennora & Villawood Stations – various factories in the Fairfield East & nearby areas (INDUSTRIAL) (from or before 1966)**
(Hollywood picnic grounds were on the site of current Liverpool Golf Club, at the end of Hollywood Dr, Lansvale.)

Timeline

3 October 1936: Fairfield – Lansvale – Cabramatta commenced by GW Stanton, proprietor.

By November 1939:

- Selected trips on Sundays & Public Holidays ran to/diverted via “Hollywood” picnic grounds (did these trips run during World War II?).
- Proprietor, GA Griggs.

February 1945: Transferred to Booty & Tibbles, proprietors.

October 1945: Transferred to LA Tibbles, proprietor.

About 1947: Transferred to CA Booty, proprietor.

1949:

- Transferred to JH Moore, proprietor.
- About this time, selected trips on Sundays & Public Holidays ran (or recommenced after World War II?) via “Hollywood” picnic grounds (ceased by mid-1950s).

October 1952:

- Transferred to JC Hatcher, proprietor.
- An undated timetable for Route 81 while JC Hatcher was proprietor – 1952 to 1955 – shows a peak hour service, Fairfield – Villawood, which later became 83.

October 1955: Transferred to Scott & Fletcher, proprietors.

November 1955: Transferred to John A Gilbert Pty Ltd on a temporary basis until transfer to a more permanent operator could be arranged.

February 1956: Transferred to partnership of SC (Syd) Katen & AJ (Alf) Heath, proprietors. By 1974, incorporated as Katen & Heath Pty Ltd.

By 1 July 1966:

- Industrial trips commenced (or first shown in timetable) between (mainly) Fairfield Station (but also Yennora & Villawood Stations) and a range of factories, all or mainly in the Fairfield East area (termed “Additional Works trips” in timetables).
- Listed identically in 81 & 83 timetables.

1 November 1995: Renumbered 817 [Sydney Region route number].

Streets

Circa 1946 (Source: Gregory’s Street Directory)

From Fairfield [Station] via Dale St, Fairfield St, Crown St, Hanson St, Normanby St, Tangerine St, Carrington Rd [now The Horsley Dr], Hume Hwy, Water Reserve Rd [now Knight St], Prospect Creek Rd [now Day St], Lansdowne [now Willis] St (**Lansvale**), Georges Hall Rd [now Hollywood Dr], Prospect Creek Rd [now Day St], Georges Hall Rd [now Hollywood Dr], Hume Hwy, Cabramatta Rd [East], Broomfield St (Cabramatta Station).

Circa 1969 (Source: RGH notes)

From Fairfield (Dale St at Station) via Dale St, Fairfield St, Crown St, Hanson St, Normanby St, Tangerine St, The Horsley Dr, Hume Hwy, Knight St, Day St, Willis St (**Lansvale**), Hollywood Dr, Hume Hwy, Lansdowne Rd, Vale St, Longfield St, Hume Hwy, Cabramatta Rd East, Broomfield St to Cabramatta Station.

From Cabramatta (Broomfield St at Station) via Fisher St, Cumberland St, Cabramatta Rd East, then reverse route to Dale St, then Anzac Av, Lawson St, Wilga St, Dale St to Fairfield Station.

Trips via Vine St, Fairfield: Ex Fairfield from Dale St via Vine St, Diprose St, The Horsley Dr. Return from The Horsley Dr via Diprose St, Vine St, Lawson St, Wilga St, Dale St to Fairfield Station.

Alterations

Circa 1986 (Source: RGH notes):

- Ex Fairfield from Longfield St via Ralph St, Chadderton St, Hume Hwy. Reverse on return.
- Via Gordon St instead of Diprose St.

Timetable Summary

12 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	29	M-F	Fairfield	6.22pm	Cabramatta	7.10pm	30-60	A
		Sat		8.05am		7.00pm	30	A
		Sun		9.15am		6.45pm	6 trips	B

A – Plus short-working/s before first trip shown. Plus picture bus to Fairfield Wednesday, Friday & Saturday nights.

Gap in service on Saturday.

B – Trips between 9.00am & 6.00pm diverted via “Hollywood” picnic grounds.

1 March 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	26	M-F	Fairfield	6.35am	Cabramatta	7.15pm	60*	A
		Sat		8.40am		6.15pm	60	B
		Sun	Lansvale	7.30am	Fairfield	10.55am	4 trips	C

For industrial services, see 83.

* More frequent in peak hours.

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

B – Gap in service in afternoon.

C – 1 trip extended from Lansvale to Cabramatta.

Route 82

DUMBLETON – HURSTVILLE – SYDENHAM – CENTRAL RAILWAY via Forest Rd & King St, Newtown

(Dumbleton was renamed Beverly Hills in 1940.)

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Blue Transit Co (Frank K Bardsley) (?), proprietor.
- 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 15 October 1926:

- Ceased.
- Buses & trams continued to provide service along King St.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Dumbleton (Penshurst St at Stoney Creek Rd) via Penshurst St, Forest Rd (**Hurstville**), Rocky Point Rd§, King St§, Lymerton St, Unwins Bridge Rd, Marrickville [now Railway] Rd, Bolton St [part now Burrows Av]

(Sydenham), [railway bridge – then an extension of Sydenham Rd], Railway Pde, Marrickville Rd, Victoria Rd, Juliet St, Llewellyn St, Alice St, King St (**Newtown**), Australia St, University St [now Salisbury Rd], Missenden 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 Dumbleton.

§ Now Princes Hwy

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		
Dumbleton-Central Railway	71	M-F	Dumbleton	6.20am	Central Rly	10.30pm	45-90	
		Sat		6.20am		10.30pm	45-90	
		Sun		6.20am		10.30pm	45-90	

Route 82

EPPING – CARLINGFORD via Ray Rd

- **Extended from Carlingford to North Rocks (Saturdays from 1992)**

EPPING – EPPING (Malton Rd)

(Epping (Malton Rd) is in current North Epping.)

Timeline

By date of Govt Gazette 22 June 1928: Epping – Carlingford (Pennant Pde/Ray Rd) commenced by E Miles, proprietor.

By 30 June 1933: Extended to run Epping – Carlingford (Church St [now Marsden Rd]/Pennant Hills Rd).

12 March 1934:

- Epping – Epping (Malton Rd) section of 89 [1925 route number] transferred from CME (Cedric Maurice Emery) Troy & amalgamated with 82 as 82 Epping (Malton Rd) – Epping – Carlingford.
- Curtailed to run Epping (Malton Rd) – Epping – Carlingford (Pennant Pde/Ray Rd).

After October 1935: Transferred to JE Sinclair & AJ (Archibald Jeffrey, known as Archie) Moore.

April 1940: Transferred to RR Palme.

Late 1942: Re-transferred to JE Sinclair & AJ Moore, proprietors.

December 1946: Transferred to Parramatta-Epping Bus Service (Moore family, proprietors).

December 1947: Transferred to Richards Bros, proprietors.

December 1951: Transferred to WP (Billy) Watson & Ernie Hulme, proprietors.

By 1952: Extended to run Epping (Malton Rd) – Epping – Carlingford (North Rocks Rd/Pennant Pde).

By 6 July 1959:

- Extended to run Epping (Malton Rd) – Epping – Carlingford (North Rocks Rd/Bengahzi Rd).
- By 1962 ran in a loop via Alamein Av, Bengahzi Rd & North Rocks Rd, Carlingford.

February 1961: Transferred to Ray Rd-Malton Rd Bus Service (partnership of WE (Bill) Hayward & EM (Eddie) Hayman, proprietors).

December 1962: Transferred to Epping Passenger Service (Bill Hayward), proprietor.

March 1963: Transferred to Northern Districts Bus Lines Pty Ltd (Col Sinclair & CN (Carl) Tattam, proprietors), also trading as Fleet Services Pty Ltd.

11 July 1963:

- Epping – North Epping transferred to Carl Tattam, proprietor and renumbered 163 [1925 route number].
- Remaining part of route, Epping – Carlingford, then fully owned by Col Sinclair, trading as Dundas Valley Coach Co Pty Ltd or Sinclair Transport Industries Pty Ltd.
- Not shown on timetables, but late Saturday afternoon & Sunday service continued to be through-routed with 163 (making those trips same as 82 prior to this date) till at least 1969.

By 15 June 1965: Selected trips diverted via Rembrandt St (Village Shopping Centre, later Carlingford Court, later again Carlingford Square).

13 December 1973: Transferred to Harris Park Transport Co Pty Ltd (Moore family, proprietors).

13 January 1992: Most Saturday trips extended to run Epping – North Rocks to cover 90 [1925 route number].

4 November 1996: 82 & 90 [1925 route numbers] reorganised & renumbered into Sydney Region route numbers:
 628 Epping – Carlingford
 629 Epping – North Rocks.

Streets

1920s – 1963

Epping – Epping (Pennant Pde/Ray Rd)

1928 (Source: Govt Gazette of 22 June 1928)

From Epping (High St [now Beecroft Rd] at Station) via High St, Carlingford Rd, Ray Rd to Pennant Pde. Reverse on return.

Epping (Norfolk Rd) – Epping Station – Epping (Ray Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Norfolk Rd (at Malton Rd?) via Norfolk Rd, Oxford St, Langston Pl (**Epping Station**), Bridge St, Beecroft Rd, Carlingford Rd, Ray Rd.

North Epping – Epping Station – Carlingford (North Rocks Rd)

Circa 1962 (Source: timetable)

From North Epping (Boundary Rd/Malton Rd) via Boundary Rd, Eastcote Rd, Malton Rd, Norfolk Rd, Oxford St, Langston Pl (**Epping**), Epping Rd, Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, Alamein Av, Benghazi Rd (**Carlingford**), North Rocks Rd, Pennant Pde, then reverse route to Malton Rd, then Boundary Rd (North Epping).

As at 1965

Epping – Carlingford (loop via North Rocks Rd)

Circa 1965 (Source: RGH notes)

From Epping (Beecroft Rd at Station) via Carlingford Rd, Ray Rd, Pennant Pde, Alamein Av, Benghazi Rd (**Carlingford**), North Rocks Rd, Pennant Pde, Ray Rd, Rawson Rd, Bridge St, Beecroft Rd to Epping Station.

Epping – Carlingford (Rembrandt St Loop)

Circa 1965 (Source: RGH notes)

From Epping (Beecroft Rd at Station) via Carlingford Rd, Ray Rd, Pennant Pde, McKechnie St, Eyles St, Anthony St, Keats St, Milton St, Rembrandt St (**Carlingford**), Dunrossil Av, Pennant Pde, Ray Rd, Rawson Rd, Bridge St, Beecroft Rd to Epping Station.

Alterations

- *Circa 1975 (Source: timetable):* From Carlingford Rd via Ray Rd, Pennant Pde, Dunrossil Av, Pennant Hills Rd, Carlingford Rd, Rembrandt St (**Carlingford**), Milton St, Keats St, Anthony St, Eyles St, McKechnie St, Pennant Pde, Ray Rd, Rawson Rd, Bridge St, Beecroft Rd to Epping Station.
- *Circa 1983 (Source: timetable):* Many trips ran via both Rembrandt St & North Rocks Rd loops, in either order.

Timetable Summary

6 August 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (North Rocks Rd) via Ray Rd	12	M-F	Nth Rocks Rd†	5.46am	Epping	7.58pm	60*	A
		Sat		6.27am		7.21pm	7 trips	A
		Sun		6.25am		8.55pm	8 trips	
Epping-North Epping	9	M-F	Epping	6.04am	North Epping	7.45pm	60*	A
		Sat		6.45am		7.29pm	12 trips	A
		Sun		6.38am		8.44pm	8 trips	

Most trips were through-routed from North Epping to Carlingford

* More frequent in peak hours.

† North Rocks Rd/Pennant Pde.

A – Plus picture bus Wednesday & Saturday nights.

11 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (North Rocks Rd) via Ray Rd	26 round trip	M-F	Nth Rocks Rd	5.47am	Epping	7.35pm	30*	
		Sat		7.10am		7.46pm	AM 30 PM 4 trips	A
		Sun		7.35am		11.46am	4 trips	

82 & 163 through-routed on late Saturday afternoons & Sunday mornings.

* More frequent in peak hours.

A – Gap in service in afternoon.

Circa 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (North Rocks Rd) via Ray Rd	31 round trip	M-F	Nth Rocks Rd	6.08am	Epping	7.30pm	35*	
		Sat		7.28am		1.13pm	35	
		Sun						

Generally ran alternately via Rembrandt St & via North Rocks Rd.

* More frequent in peak hours.

July 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (North Rocks Rd) via Ray Rd	24 round trip	M-F	Nth Rocks Rd	5.45am	Epping	7.32pm	30*	
		Sat		8.04am		1.05pm	30	
		Sun						

* More frequent in peak hours.

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (North Rocks Rd) via Ray Rd†	28 round trip	M-F	Nth Rocks Rd	5.48amE	Epping	7.45pmR	30*	
		Sat	North Rocks	7.50amE	North Rocks	4.00pmE	A	
					Epping	7.00pmR		
Sun								

* More frequent in peak hours.

† Extended to North Rocks on Saturdays.

A – Day, Epping-North Rocks 60. Late afternoon, Epping-Carlingford (North Rocks Rd) 2 trips, plus last trip from Epping to last passenger.

E – To Epping.

R – To Carlingford (North Rocks Rd).

12 August 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (North Rocks Rd) via Ray Rd†	28 round trip	M-F	Nth Rocks Rd	5.43amE	Epping	9.50pmR	30*	
		Sat	North Rocks	7.50amE	North Rocks	5.00pmE	A	
			Epping		Epping	7.00pmR		
Sun	Epping	8.16amR		Epping	5.10pmR	60		

* More frequent in peak hours.

† Extended to North Rocks on Saturdays.

A – Day, Epping-North Rocks 60. Late afternoon, Epping-Carlingford (North Rocks Rd) 2 trips, plus last trip from Epping to last passenger.

E – To Epping.

R – To Carlingford (North Rocks Rd).

Route 83

DUMBLETON – HURSTVILLE – CENTRAL RAILWAY via Forest Rd & King St

- **Post 31 October 1931 feeder: DUMBLETON – HURSTVILLE – NARWEE**

(Dumbleton was renamed Beverly Hills in 1940.)

Timeline

By date of Govt Gazette 13 November 1925:

- Dumbleton – Central Railway commenced by Blue Transit Co (Bardsley & Warburton families, proprietors), which also traded as Bardsley's Motor Saloons on this route.
- 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.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Buses & trams continued to provide service along King St.

1932(?): Relicensed as a feeder, Dumbleton – Hurstville, operated by TE (Thornton) Harrigan, proprietor.

Later in 1932: Transferred to Arthur Marrin, proprietor (by 1940s trading as Red & White Bus Service).

1934: Extended to run from Dumbleton – Hurstville – Narwee.

1940s (after 1 March 1942): Suspended as service regarded as non-essential following introduction of petrol rationing during World War II.

2 January 1944: Resumed as part of 28.

Streets

Dumbleton – Hurstville – Newtown – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Dumbleton (Penshurst St at Stoney Creek Rd) via Penshurst St, Forest Rd (**Hurstville, Bexley**), Rocky Point Rd, King St [last two 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 Dumbleton.

Dumbleton – Hurstville – Enmore – Central Railway

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Dumbleton from King St via May St, Edgeware Rd, Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd (**Camperdown**), 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		
Dumbleton-Central Railway	71	M-F	Dumbleton	6.05am	Central Rly	11.35pm	30	
		Sat		6.05am		11.35pm	30	
		Sun		7.35am		10.00pm	30	

1 March 1942

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narwee-Hurstville	12	M-F	Narwee	6.52am	Hurstville	7.31pm	40	
		Sat		7.14am		11.51pm	AM 30 PM 6 trips	A
		Sun						

A – Gaps in service. Plus picture bus.

Route 83

FAIRFIELD – VILLAWOOD – CHESTER HILL via various routes

Also:

- **(Routes 81 & 83) Fairfield, Yennora & Villawood – various factories in the Fairfield East & nearby areas (INDUSTRIAL) (from or before 1966)**

Timeline

July 1947: Fairfield – Villawood – Chester Hill (via Woodville Rd, Hume Hwy & Chester Hill Rd?) commenced by LA Tibbles.

1948: Ceased.

Ceased until a new operator was found.

April 1953: Revived as Villawood – Chester Hill (? route), operated by RJ Martin, proprietor.

September 1953: Ceased.

Ceased until a new operator was found.

Later: Recommenced as Fairfield – Villawood, operated by JC Hatcher, proprietor. (An undated timetable for Route 81 while JC Hatcher was proprietor – 1952 to 1955 – shows a peak hour service, Fairfield – Villawood.)

October 1955: Transferred to Scott & Fletcher, proprietors.

November 1955: Transferred to John A Gilbert Pty Ltd on a temporary basis until transfer to a more permanent operator could be arranged.

February 1956: Transferred to partnership of SC (Syd) Katen & AJ (Alf) Heath, proprietors. By 1974, incorporated as Katen & Heath Pty Ltd.

By June 1958: Extended from Villawood to Chester Hill to become Fairfield – Villawood – Chester Hill (probably via Normanby St, Alcoomie St & Miller Rd).

30 June 1958: New route, Fairfield – Villawood – Chester Hill via River Av, Belar Av & Chester Hill Rd, commenced, making base routes:

Fairfield – Villawood – Chester Hill via Normanby St, Alcoomie St & Miller Rd

Fairfield – Villawood – Chester Hill via River Av, Belar Av & Chester Hill Rd

Selected trips ran via a combined route.

By 1 July 1966:

- Industrial trips commenced (or first shown in timetable) between (mainly) Fairfield Station (but also Yennora & Villawood Stations) and a range of factories, all or mainly in the Fairfield East area (termed “Additional Works trips” in timetable).
- Listed identically in 81 & 83 timetables.

1 November 1995: Renumbered 818 [Sydney Region route number].

Streets

Fairfield – Villawood – Chester Hill

Circa 1948 (Source: Gregory's Street Directory)

From Fairfield (Station) via Dale St, Vine [part now Bland] St, Mitchell St, Normanby St, Bligh St, Mandarin St, Tangerine St, Woodville Rd (**Villawood**), Hume Hwy, Chester Hill Rd, Waldron Rd, Priam St, Leicester St, Bent St, Waldron Rd (Chester Hill).

Fairfield – Villawood – Chester Hill via Normanby St, Alcoomie St & Miller Rd

Circa 1969 (Source: RGH notes)

From Fairfield (Dale St at Station) via Dale St, Vine St, Bland St, Mitchell St, Normanby St, Tangerine St, Woodville Rd (**Villawood**), Binnaburra St, Belar Av, Alcoomie St, Nurragi St, Goonaroi St, Mundamatta St, Miller Rd, Sir Thomas Mitchell Rd, Orchard Rd, Proctor Pde, Chester Hill Rd, Waldron Rd to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Leicester St, Priam St, Waldron Rd, then reverse route to Vine St, then Wilga St, Dale St to Fairfield Station.

Fairfield – Villawood – Chester Hill via River Av, Belar Av & Chester Hill Rd

Circa 1969 (Source: RGH notes)

From Fairfield (Dale St at Station) via Dale St, Vine St, Diprose St, The Horsley Dr, Mitchell St, Ruby St, River Av, Mandarin St, Tangerine St, Woodville Rd (**Villawood**), Hume Hwy, Derribong St, Belar Av, Lowana St, Mundamatta St, Miller Rd, Hume Hwy (**Bass Hill**), Chester Hill Rd, Waldron Rd to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Leicester St, Priam St, Waldron Rd, then reverse route to Vine St, then Wilga St, Dale St to Fairfield Station.

Alterations

Circa 1986 (Source: RGH notes):

Ex Fairfield:

- From River Av direct to Woodville Rd. Reverse on return.
- Via Gordon St instead of Diprose St.

Fairfield – Villawood – Chester Hill via combined route

Circa 1969 (Source: RGH notes)

From Fairfield via either of the above routes to Woodville Rd, then Hume Hwy, Derribong St, Alcoomie St, Killanoola St, Lowana St, Camira St, Belar Av, Lowana St, Mundamatta St, Miller Rd, then either of the above routes to Chester Hill. Reverse on return.

Alteration

Circa 1986 (Source: RGH notes) (Combined route): Ex Fairfield from Hume Hwy via Derribong St, Gundaroo St, Carrawatha St, Alcoomie St. Reverse on return.

Timetable Summary

1 July 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Chester Hill via Normanby St, Alcoomie St, Miller Rd	22	M-F	Fairfield	8.16am	Chester Hill	5.22pm	60*	A
		Sat		9.00am		1.00pm	30	B
		Sun						
Fairfield-Chester Hill via River Av, Belar Av & Chester Hill Rd	26	M-F	Fairfield	9.00am	Chester Hill	5.18pm	60	E
		Sat		8.20am	Fairfield	11.45am	60	G
		Sun	Chester Hill	1.45pm			H	
Fairfield-Chester Hill via combined route		M-F	Villawood	5.58amC	Chester Hill	6.35pmF	Ph1	
			Chester Hill	7.40amF				
		Sat	Fairfield	3.10pmC		7.10pmF	2 trips	I
		Sun		7.55amC		10.25amF	2 trips	J
Fairfield-Fairfield East Industrial Area (various factories)†		M-F	Fairfield	6.35am	F'ield E Ind'l	4.35pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

† Also limited services from Yennora & Villawood Stations to Fairfield East Industrial Area. Listed identically in 81 & 83 timetables.

A – Additional peak hour service provided by combined route. Last trip 8.05pm from Fairfield Hospital to Fairfield.

B – Late afternoon service provided by combined route. Last trip 8.05pm Fairfield Hospital to Fairfield.

C – To Chester Hill.

D – Service provided by combined route.

E – Additional peak hour service provided by combined route. Plus short-working/s before first trip & after last trip shown.

F – To Fairfield.

G – Additional service provided by combined route. Plus short-working/s after last trip shown.

H – 1 trip from Chester Hill. Other trips provided by combined route.

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

J – Plus short-working/s after last trip shown. Last trip 4.05pm Fairfield Hospital to Fairfield.

Ph1 – Peak hours only (morning mainly Chester Hill-Villawood, afternoon full route).

Ph2 – Peak hours only (morning 8 trips from Fairfield, Yennora or Villawood, afternoon 7 trips to Fairfield, Yennora or Villawood).

1 August 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Chester Hill via Normanby St, Alcoomie St, Miller Rd	23	M-F	Fairfield	7.20am	Fairfield	5.20pm	60	A
		Sat		9.00am	Chester Hill	12.30pm	30	B
		Sun						D
Fairfield-Chester Hill via River Av, Belar Av & Chester Hill Rd	25	M-F	Fairfield	8.45am	Fairfield	4.45pm	60	A
		Sat		8.20am	Chester Hill	11.45am	60	B
		Sun						D
Fairfield-Chester Hill via combined route		M-F	Villawood	5.55amC	Fairfield	8.15pmC	PNs	
			Fairfield	7.48amC				
		Sat	Chester Hill	1.00pm	Chester Hill	7.10pm	60	E
		Sun	Fairfield	8.00am	Fairfield	6.15pm	120	
Fairfield-Fairfield East Industrial Area (various factories)		M-F	Fairfield	6.35am	F'ield E Ind'l	4.05pm	Ph1	
		Sat						
		Sun						

* More frequent in peak hours.

A – Night service provided by combined route.

B – Afternoon service provided by combined route.

C – To Chester Hill.

D – Service provided by combined route.

E – Plus early morning trip.

Ph1 – Peak hours only (morning 4 trips from Fairfield, afternoon 2 trips to Fairfield).

PNs – Morning peak hour, mainly Chester Hill-Villawood. Afternoon peak hour & night, full route.

Route 84

EARLWOOD – CANTERBURY – CENTRAL RAILWAY via Old Canterbury & Parramatta Rds

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: Earlwood Park – City (Central Railway) commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 70 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Federal Bus Co (brothers Reginald R & Raymond B Le Sueur, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 84 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Extended to tun Earlwood (William St at shops) – Central Railway.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

Earlwood Park – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Earlwood Park (River St at park entrance) via River St, Caroline St, Woolcott St, Fore St, Canterbury Rd (Canterbury), Old Canterbury Rd, Cobar St, Jesmond Av (**Dulwich Hill**), Union St, Windsor Rd, 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 Earlwood Park.

Earlwood (William St) – Central Railway

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Earlwood Park via River St, Louisa St, Thompson St, Cameron St to William St (Earlwood). 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		
Earlwood Park-Central Railway	42	M-F	Earlwood Park	7.47am	Central Rly	11.27pm	90	
		Sat		7.47am		11.27pm	90	
		Sun		1.42pm		11.27pm	90	

Route 84

FLEMINGTON – CENTRAL RAILWAY via Arthur St & Parramatta Rd

Timeline

By date of Govt Gazette 22 February 1929:

- Commenced by Reliance Bus Co (Steer Bros, proprietors).
- Shared most of route with 93 & 94.
- Competed with Wynyard – Parramatta train services.
- 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).

1929/30: Transferred to Glenister & Mackenzie Fageol Ltd (Stan A Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

31 October 1931:

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

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Flemington (Richmond Rd at Arthur St) via Richmond Rd, Tavistock St, Hampstead Rd, Arthur St, Mackenzie St, Bridge St (**Homebush**), 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 Flemington.

Timetable Summary

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Flemington-Central Railway via Arthur St		M-F	Flemington	6.11am	Central Rly	11.37pm	30	
		Sat		6.11am		11.37pm	30	
		Sun		7.41am		11.37pm	30	

Route 84

EASTWOOD – MARSFIELD (Herring Rd/Waterloo Rd) via Agincourt & Herring Rds

(The suburb where Waterloo Rd & Macquarie University are located was known as Marsfield until gazetted as Macquarie Park in 1999.)

Timeline

14 October 1935: Eastwood – Marsfield (Herring & Waterloo Rds) commenced, then or later operated by Francis Myers, proprietor.

19 February 1936: Curtailed to run Eastwood – Marsfield (Herring & Agincourt Rds).

1936: Absorbed into 85 (same operator).

Route 84

CHESTER HILL – CHESTER HILL (Barbers Rd)

CHESTER HILL – GUILDFORD

Timeline

By 26 September 1947: Chester Hill – Guildford section of GR (George Robert) Sinclair Sinclair's 209 renumbered 84.

December 1950: Transferred to Roger Pattison (formerly a Sinclair driver), proprietor. Traded as R & E Pattison, later R & E Pattison & Son (son was Robert Pattison).

June 1960: New route, Chester Hill – Chester Hill (Barbers Rd), commenced.

1 July 1972: Transferred to Chester Hill Transit Pty Ltd (also trading as Chester Hill-Bankstown Bus Service Pty Ltd) (Dewey family, proprietors).

3 February 1986: Transferred to Auburn Bus Services (Barry Briggs & Stephen Todd, proprietors).

By May 1989: Barbers Rd trips altered to run as a diversion on selected Chester Hill – Guildford trips.

9 October 1989: Auburn Bus Service transferred to Ian Barden & Associates, proprietors.

By July 1990: Sunday service provided over part of route by diversion of 73 trips.

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)

July 1996: Renumbered 907 [Sydney Region route number].

Streets

Guildford – Chester Hill

Circa 1948 (Source: Gregory's Street Directory)

From Guildford (Station) via Railway Tce, Mountford Av, Marian St, Guildford Rd, Bolton St, Henry St, Broughton St, Orchardleigh St, Woodville Rd, Gurney Rd, Miller Rd, Virgil Av, Bent St, Waldron Rd (Chester Hill).

Circa 1969 (Source: RGH notes)

From Guildford (Station, Railway Tce at Guildford Rd) via Railway Tce, Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St (**Old Guildford**), Woodville Rd, Gurney Rd, Curtis Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Virgil Av, then reverse route to Guildford Rd, then Railway Tce to Guildford Station.

Circa 1989 (Source: timetable)

Chester Hill (Barbers Rd) diversion: From Gurney Rd/Miller Rd via Miller Rd to Barbers Rd, then Miller Rd to Gurney Rd.

Chester Hill – Chester Hill (Barbers Rd)

Circa 1969 (Source: RGH notes)

From Chester Hill (Waldron Rd at Station) via Bent St, Virgil Av, Campbell Hill Rd, Gurney Rd, Miller Rd to Barbers Rd (Chester Hill).

From Chester Hill (Barbers Rd) (at Miller Rd) via reverse route to Virgil Av, then Priam St, Waldron Rd to Chester Hill Station.

Alteration

Circa 1985 (Source: timetable): Ex Barbers Rd from Miller Rd/Barbers Rd via Barbers Rd, Woodville Rd, Gurney Rd, then return to Chester Hill.

Timetable Summary

26 September 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Guildford	15	M-F	Chester Hill	5.55am	Chester Hill	7.00pm	60*	A
		Sat		6.13am		2.36pm	30-60	B
		Sun	Guildford	9.40am	Guildford	8.38pm	60	

* More frequent in peak hours.

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

B – Plus picture bus to Guildford. Plus short-working/s before first trip shown.

1 November 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Guildford	17	M-F	Chester Hill	5.38am	Guildford	7.21pm	60*	
		Sat		6.19am		7.23pm	40-60	
		Sun						
Chester Hill-Chester Hill (Barbers Rd)	10	M-F	Barbers Rd	6.05am	Chester Hill	7.40pm	13 trips	
		Sat		8.55am		6.40pm	5 trips	
		Sun						

* More frequent in peak hours.

9 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Guildford	17	M-F	Chester Hill	5.30am	Guildford	6.38pm	60*	
		Sat		7.16am		12.37pm	45	
		Sun						
Chester Hill-Chester Hill (Barbers Rd)	10	M-F	Barbers Rd	5.17am	Chester Hill	6.38pm	12 trips	
		Sat		9.30am		12.53pm	3 trips	
		Sun						

* More frequent in peak hours.

Route 85

EASTWOOD – FIVEWAYS bidirectional loop via Lovell Rd & North Rd

EASTWOOD – MACQUARIE UNIVERSITY – RYDE via Balaclava Rd & Herring Rd

EASTWOOD – MARSFIELD (Waterloo Rd) loop via Agincourt Rd & Balaclava Rd

Also:

- **Eastwood – Midway – Ryde via Bridge Rd (1963-66)**
- **Eastwood – Marsfield (Herring Rd/Agincourt Rd) (1930s-1960s?)**

(Fiveways is located at Balaclava Rd/North Rd.)

(The intersection of North Rd/Lovell Rd is the location of current Midway shops, opened in 1960.)

(The suburb where Waterloo Rd & Macquarie University are located was known as Marsfield until gazetted as Macquarie Park in 1999.)

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

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:

- Eastwood – Marsfield (Waterloo Rd) commenced prior to the allocation of route numbers.
- Service ran daily by September 1925.

As at date of Govt Gazette of 19 December 1924: Numbered 71 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Francis Myers, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 85 [1925 route number] in the general renumbering of routes.

By October 1935: Operated by Myers & Dickson, proprietors.

1936: 84 Eastwood – Marsfield (Herring Rd/Agincourt Rds) absorbed into 85. Two trips along ex-84 continued to run on Saturday mornings until at least the currency of the timetable dated 21 January 1963.

By the late 1930s: 79 Eastwood – Marsfield (Waterloo Rd) via Vimiera Rd absorbed into 85. Service along Lansdowne St, Lincoln St & Vimiera Rd (ex-79?) continued until June 1952.

January 1955: Transferred back to Francis Myers, proprietor.

1950s (by or during Myers' proprietorship):

- New bidirectional loop route, Eastwood – Fiveways – Eastwood via Lovell Rd, North Rd & Balaclava Rd, commenced.
- Generally ran clockwise (via North Rd, then Lovell Rd) in the morning peak hour & reverse (anti-clockwise) in the afternoon peak hour & either way at other times. At various times, trips between Eastwood & points further east along Balaclava Rd & Waterloo Rd diverted via Lovell & North Rds.
- Destination signs for loop route trips were “Watts Rd via Lovell Rd” or “Watts Rd via Balaclava Rd” depending on direction of travel. (Street names were used, as the name “Midway” was only coined when the shops at the North Rd/Lovell Rd corner opened in 1960.)

June 1957: Transferred to Hunters Hill Bus Co Pty Ltd (shareholders: John A Gilbert-related personnel, plus manager at the time, namely CAL (Clarrie) Paull, manager till 1965).

By 1963: Eastwood – Marsfield (Waterloo Rd) rerouted in a loop from Balaclava Rd via Agincourt Rd, Waterloo Rd & Balaclava Rd.

18 November 1963:

- New route, Eastwood – Midway – Ryde via Bridge Rd, commenced.
- Ran M-F daytime & Saturday morning.

20 July 1964:

- Off-peak & Saturday morning service between Eastwood & Marsfield (Waterloo Rd) (point-to-point) replaced by extension of 141. Service on 85 between Eastwood & destinations closer to Eastwood Station remained similar. Part of route shared with 141.
- During the currency of the timetable of this date and those of 26 February 1968 & 16 September 1968 special church trips ran on Sunday mornings, serving St Therese Church, St Anthony Church & Marsfield Mission. These trips had ceased by 29 December 1971.

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

By 12 September 1966: Eastwood – Midway – Ryde via Bridge Rd renumbered 228 [1925 route number].

Early 1967 (*letter from Department of Motor Transport*): Saturday afternoon & Sunday services ceased.

By 29 December 1971:

- Selected trips extended from Macquarie University to AWA factory, North Ryde (later referred to as North Ryde Industrial Area).
- Days of service extended to Saturday mornings.

15 November 1976: As part of rearrangement of 85, 141 & 228 [1925 route numbers]:

- Eastwood – Macquarie University extended to run Eastwood – Macquarie University – Ryde, replacing 141.
- Eastwood – Midway – Fiveways replaced by rerouting of 228.

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

16 November 1981:

- Rerouted via Macquarie Centre, upon its opening.
- Hours of serviced extended to M-F full time & daytime Saturday.

30 June 1986: Selected trips diverted via Busaco Rd/Talavera Rd, Marsfield.

23 July 1990: As part of general reorganization of North & Western Bus Lines' routes:

- Eastwood – Macquarie University via Balaclava Rd amalgamated with 54 and Parramatta – Eastwood via Main Rd section of 172 and renumbered 550 [Sydney Region route number].
- Ryde – Macquarie University via Herring Rd remained as 85 (because of the then proposed amalgamation with Gordon – Macquarie University to form a cross-suburban “Red Arrow” type route, which did not eventuate). This part of the service ran M-F daytime & Saturday morning.
- Service to the part of 85 in Marsfield between Epping Rd/Vimiera Rd & Waterloo Rd/Culloden Rd (not covered by 550 Chatswood – Parramatta) replaced by an infrequent weekday service on 550 Eastwood – Marsfield (Busaco Rd) [Sydney Region route number].
- A more regular service to the Marsfield (Busaco Rd) area was also provided by an improved service on State Transit Authority 292 City (Wynyard) – Marsfield [Sydney Region route number].

13 April 1993: Remaining part of route, Ryde – Macquarie University, renumbered 531 [Sydney Region route number].

Streets

EASTWOOD – MARSFIELD (Waterloo Rd)/MACQUARIE UNIVERSITY via Balaclava Rd

Eastwood – Marsfield (Waterloo Rd/Khartoum Rd) via Balaclava Rd

1924 (Source: Govt Gazette of 19 December 1924)

From Eastwood (Railway Pde at Station) via Railway Pde, May St, Bennett [now Blaxland] Rd, Balaclava Rd, Waterloo Rd to Khartoum Rd (Marsfield). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Eastwood from Railway Pde via Ethel St, Bennett [now Blaxland] Rd. Reverse on return.

Eastwood – Marsfield (Vimiera Rd/Waterloo Rd) via Balaclava Rd

Circa 1948 (Source: Gregory's Street Directory)

From Eastwood (Station) via Railway Pde, May St, Blaxland Rd, Lansdowne St, Gordon St, Balaclava Rd, Waterloo Rd to Vimiera Rd (Marsfield [now Macquarie Park]).

Eastwood – Marsfield (Waterloo Rd) loop via Agincourt Rd & Balaclava Rd

Circa 1963 (Source: RGH notes)

From Eastwood (Railway Pde at Station) via May St, Blaxland Rd, Balaclava Rd, Agincourt Rd, Vimiera Rd, Waterloo Rd (Marsfield), Balaclava Rd, Blaxland Rd, Rowe St, Railway Pde to Eastwood Station.

Eastwood – Macquarie University loop via Agincourt Rd & Balaclava Rd

Alteration

Circa 1964 (upon closure of part of Waterloo Rd to enable construction of Macquarie University) (Source: RGH notes): Ex Eastwood from Waterloo Rd/Culloden Rd via Culloden Rd, Epping Rd, Balaclava Rd to Macquarie University.

Eastwood – Macquarie University via Balaclava Rd

By 1968 (Source: timetable)

From Eastwood (Railway Pde at Station) via May St, Blaxland Rd, Balaclava Rd to Macquarie University.

From Macquarie University via Balaclava Rd, Blaxland Rd, Rowe St, Railway Pde to Eastwood Station.

Marsfield (Vimiera Rd) diversion (*limited service on weekdays & Saturday mornings*): Ex Eastwood from Balaclava Rd/Agincourt Rd via Agincourt Rd, Yangalla St, Vimiera Rd, Epping Rd, Balaclava Rd to Macquarie University. Reverse on return.

Eastwood – Macquarie University via Balaclava Rd (selected trips extended to AWA, North Ryde)

By 1970 (Source: timetable)

AWA, North Ryde extension: From Macquarie University via Waterloo Rd, Khartoum Rd, Vittoria [now Talavera] Rd to AWA factory (in Lane Cove Rd?), North Ryde. Reverse on return.

EASTWOOD – MACQUARIE UNIVERSITY – RYDE

15 November 1976 (Source: timetable)

From Eastwood (Station, Ethel St at Railway Pde) via May St, Blaxland Rd, Balaclava Rd, Agincourt Rd, Yangalla St, Vimiera Rd, Epping Rd, Balaclava Rd (**Macquarie University**), Waterloo Rd, Herring Rd (**North Ryde**), Bridge Rd, Watts Rd, North Rd, Quarry Rd, Lane Cove Rd, Devlin St to Top Ryde shops.

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

Marsfield (Vimiera Rd) diversion (*limited service on weekdays & Saturday mornings*): Ex Eastwood from Vimiera Rd/Epping Rd via Vimiera Rd, Waterloo Rd, Culloden Rd to Epping Rd. Reverse on return.

North Ryde (Fontenoy Rd) diversion: Ex Eastwood from Waterloo Rd/Herring Rd via Waterloo Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd to Herring Rd.

Alterations

16 November 1981 (opening date of Macquarie Centre shops) (Source: timetable):

- By this date, ex Ryde from Waterloo Rd via Macquarie Dr (**Macquarie University**), Balaclava Rd. Ex Eastwood from Balaclava Rd via University Av, Macquarie Dr, Waterloo Rd.
- Rerouted through Macquarie Centre from Waterloo Rd via Herring Rd to Macquarie Centre and return.
- Diversion via Lane Cove Rd, Fontenoy Rd & Khartoum Rd, North Ryde ceased.
- **Ryde (Aitchandar Rd) diversion:** Ex Eastwood from Bridge Rd via Twin Rd, Boyce St, Quarry Rd, Gardener Av, Bidgee St, Aitchandar Rd, Buffalo Rd to Lane Cove Rd. Reverse on return.

Ryde – Macquarie University

23 July 1990 (Source: timetable)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Quarry Rd (**Midway Shops**), North Rd, Watts Rd, Bridge Rd, Herring Rd to **Macquarie Centre**, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University terminal.

From Macquarie University (terminal, Macquarie Dr) via Waterloo Rd, then reverse route to Lane Cove Rd, then Devlin St to Top Ryde shops.

EASTWOOD – MIDWAY – FIVEWAYS (bi-directional loop)

Circa 1963 (Source: RGH notes)

Anti-clockwise loop*

From Eastwood (Railway Pde at Station) via May St, Blaxland Rd, Balaclava Rd, Alexandria Av, Welby St, Pickford St, Lovell Rd (**Midway**), North Rd to Balaclava Rd (**Fiveways**), Balaclava Rd, Blaxland Rd, Rowe St, Railway Pde to Eastwood Station.

Clockwise loop*

From Eastwood (Railway Pde at Station) via May St, Blaxland Rd, Balaclava Rd, then via reverse of anti-clockwise loop to Blaxland Rd, then Rowe St, Railway Pde to Eastwood Station.

** These routes were also followed by trips between Eastwood and points beyond Fiveways.*

Alteration

From 5 August 1963 (Source: RGH notes): Ex Eastwood from Balaclava Rd via Gordon St, Welby St. Reverse on return.

EASTWOOD – MIDWAY – RYDE via BRIDGE RD

From 18 November 1963

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

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

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		
Eastwood-Marsfield (Waterloo Rd)	Fr Eastwd 9A 14W	M-F	Agincourt Rd	6.30amE	Eastwood	6.58pmW	B	
			Waterloo Rd	8.30amE				
		Sat	Agincourt Rd	6.55amE		1.58pmW	C	
			Waterloo Rd	8.30amE				
Sun		8.55amE		9.53pmW	4 trips			

A – To Marsfield (Agincourt Rd).

B – Early morning, Eastwood-Marsfield (Agincourt Rd). Day, Eastwood-Marsfield (Waterloo Rd) 60. Extra trips Friday night (last trip 10.18pm from Eastwood to Marsfield (Agincourt Rd)).

C – Early morning, Eastwood-Marsfield (Agincourt Rd). Morning, Marsfield-(Waterloo Rd) 40-60. Plus picture bus.

E – To Eastwood Station.

W – Marsfield (Waterloo Rd).

Mid-1950s (while F Myers was proprietor)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Marsfield (Vimiera Rd) via Balaclava Rd		M-F	Waterloo Rd	6.26amE	Vimiera Rd	6.02pmE	A	
			Eastwood	8.12amV	Eastwood	7.08pmW		
		Sat	Waterloo Rd	6.30amE	Herring Rd	11.38amE	B	
			Eastwood	8.14amV 8.55amH	Vimiera Rd	6.48pmE		
		Sun	Epping Rd	9.45amE	Epping Rd	7.15pmE	C	
Eastwood-Fiveways via Lovell Rd & North Rd‡		M-F	Eastwood	6.09am	Eastwood	6.42pm	D	
		Sat		7.50am		4.55pm	F	
		Sun					G	

‡ Bidirectional loop in peak hours. Off-peak & Saturday morning trips ran only Eastwood-Fiveways & return via reverse route.

A – Peak hours, Eastwood-various termini along Balaclava Rd or to Marsfield (Vimiera Rd). Day, Eastwood-Marsfield (Vimiera Rd) 60. Selected trips ran via Lovell Rd & North Rd.

B – Eastwood-various termini along Balaclava Rd or to Marsfield (Vimiera Rd). Also Eastwood-Eastwood (Herring Rd) 2 trips. Selected trips ran via Lovell Rd & North Rd. Gap in service in afternoon. Plus picture bus.

C – 4 trips from Eastwood to Marsfield (Epping Rd), 5 trips from Marsfield (Epping Rd) to Eastwood. All trips via Lovell Rd & North Rd.

D – Peak hours, round trip Eastwood-Fiveways-Eastwood (morning peak hour via North Rd then Lovell Rd, afternoon peak hour reverse direction. Day, Eastwood-Fiveways (*not* a loop) 60.

E – To Eastwood.

F – Early morning, round trip Eastwood-Fiveways via North Rd, then Lovell Rd. Morning, Eastwood-Fiveways (*not* a loop) 30. Gap in service in afternoon. Additional service provided by Eastwood-Marsfield trips diverting via Lovell Rd & North Rd.

G – Service provided by Eastwood-Marsfield (Epping Rd) trips running via Lovell Rd & North Rd.

V – To Marsfield (Vimiera Rd).

W – To Marsfield (Waterloo Rd).

18 November 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde via Bridge Rd	17	M-F	Ryde	6.40am	Eastwood	7.00pm	40	
		Sat		7.00am		1.20pm	40	
		Sun						

29 December 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Macquarie University	17	M-F	Macquarie Uni	6.47am	Eastwood	9.16pm	45*	A
		Sat		8.23am		1.59pm	45	A
		Sun						
Eastwood-Midway-Fiveways	13	M-F	Fiveways	5.48am	Eastwood	6.09pm	40*	
		Sat						C
		Sun						

* More frequent in peak hours.

A – Weeknight & Saturday Eastwood-Macquarie University trips ran via Midway. Plus short-working/s before first trip shown.

B – Additional service provided by diversions of Eastwood-Epping Rd or Macquarie University trips.

C – Service provided by diversions of Eastwood-Epping Rd or Macquarie University trips.

16 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Macquarie University-Ryde	Fr East 22M 40R	M-F	Ryde	6.23amE	Eastwood	9.28pmR	30*	A
		Sat		7.34amE		1.05pmR 5.00pmM	B	
		Sun						

* More frequent in peak hours.

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

B – Morning, Eastwood-Macquarie University-Ryde 30. Afternoon, Eastwood-Macquarie Centre 30. Plus short-working/s before first trip shown.

E – To Eastwood.

M – To Macquarie Centre.

R – To Ryde.

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie Centre or Macquarie University	Fr Ryde 15C 18U	M-F	Ryde	6.18am	Macquarie Ctr	7.20pm	60*	A
		Sat		7.50am		2.45pm	60	B
		Sun						

* More frequent in peak hours.

A – Early morning & late afternoon, Ryde-Macquarie Centre. Peak hours & day, Ryde-Macquarie University. Extra trips on Thursday night (last trip 9.10pm from Macquarie Centre).

B – All trips Ryde-Macquarie Centre.

C – To Macquarie Centre.

U – To Macquarie University.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie Centre or Macquarie University	20	M-F	Ryde	6.20am	Macquarie Uni	9.05pm	60*	A
		Sat		7.45am	Macquarie Ctr	4.15pm	60	B
		Sun						

* More frequent in peak hours.

A – Early morning, Ryde-Macquarie Centre. Peak hours & day, Ryde-Macquarie University.

B – All trips (except last) Ryde-Macquarie University. Last trip from Macquarie Centre to Ryde.

Route 86

EAST SYDNEY (Cowper Wharf) – CENTRAL RAILWAY

(East Sydney is more commonly known as Woolloomooloo.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Commenced prior to the allocation of route numbers. Competed with Circular Quay – Woolloomooloo Bay tram service

As at date of Govt Gazette of 19 December 1924: Numbered 72 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 86 [1925 route number] in the general renumbering of routes.

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

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From East Sydney (Cowper Wharf Roadway at McElhone Steps) via Cowper Wharf Roadway, Dowling St, William St, Bourke St, Oxford St, Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

1925 (Source: Govt Gazette of 13 November 1925)

From East Sydney (Cowper Wharf Roadway at McElhone Steps) via Cowper Wharf Roadway, Dowling St, Roebank St, Clapton Pl, Forbes St, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

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		
Woolloomooloo-Central Railway	15	M-F	Wool'mooloo	6.50am	Central Rly	7.55pm	40	A
		Sat		6.50am		2.00pm	40	
		Sun						

A – Extra trips Friday night.

Route 86

EASTWOOD – CARLINGFORD via Rutledge St

(Church St between Terry Rd & Pennant Hills Rd is current Marsden Rd.)

Timeline

By date of Govt Gazette 22 June 1928: Eastwood – Eastwood (Darvall Rd) commenced by Reg White, proprietor.

By date of Govt Gazette 22 February 1929: Extended to run Eastwood – Eastwood (Lawson St).

1930s: Transferred to GR (George Robert) Sinclair, proprietor.

By 3 April 1945: Extended to run Eastwood – Carlingford (Church St/Pennant Hills Rd).

(?): Operated by Parramatta-Epping Bus Service Pty Ltd (Moore family) for a period (?).

December 1950: Transferred to Eastwood Bus Service Pty Ltd (GR (George Robert) Sinclair (& Carl Tattam?), proprietor. At various times also traded as Sinclair's Passenger Service Pty Ltd or Fleet Services Pty Ltd.

By 28 February 1953: Extended to run Eastwood – Carlingford Station.

1960/1 (between 9 April 1960 & 19 August 1961): Renumbered from 150. (Renumbering probably occurred at about the same time as Parramatta – Dundas Valley – Eastwood trips on 172 were renumbered as 86.)

Streets

Eastwood – Eastwood (Darvall Rd)

1928 (Source: Govt Gazette of 22 June 1928)

From Eastwood (railway reserve at Station) via West Pde, Clanalpine St, Shaftsbury Rd, Rutledge St, Darvall Rd to Rowe St. Reverse on return.

Eastwood – Eastwood (Lawson St)

1929 (Source: Govt Gazette of 22 February 1929)

From Eastwood (railway reserve at Station) via West Pde, Clanalpine St, Shaftsbury Rd, Rutledge St, Brush Rd, Lawson St to Marsden Rd. Reverse on return.

Eastwood – Carlingford (Church St/Pennant Hills Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Eastwood (Station) via West Pde, Rowe St, Shaftsbury Rd, Rutledge St, Darvall St, Sybil St, Brush Rd, Lawson St, Marsden Rd, Church St to Pennant Hills Rd (Carlingford).

Eastwood – Carlingford Station

Alterations

By 7 August 1955:

- Extended (*likely route*) from Carlingford (Church St/Pennant Hills Rd) via Pennant Hills Rd to Carlingford Station. Reverse on return.
- Carlingford (Post Office Rd) diversion** (*generally alternate trips*): Ex Eastwood from Carlingford (Church St/Pennant Hills Rd) via Pennant Hills Rd, Post Office Rd, Jenkins Rd, Pennant Hills Rd to Carlingford Station.

Timetable Summary

3 April 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford (Church St/Pennant Hills Rd)	Fr East 9M 17C	M-F	Eastwood	6.57amM 8.10amC	Church St† Eastwood	7.15pmE 7.55pmM	Ph	
		Sat	Mobbs Lane	7.50amE	Church St†	9.42amE	A	
			Eastwood	8.05amC	Marsden Rd	1.37pmE		
Sun								

† Corner of Pennant Hills Rd.

A – Base service Eastwood-Carlingford (Church St/Marsden Rd). Selected trips extended to Carlingford (Mobbs Lane/Church St) or Carlingford (Church St/Pennant Hills Rd). Plus picture bus Saturday night.

C – To Carlingford (Church St/Pennant Hills Rd).

E – To Eastwood.

M – To Carlingford (Church St/Marsden Rd).

Ph – Peak hours only. Base service Eastwood-Carlingford (Church St/Marsden Rd). Selected trips extended to Carlingford (Mobbs Lane/Church St) or Carlingford (Church St/Pennant Hills Rd).

Early 1950s (between December 1950 & February 1953)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford (Church St/Pennant Hills Rd)	Fr East 10M 16C	M-F	Church St†	6.06amE	Church St† Eastwood	7.10pmE 7.54pmM	A	
		Sat	Mobbs Lane	7.50amE	Church St†	6.53pmE	B	
			Eastwood	8.10amC				
Sun								

† Corner of Pennant Hills Rd.

A – Eastwood-Carlingford (Church St/Marsden Rd) 30 (selected trips extended to Mobbs Lane), Eastwood-Carlingford (Church St/Pennant Hills Rd) 60. Plus picture bus Wednesday nights.

B – Morning, Eastwood-Carlingford (Church St/Marsden Rd) 30 (selected trips extended to Mobbs Lane), Eastwood-Carlingford (Church St/Pennant Hills Rd) 60-90. Afternoon, Eastwood-Carlingford (Church St/Pennant Hills Rd) 60. Plus picture bus.

C – To Carlingford (Church St/Pennant Hills Rd).

E – To Eastwood.

M – To Carlingford (Church St/Marsden Rd).

28 February 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford Station	14	M-F	Carlingford	6.20am	Eastwood	6.40pm	30	
		Sat		7.35am	Carlingford	6.55pm	30	A
		Sun						

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

Route 86

PARRAMATTA – DUNDAS VALLEY – EASTWOOD

Also:

- **Rydalmere – Dundas Valley (selected trips)**

See Route 172 [1925 route number]

Route 87

EDGECLIFF – PADDINGTON – CENTRAL RAILWAY via various routes through Woollahra & Paddington, then Oxford St

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Edgecliff – Paddington – Central Railway via Ocean St, Queen St & Oxford St commenced prior to the allocation of route numbers
- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette of 19 December 1924: Rerouted via Jersey Rd, Paddington St & Oxford St.

As at date of Govt Gazette of 19 December 1924: Numbered 74 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Paddington Motor Service (WAG Jones), proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 87 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Curtailed to run Paddington (Jersey Rd/Quarry St) – Central Railway.

By date of Govt Gazette 22 February 1929:

- Ceased.
- Buses & trams continued to provide service along Oxford St.

Streets

Edgecliff – Central Railway via Ocean St, Queen St & Oxford St

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

From Edgecliff (Edgecliff Rd at Ocean St) via Edgecliff Rd, Ocean St, Jersey Rd, Paddington St (**Paddington**), Elizabeth St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Edgecliff – Central Railway via Jersey Rd, Paddington St & Oxford St

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

From Edgecliff (Edgecliff Rd at Ocean St) via Edgecliff Rd, Ocean St, Jersey Rd, Paddington St, Elizabeth St, (**Paddington**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Alterations

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

Paddington (Jersey Rd/Quarry St) – Central Railway via Pddington St & Oxford St

1928 (*Source: Govt Gazette of 22 June 1928*)

From Paddington (Jersey Rd at Quarry St) via Jersey Rd, Paddington St, Elizabeth 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 Paddington.

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		
Edgecliff-Central Railway	22	M-F	Edgecliff	6.51am	Central Rly	7.03pm	20-30	A
		Sat		6.51am		7.00pm	20-30	
		Sun						

A – Extra trips Friday night.

Route 87

CANTERBURY – EARLWOOD – DULWICH HILL

Timeline

Unknown: Commenced by United Motors (McNicol Bros), proprietors.

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 38, 213 & Department of Road Transport & Tramways 90, as 90 Drummoyne – Campsie – Earlwood [all 1925 route numbers].

Route 87

STRATHFIELD – EAST CONCORD (Salt St)

Timeline

14 March 1938: Monday-Saturday service commenced by Department of Road Transport & Tramways.

28 November 1938: Replaced by 961 [Sydney Region route number].

Streets

From 14 March 1938

From Strathfield (Station) via Moseley St, Parramatta Rd, Broughton St, Zoeller St, Salt St to Burwood Rd (East Concord).

Timetable Summary

14 March 1938

Frequency: 30 minutes Mondays-Saturdays.

Route 87

BEECROFT – EASTWOOD – WEST RYDE

Timeline

October 1946:

- Eastwood – West Ryde commenced by EJ (Eric) Barton, proprietor, also trading as Red & White Bus Service.
- Eastwood – Eastwood (Denman St) commenced either at same time or by 19 May 1947.

September/October 1952:

- Eastwood – Eastwood (Denman St) amalgamated with Eastwood – Epping – Beecroft section of 91 [1925 route number] as 87 Denman St – Eastwood – Epping – Beecroft.
- At least during the currency of the 13 October 1952 timetable routes ran separately:
 - Eastwood – Eastwood (Denman St)
 - Eastwood – Epping – Beecroft
- It is not clear if the same operator continued to operate Eastwood – West Ryde in the period 1952-1955.

Circa 1955:

- Eastwood – Beecroft transferred to JL Adams, proprietor, and renumbered 138.
- 87 then became:
 - Eastwood – West Ryde
 - Eastwood – Eastwood (Denman St)

September 1956: Transferred to Eastwood Bus Service Pty Ltd (GR (George Robert) Sinclair & Colin Sinclair, proprietors). At various times also traded as Sinclair's Passenger Service Pty Ltd or Fleet Services Pty Ltd.

November 1960: Transferred to CA Briggs, proprietor.

October 1961: Transferred to Eastwood-West Ryde Bus Service, also trading as Eastwood-West Bus Co (DL Jones, proprietor).

By 26 December 1961: Eastwood – West Ryde and Eastwood – Eastwood (Denman St) combined into a single route, Eastwood – West Ryde, with selected trips diverting via Denman St Loop.

By 1 April 1964:

- Rerouted via Marsden High School.
- Diversion via Denman St ceased.

November 1965: Transferred to Griffith's Bus Service (Mrs E Griffith, proprietor).

31 October 1967: Transferred to Eastwood-West Ryde Bus Service (JE (John) Burke, proprietor).

4 August 1977: Transferred to Cumberland Bus Co Pty Ltd (Todd family, proprietors).

31 August 1981: Transferred to Metro-West Bus Lines Pty Ltd (KA (Kenneth Afred, known as Ken) Butt, proprietor).

23 July 1990:

- Renumbered 543 [Sydney Region route number].
- Operator's name changed to North & Western Bus Lines Pty Ltd.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Eastwood (Station) via West Pde, Rowe St, Shaftesbury Rd, Trelawney St, Bellevue Av, Bencoolen Av, Chatham Rd, Victoria Rd, West Pde (West Ryde).

From 26 December 1961 (Source: Departmental timetable)

From Eastwood (West Pde at Station) via West Pde, Rowe St, Shaftesbury Rd, Clanwilliam St, Denman St, Darvall Rd, Clanwilliam St, Wentworth Rd, Bergin St, Darvall Rd, Tramway St, Driver St, Perkins St, Shaftesbury Rd, Beaumont Av, Bellevue Av, Bencoolen Av, Chatham Rd, Dickson Av, Bellevue Av, Victoria Rd, Chatham Rd, [Graf Av, Anthony Rd to West Ryde Station].

Circa 1963 (Source: RGH notes)

From Eastwood (West Pde at Station) via West Pde, Rowe St, Shaftesbury Rd, Clanwilliam St, Darvall Rd, Tramway St, Brush Rd, Hermoyne Av, (left) Winbourne St, Farnell St, Winbourne St East, Hermoyne Av, Tramway St, Driver St, Perkins St, Brush Rd, Shaftesbury Rd, Beaumont Av, Bellevue Av, Bencoolen Av, Chatham Rd, Graf Av, Anthony Rd to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Hermoyne Av, then (left) Winbourne St, Farnell St, Winbourne St East, Hermoyne Av, then reverse route to Eastwood Station.

Alterations

- **Circa 1968** (Source: RGH notes) (most trips): From Farnell St via Bell Av to Winbourne St (instead of loop via Farnell St & Winbourne St East).
- **Circa 1982** (Source: timetable): Ex Eastwood from Clanwilliam St via Read St, Warrawong St, Brush Rd. Reverse on return.
- **Circa 1985** (Source: timetable): Approached Eastwood from Rowe St via The Avenue, Lakeside Rd, Hillview Rd to Eastwood Station. Reverse on return.

Timetable Summary

19 May 1947

Timetables for other parts of route unavailable

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood – Eastwood (Denman St)	6	M-F	Denman St	6.55am	Denman St	6.51pm	60*	
		Sat		7.24am		1.16pm	35-40	A
		Sun						

* More frequent in peak hours.

A – Plus picture bus.

Early 1950s(?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood (Darvall St)-Epping-Beecroft	Fr Beec 25E 28D	M-F	Beecroft	7.35amD	Beecroft	6.08pm D	60*	A
		Sat	Eastwood	7.00amB	Eastwood	1.10pmB	40-60	C
		Sun						

* More frequent in peak hours.

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

B – To Beecroft.

C – Service between Eastwood Station & Eastwood (Darvall Rd) provided by Eastwood-West Ryde trips (?). Plus picture bus.

D – To Eastwood (Darvall Rd).

E – To Eastwood Station.

26 December 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-West Ryde	16	M-F	Darvall Rd	6.59amW	West Ryde	6.44pmE	A	
			Eastwood	7.46amW				
		Sat		8.16amW		1.21pmE	40	
		Sun						

* More frequent in peak hours.

A – Early morning & late afternoon, West Ryde-Eastwood (Darvall Rd). Day, Eastwood-West Ryde 60*. Last trip, from West Ryde to Eastwood.

E – To Eastwood.

W – To West Ryde.

December 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-West Ryde	Fr W Ryde 9M 18E	M-F	Marsden HS	6.45amW	Eastwood	3.25pmW	A	
			West Ryde	7.10amE	West Ryde	6.30pmM		
		Sat	Eastwood	8.50am		12.23pm	2 trips	
		Sun						

Off-peak trips through-routed with 150.

A – Peak hours, mainly West Ryde-Marsden High School. Day, Eastwood-West Ryde 80.

E – To Eastwood.

M – To Marsden High School.

W – To West Ryde.

Route 88

1919-31

ENFIELD – CENTRAL RAILWAY via Liverpool Rd & Parramatta Rd

Reinstated as from 9 April 1933

CITY (Central Railway) – ENFIELD – STRATHFIELD via Parramatta Rd, then various routes

- **Extended from City (Central Railway) to Bondi Beach (1936-39)**
- **Extended from City (Central Railway) to Woolloomooloo Bay (1936-?)**

Also:

- **City (Central Railway) – Rookwood Cemetery (Summer Sunday afternoons, 1936-39)**

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 20 June 1919:

- Enfield – Central Railway commenced prior to allocation of route numbers.
- By 1925, a frequent, full time service.
- Operated by FH (later Sir Frederick Harold) Stewart, later incorporated as Metropolitan Omnibus & Transport Co Ltd proprietor).
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Central (later Wynyard) – Parramatta train services.
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 8 July 1921: Extended to run Chullora – Central Railway.

By date of Govt Gazette 7 March 1924: Curtailed to run Enfield – Central Railway.

As at date of Govt Gazette 19 December 1924: Numbered 75 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 88 [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.
- Buses & trams continued to provide service along Parramatta Rd.
- Trains continued to provide service between the City & Parramatta.

Service suspended until route reinstated by Department of Road Transport & Tramways.

9 April 1933:

- Full time service reinstated by Department of Road Transport & Tramways.
- Compared with pre-October 1931, route was altered to run City (Central Railway) – Enfield via South Ashfield (Clissold St & Arthur St) & Mina Rosa St (approaching Enfield).

26 November 1933:

- Reverted to pre-October 1931 route via Liverpool Rd (*not* via Clissold St, Arthur St & Mina Rosa St).
- Service in the Clissold St area replaced in circa 1938 by rerouted 65.

18 December 1933:

- Amalgamated with 159 as 88 Enfield – City (Central Railway) – Taylor Square – Kings Cross – Bondi Beach via Bunyula Rd & Birriga Rd, East Bellevue Hill.
- Supplemented by local service Rose Bay – Bondi Beach (numbered 159 [1925 route number]).

11 March 1934: 159 local service Rose Bay – East Bellevue Hill – Bondi Junction amalgamated with 66 as 66 Watsons Bay – Bondi Junction – Rose Bay [1925 route number].

June 1934:

- Alternate trips rerouted to Bondi Junction (when ceased?), as the short-lived reinstatement of 159 local service Rose Bay – Bondi Junction was absorbed into 88.
- Routes were:

Enfield – City (Central Railway) – East Bellevue Hill – Bondi Beach
Enfield – City (Central Railway) – East Bellevue Hill – Bondi Junction

25 November 1934:

- Curtailed to run City (Central Railway) – Enfield, Mondays-Saturdays, due to unsuitability of route via Bunyula Rd & Birriga Rd, East Bellevue Hill for double deck buses, which were introduced on City (Central Railway) – Enfield part of route.
- City (Central Railway) – Bondi Beach replaced by full time extension of 65 [1925 route number] via Bunyula Rd & Birriga Rd, East Bellevue Hill.
- Sunday (during Summer only, at least from 5 May 1935) service continued to run Enfield – City (Central Railway) – Bondi Beach. The extension from City (Central Railway) to Bondi Beach was altered to run via New South Head Rd & O’Sullivan Rd (still running as at 3 October 1937, when ceased?).
- Shared parts of City (Central Railway) – Bondi Beach (other than through East Bellevue Hill) on Sundays with 65.

8 September 1935: Extra Sunday afternoon service, Annandale (Johnston St) – Enfield – Rookwood Cemetery, commenced on trial (made permanent by 30 June 1937?).

22 March 1936: City (Central Railway) – Enfield service extended to run as a full-time service, City (Central Railway) – Enfield – South Strathfield (High St/Homebush Rd).

18 October 1936:

- As per DRTT Annual Report for year ended 30 June 1937, “this service [88] was extended from Broadway, Enfield to Strathfield Station and later operated via Ada Av in lieu of route no 216.”
- This is interpreted to mean that the Central Railway – Enfield – South Strathfield (High St/Homebush Rd) route was extended to run City (Central Railway) – Enfield – Strathfield via Homebush Rd, replacing private 216 Strathfield – South Strathfield via Homebush Rd.
- (Private 216 was simultaneously combined with private 215 as 215 Strathfield – South Strathfield – Belmore via The Boulevarde. Mrs JC Moreton was proprietor of both 215 & 216.)

Later than 18 October 1936 (*see first dot point under 18 October 1936*):

- Additional route commenced, City (Central Railway) – Enfield – Strathfield via Ada Av.
- Routes were then:

City (Central Railway) – Enfield – Strathfield via Ada Av

City (Central Railway) – Enfield – Strathfield via Homebush Rd

1 November 1936: Alternate trips (Sundays only?) Strathfield – City (Central Railway) extended to Woolloomooloo Bay (announced in *Sydney Morning Herald*, but not recorded in the DRTT Annual Report. Ever operated? If so, ceased by 1 March 1937). Of note is that 192 Pyrmont – City – Woolloomooloo [1925 route number] timetable dated 29 July 1935 ran Mondays-Saturdays only.

By 1 March 1937: Altered to run:

Strathfield-City (Pitt St, Central Railway) via Liverpool Rd (extended to Bondi Beach on Sundays & Public Holidays).

Rookwood Cemetery-City (Pitt St, Central Railway) via Liverpool Rd (extended to Bondi Beach on Sunday & Public Holiday afternoons).

21 March 1937: New route, City (Central Railway) – Strathfield via Ada Av, commenced, replacing 216.

1939 (by 30 June): Renumbered into Sydney Region route numbers:

880 City (Central Railway) – Strathfield via Homebush Rd (full time service)

883 City (Central Railway) – Strathfield via Ada Av (full time (?) service)

886 Strathfield – Enfield via The Boulevarde (peak hours) (*likely renumbering*)

887 City (Central Railway) – Rookwood Cemetery (Summer Sundays).

Streets

1919-31

Enfield – Central Railway

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

From Enfield (The Boulevarde at Liverpool Rd) via The Boulevarde, Liverpool Rd (**Ashfield**), Parramatta Rd, George St West [now Broadway], George St, Barlow St, Pitt St to Eddy Av (Central Railway).

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

Alterations

1924 (*Source: Govt Gazette of 19 December 1924*): Approached Central Railway from Barlow St via Parker St, Hay St, Pitt St. Unaltered on return.

1925 (Source: Govt Gazette of 13 November 1925): Approached Central Railway from George St via Hay St, Pitt St. Unaltered on return.

1933-1936

City (Pitt St, Central Railway) – Enfield via Clissold St & Arthur St

From 9 April 1933 (Source: Sydney Morning Herald per Trove)

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, George St West [now Broadway], Parramatta Rd, Old Canterbury Rd, Junction Rd, Prospect Rd, Clissold St (**South Ashfield**), Holden St, Palace St, Milton St, Arthur St, Waratah St, Lily St, Ann St [then extended to Portland St], Portland St, Mina Rosa St, Punchbowl Rd [now Coronation Pde] to The Broadway (Enfield).

From Enfield (The Broadway/Punchbowl Rd [now Coronation Pde]) via reverse route to Railway Sq, then George St, Hay St, Pitt St (Central Railway, City).

Alterations

- **From 28 May 1933:** Approached Enfield from Arthur St via Austin Av, Liverpool Rd to The Broadway. Reverse on return.
- **From 18 June 1933:** Ex City (Pitt St, Central Railway) from Arthur St via Croydon Av, Liverpool Rd. Reverse on return.

City (Pitt St, Central Railway) – Ashfield – Enfield via Liverpool Rd

From 26 November 1933

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, George St West [now Broadway], Parramatta Rd, Liverpool Rd (**Ashfield**) to The Broadway (Enfield).

From Enfield (The Broadway) via reverse route to Railway Sq, then George St, Hay St, Pitt St (Central Railway, City).

City (Pitt St, Central Railway) – Strathfield (*extended to Woolloomooloo Bay on Sundays*)

Alteration

From 1 November 1936

Woolloomooloo Bay extension (*Sundays only?*): From City (Central Railway) via Eddy Av, Elizabeth St, St James Rd, Prince Albert Rd, Domain Gates, St Marys Rd, Sir John Young Cres, Lincoln Cres, Cowper Wharf Rd [now Roadway].

As at 1937

City (Pitt St, Central Railway) – Strathfield via Homebush Rd (*extended to Bondi Beach on Sundays*)

3 October 1937

From Strathfield (Station) via The Boulevard, Redmyre Rd, Homebush Rd, Liverpool Rd [now Hume Hwy] (**Enfield, Ashfield**), Parramatta Rd, Broadway, [Railway Sq,] George St, Hay St, Pitt St to Central Railway (City).

Bondi Beach extension: From City (Pitt St, Central Railway) via Eddy Av, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), O'Sullivan Rd, Curlewis St, Blair St, Warners Av, Campbell Pde to Bondi Beach.

City (Pitt St, Central Railway) – Strathfield via Ada Av

3 October 1937

From Strathfield (Station) via The Avenue [now Churchill Av], Oxford Rd, Todman Av, Barker Rd, South St, Ada Av (**South Strathfield**), Wallis Av, Liverpool Rd [now Hume Hwy] (**Enfield, Ashfield**), Parramatta Rd, Broadway, [Railway Sq,] George St, Hay St, Pitt St to Central Railway (City).

City (Pitt St, Central Railway) – Rookwood Cemetery via Ada Av

3 October 1937

From Rookwood Cemetery via Arthur St, Pemberton St, Barker Rd, South St, Ada Av (**South Strathfield**), Wallis Av, Liverpool Rd [now Hume Hwy] (**Enfield, Ashfield**), Parramatta Rd, Broadway, [Railway Sq,] George St, Hay St, Pitt St to Central Railway (City).

Strathfield – Enfield via The Boulevarde

3 October 1937 (likely route)

From Strathfield (Station) via The Boulevarde to The Broadway (Enfield).

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		
Enfield-Central Railway via Liverpool Rd	42	M-F	Enfield	6.30am	Central Rly	10.45pm	5	
		Sat		6.30am		10.45pm	5	
		Sun		8.54am		10.45pm	AM 15 PM 10	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Enfield-Central Railway via Liverpool Rd		M-F	Enfield	6.15am	Central Rly	12.35am	5	
		Sat		6.15am		12.35am	5	
		Sun		8.20am		12.35am	10	

Undated (when operated by F Stewart)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Enfield via Clissold St	42	M-F	Enfield	7.00am	Central Rly	10.45pm	15	
		Sat		7.00am		10.45pm	15	
		Sun		9.15am		10.45pm	AM 30 PM 15	
		Hols		8.00am		10.45pm	15	

9 April 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Enfield via Clissold St	40	M-F	Enfield	6.06am	Pitt St, C/Rly	11.14pm	20	A
		Sat		6.06am		11.41pm	AM 20 PM 30	
		Sun		7.56am		11.41pm	30	

A – Extra trips Friday night.

26 November 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Enfield via Liverpool Rd	40	M-F	Enfield	6.06am	Central Rly	11.45pm	15	
		Sat		6.06am		11.45pm	15	
		Sun		7.58am		11.40pm	15	

9 September 1935

Sunday service Annandale (Johnston St) – Rookwood Cemetery: departures from Johnston St from 1.17pm & every 30 minutes to 4.17pm.

1 March 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Strathfield via Liverpool Rd†	Fr Strath 47C 82B	M-F	Strathfield	5.55amC	Pitt St, C/Rly	11.55pmS 12.58pmE	20*	
		Sat		5.55amC		11.55pmS 12.58pmE	20	
		Sun		7.35amC 7.50amB	Bondi Beach Strathfield	8.51pmS 11.05pmC	A	
City (Pitt St, Central Railway)-Rookwood Cemetery via Liverpool Rd‡	Fr Rkw'd Cem 52C 87B	M-F	Pitt St, C/Rly	6.43amR	Pitt St, C/Rly	7.05pmR	20	D
		Sat		6.43amR	Rookw'd Cem	7.30pmR	20	
		Sun	Rookw'd Cem	12.30pmB		7.00pmB 7.40pmC	30	F

Average day frequencies along common route:

M-F City (Pitt St, Central Railway)-Enfield 10
 Sat City (Pitt St, Central Railway)-Enfield 10
 Sun AM City (Pitt St, Central Railway)-Enfield 30
 Sun PM Bondi Beach-Enfield 15.

* More frequent in peak hours.

† Extended to Bondi Beach on Sundays & Public Holidays.

‡ Extended to Bondi Beach on Sunday & Public Holiday afternoons.

A – Early morning & night, City (Pitt St, Central Railway)-Strathfield. Later morning & day, Strathfield-Bondi Beach 30.

B – To Bondi Beach.

C – To City (Pitt St, Central Railway).

D – Extra trips Friday night.

E – To Enfield.

F – Early afternoon, various short-workings. Afternoon, Rookwood Cemetery-Bondi Beach 30.

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

R – To Rookwood Cemetery.

S – To Strathfield.

3 October 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Strathfield via Liverpool Rd & Homebush Rd†	Fr Strath 47C 85B	M-F	Strathfield	5.55amC	Pitt St, C/Rly	11.55pmS	20*	D
		Sat		5.55amC		11.55pmS	20	D
		Sun		7.23amB	Bondi Bch	10.15pmS	E	
City (Pitt St, Central Railway)-Strathfield via Liverpool Rd & Ada Av	Fr Strath 7A 51C	M-F	Pitt St, C/Rly	6.43amS	Strathfield	6.50pmC	F	
					Ada Av	11.41pmS		
		Sat		6.43amS	Strathfield	7.30pmC	G	
					Ada Av	11.41pmS		
Sun	Strathfield	7.40amW	Wallis Av	10.40pmS	30			
Strathfield-Enfield via The Boulevarde	5	M-F	Enfield	6.45am	Enfield	6.50pm	Ph	
		Sat						
		Sun						
City (Pitt St, Central Rly)-Rookwood Cem via Liverpool Rd	51	M-F						
		Sat						
		Sun	Pitt St, C/Rly	1.04pm	Rookw'd Cem	5.48pm	20	

Average day frequencies along common route:

M-F City (Pitt St, Central Railway)-Enfield 10.
 Sat City (Pitt St, Central Railway)-Enfield 10.
 Sun City (Pitt St, Central Railway)-Enfield 20.

* More frequent in peak hours.

† Extended to Bondi Beach on Sundays.

A – To South Strathfield (Ada Av).

B – To Bondi Beach.

C – To City (Pitt St, Central Railway).

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

E – Day & early evening, Strathfield-Bondi Beach 20. Late night, Strathfield-City (Pitt St, Central Railway). Plus short-working/s before first trip & after last trip shown.

F – Day, Strathfield-City (Pitt St, Central Railway) 20*, plus peak hour short-workings Strathfield-South Strathfield (Ada Av). Night, Strathfield-South Strathfield (Ada Av).

G – Day, Strathfield-City (Pitt St, Central Railway) 20. Night, Strathfield-South Strathfield (Ada Av).

Ph – Peak hours only (both directions).

S – To Strathfield.

W – To South Strathfield (Augusta St/Wallis Av).

Route 88

BANKSTOWN – PADSTOW – HURSTVILLE

Timelines

21 June 1948: Bankstown – Padstow commenced by ED Benjamin, proprietor.

November 1953: Transferred to West Bankstown Bus Service Pty Ltd (Treuer family, proprietors).

12 September 1964: Following the opening of bridge taking Henry Lawson Dr over Salt Pan Creek the previous day:

- Transferred to Peakhurst/Lugarno Bus Co Pty Ltd (HT (Harry) Saint, proprietor).
- Extended from Bankstown – Padstow – Hurstville, replacing Hurstville – Peakhurst (Elwyn St) trips of 108.
- On Sundays and Public Holidays 88 was combined with 113 to run Bankstown – Hurstville – Ramsgate.

1 March 1989:

- Transferred to Deanes Coaches (South) Pty Ltd, trading as Menai Bus Service Pty Ltd (Ron Deane, proprietor).
- Sunday service curtailed to run Bankstown – Hurstville.

July 1989: Trading name of operator changed to Southtrans.

12 October 1992: Renumbered 948 [Sydney Region route number].

Streets

Bankstown – Padstow

Circa 1962 (Source: Collins Street Directory)

Similar to circa 1968 below between Bankstown and Padstow.

Bankstown – Padstow – Hurstville

Circa 1968 (Source: RGH notes)

From Bankstown (South Tce at Station) via Restwell St, Stanley St, Stacey St, Canterbury Rd, Fairford Rd, Davies Rd, Ryan Rd, Faraday Rd, Padstow Pde, Howard Rd (**Padstow**), Ryan Rd, Davies Rd, Alma Rd, Dilke Rd, Henry Lawson Dr, Forest Rd, Bonds Rd, Bailey Pde, Baumans Rd, Forest Rd, George St (**Penshurst**), Cambridge St, Forest Rd, Alfred St, Treacey St (Hurstville).

From Hurstville (Treacey St) via Forest Rd, Cambridge St, then reverse route to Davies Rd, then Ryan Rd, Faraday Rd, Padstow Pde, Howard Rd (**Padstow**), Ryan Rd, Davies Rd, then reverse route to Restwell St, then Greenfield St, Chapel Rd, South Tce to Bankstown Station.

Trips via Forest Rd direct: Ex Bankstown from Henry Lawson Dr via Forest Rd, George St (*not* via Bonds Rd, Bailey Pde, Baumans Rd). Reverse on return.

Alterations

- *Circa 1981 (Source: RGH notes):* All trips ex Bankstown from Henry Lawson Dr via Forest Rd, George St (*not* via Bonds Rd, Bailey Pde, Baumans Rd). Reverse on return.
- *Circa 1989 (Source: timetable):* Approached Bankstown from Chapel Rd via South Tce, West Tce, Raymond St, Restwell St to Bankstown Station. Return via South Tce, West Tce, Raymond St, Cross St, Stanley St, Chapel Rd.
- *Circa 1989 (Source: timetable):* Ex Bankstown, via Chapel St direct to Fairford Rd instead of Canterbury Rd. Reverse on return.
- *Circa 1989 (Source: timetable):* Ex Bankstown from Davies Rd (south of Padstow) via Clancy St, Henry Lawson Dr. Reverse on return.

Timetable Summary

5 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow	16	M-F	Padstow	5.43am	Padstow	7.11pm	40*	A
		Sat	Bankstown	7.15am		7.10pm	AM 20 PM 60	B
		Sun		6.35am		7.21pm	AM 60 PM 40	C

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

C – Gap in service in afternoon.

22 September 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow-Hurstville†	Fr Banks 35H 50R	M-F	Hurstville	6.32am	Bankstown	7.26pm	30*	A
		Sat		7.20am		7.15pm	AM 30 PM 60	
		Sun	Bankstown	9.30am	Ramsgate Baths	5.30pm	60	B

* More frequent in peak hours.

† Through-routed with 113 to Ramsgate Baths on Sundays.

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

B – Through-routed with 113. Plus short-working/s before first trip & after last trip shown.

H – To Hurstville.

R – To Ramsgate Baths.

Route 88

CABRAMATTA FREE SHUTTLE

Timeline

14 March 2011: Free shuttle (loop) service commenced jointly by Metro-link (branch of the Oliveri family) and Westbus (Comfort Delgro Cabcharge) on behalf of the NSW Government. **Part of Contract Region 3.**

4 August 2013: Ceased without replacement, due to low patronage.

Streets

From 14 March 2011

From Cabramatta (Railway Pde at Station) one-way loop via Railway Pde (**Canley Vale**), Canley Vale Rd, Cambridge St (**Canley Heights**), St Johns Rd, Sackville St, Bartley St, Railway Pde, Pevensey St, Broomfield St, Fisher St, Cumberland St, Cabramatta Rd, Church St, Boundary Lane, Railway Pde to Cabramatta Station.

Timetable Summary

14 March 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta free shuttle	25	M-F	Cabramatta	9.00am	Cabramatta	2.30pm	15	
		Sat		9.00am		5.30pm	15	
		Sun		9.00am		5.30pm	15	

Route 89

EPPING – EASTWOOD – RYDE

- **Extended from Epping Station to Epping (Malton Rd) (1924-1934)**
- **Extended from Ryde to Gladesville (1924-1928)**

Also:

- **Ryde Post Office – Ryde Station (1934-36)**
- **Ryde – City (York St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

(The Epping (Malton Rd & Stanley Rd) termini are in current North Epping.)

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

(Ryde Station was renamed West Ryde in October 1945.)

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: Epping (Malton Rd) – Epping – Eastwood – Ryde (selected trips extended to Gladesville) commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 76 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by CME (Cedric Maurice Emery) Troy, proprietor, then or later trading as Troy’s Bus Service.

As at date of Govt Gazette 13 November 1925: Renumbered 89 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928:

- Curtailed to run Epping (Malton Rd) – Epping – Eastwood – Ryde.
- Ryde – Gladesville already served by the Fort Macquarie – Ryde tram service.

12 March 1934:

- Extended from Ryde Post Office to Ryde Station, replacing Ryde – Ryde Station tram service. For reasons that are not obvious, this part of the route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 12 March 1934 and paid tax until tax suspended on 21 August 1934.
- Epping – Epping (Malton Rd) transferred to E Miles (?) & amalgamated with 82 as 82 Epping (Malton Rd) – Epping – Epping (Ray Rd).
- Route then Epping – Eastwood – Ryde Post Office – Ryde Station.

6 May 1934: Ryde Post Office – Ryde Station extension split off as a separate route.

12 July 1936: Ryde Post Office – Ryde Station transferred to Department of Road Transport & Tramways & renumbered 94, leaving 89 as Epping – Eastwood – Ryde Post Office.

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

- “Tramless Sunday” replacement service, Ryde – City (York St), commenced in conjunction with 205 & 234 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Fort Macquarie – Ryde tram service.
- Services were also maintained on normal route/s.

January 1951: Transferred to Mrs Beatrice L Troy on death of Mr Troy.

November 1962: Transferred to Eastwood Bus Co Pty Ltd (Col Sinclair & Carl N Tattam, proprietors).

5 August 1965: Sinclair assumed full control.

6 July 1973: Transferred to Deane’s Coaches Pty Ltd.

30 June 1986: Transferred to Metro-West Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor).

23 July 1990: As part of general reorganization of North & Western’s & Metro-West’s routes:

- Eastwood – Epping renumbered 541 [Sydney Region route number].
- Ryde shops – Eastwood amalgamated with Parramatta – Eastwood via Dundas Valley section of 172 [1925 route number] & renumbered 545 [Sydney Region route number].
- Operator’s name standardised as North & Western Bus Lines Pty Ltd.

Streets

Epping (Malton Rd) – Epping – Eastwood – Ryde (selected trips extended to Gladesville)

1924 (Source: Govt Gazette of 7 March 1924)

From Epping (Malton Rd) (at Stanley [now Devon] St) via Malton Rd, Norfolk St, Oxford St, Sutherland Rd [now Langston Pl], Bennetts [now Blaxland] Rd, May St (**Eastwood**), Kent St [now ?], Upper Parramatta (or Blaxland) Rd, Great North Rd to Hattons Flat (Ryde). Reverse on return.

Gladesville extension: From Ryde via Great North Rd [now Blaxland Rd, Victoria Rd] to Pittwater Rd (Gladesville). Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Epping (Malton Rd) (at Stanley [now Devon] St) via Malton Rd, Norfolk St, Oxford St, Sutherland Rd [now Langston Pl], Bridge St, Victoria St, Chesterfield St, Epping Av, Eastwood Av (**Eastwood**), Blaxland Rd [part now Rowe St, including railway bridge], Great North [now Blaxland] Rd, Hattons Flat (Ryde shops). Reverse on return.

Gladesville extension: From Ryde via Great North Rd [now Blaxland Rd, Victoria Rd] to Pittwater Rd (Gladesville). Reverse on return.

Epping (Malton Rd) – Epping – Eastwood – Ryde

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extension from Ryde to Gladesville ceased. Route ex Epping then terminated at Ryde shops (at Post Office, Great North Rd [now Blaxland Rd] at Church St).

Epping – Eastwood – Ryde

Circa 1946 (Source: Gregory’s Street Directory)

From Epping (Station) via Beecroft Rd, Bridge St, Victoria St, Chesterfield Rd, Midson Rd, Eastwood Av, West Pde, Eastwood railway bridge, East Pde (**Eastwood**), Ethel St, Blaxland Rd, Devlin St (Ryde shops).

Circa 1964 (Source: RGH notes)

From Epping (Beecroft Rd at Station) via Bridge St, Victoria St, Chesterfield Rd, Midson Rd, Eastwood Av, West Pde, Rutledge St, East Pde (**Eastwood**), May St, Blaxland Rd, Dalton Av, Denistone Rd (**Ryde Hospital**), Florence Av, Blaxland Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, then reverse route to Bridge St, then Rawson St, Carlingford Rd, Beecroft Rd to Epping Station.

Trips via Blaxland Rd direct: Direct via Blaxland Rd from Dalton Av to Florence Av (*not* via Denistone Rd & Ryde Hospital). Reverse on return.

Ryde (North Rd/Rickard St) diversion: Ex Epping from Blaxland Rd/Rickard St via Rickard St, North Rd to Blaxland Rd. Reverse on return.

Alterations

- **Circa 1979** (Source: timetable): Approached Epping from Bridge St via Beecroft Rd to Epping Station. Return via Carlingford Rd, Rawson St, Bridge St.
- **Circa 1979** (Source: timetable): Ex Epping from West Pde via Rowe St, Shaftsbury Rd, Rutledge St. Reverse on return.
- **Circa 1983** (Source: timetable): Ex Epping from Rowe St via Trelawney St, Rutledge St. Reverse on return.
- **Circa 1983** (Source: timetable):
Ryde (North Rd/Rickard St) diversion: Ex Ryde shops from North Rd via Beattie Av to Blaxland Rd. Unaltered ex Epping.
- **Circa 1984** (Source: timetable): Ex Epping from West Pde via Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney 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		
Epping (Malton Rd)- Epping-Gladesville	Fr Malt Rd 15E 55G	M-F	Malton Rd	6.35amE	Gladesville	5.15pmS	A	
				9.05amG	Epping	6.55pmS		
		Sat		7.25amE	Stanley Rd	7.20pmG	B	
			Stanley Rd	8.20amG				
Sun								

† Extended to Gladesville in daytime Mondays-Saturdays.

A – Morning peak hour & late afternoon, Epping-Epping (Malton Rd). Day, Gladesville-Epping (Malton Rd) 4 trips. Most trips extended to Epping (Stanley Rd). Extra trips Friday night (last trip 10.20pm from Epping to Epping (Stanley Rd).

B – Early morning, Epping-Epping (Malton Rd). Day, Gladesville-Epping (Malton Rd) 4 trips. Most trips extended to Epping (Stanley Rd).

E – To Epping.

G – To Gladesville.

S – To Epping (Stanley Rd).

30 March 1942

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	25	M-F	Epping	6.04am	Ryde	11.45pm	A	
		Sat		7.03am		10.37pm	B	
		Sun		8.31am		11.11pm	C	

* More frequent in peak hours.

A – Ryde-Eastwood 30*, Ryde-Epping 60*.

B – Morning, Ryde-Epping 30. Afternoon, Ryde-Eastwood 30, Ryde-Epping 60. Plus picture bus to Ryde Saturday night.

C – Ryde-Epping 60, Ryde-Eastwood 30.

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Ryde-City (York St)†		M-F						
		Sat						
		Sun	Ryde	9.05am	York St	10.05pm	60	

Co-ordinated with other tram replacement services over all or part of same route (see under 205 & 234 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

13 October 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	Fr Ryde 13W 27P	M-F	Epping	5.45am	Ryde	7.43pm	A	
		Sat		7.20am		8.13pm	AM 20 PM 60	
		Sun		9.17am		8.07pm	60	

* More frequent in peak hours.

A – Peak hours, Ryde-Epping. Day, Ryde-Eastwood 15, Ryde-Epping 30.

P – To Epping.

W – To Eastwood.

11 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	22	M-F	Epping	6.00am	Ryde	7.43pm	20*	
		Sat		7.15am		8.00pm	AM 20 PM 30	
		Sun		9.20am		7.15pm	60	A

* More frequent in peak hours.

A – Plus selected short-working/s Eastwood-Ryde.

19 October 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	24	M-F	Epping	5.57am	Ryde	6.50pm	30*	
		Sat		7.15am		4.30pm	AM 30 PM 60	
		Sun						

* More frequent in peak hours.

Route 90

DRUMMOYNE – FIVE DOCK – CAMPSIE – EARLWOOD

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Five Dock – Croydon commenced prior to the allocation of route numbers.
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92) at various times.

By date of Govt Gazette of 19 December 1924: Extended to run Five Dock – Campsie.

As at date of Govt Gazette of 19 December 1924: Numbered 79 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 90 [1925 route number] in the general renumbering of routes.

30 May 1929: Transferred to Glenister & Mackenzie Fageol Ltd (Stan A Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

23 April 1933: Taken over by Department of Road Transport & Tramways.

19 November 1933: Rerouted via Ingham Av.

2 December 1934: Rerouted direct via Lyons Rd (*not* via Ingham Av).

1 March 1937: Extended to run Drummoyne – Croydon – Campsie – Earlwood, as a result of amalgamation of routes taken over from United Motors [1925 route numbers]:

38 Earlwood – Campsie

87 Canterbury – Earlwood – Dulwich Hill

213 Earlwood – Campsie part of route

15 September 1940:

- Extended to run City (York St) – Earlwood – Campsie – Croydon – Drummoyne & as a result of amalgamation with 212 City (York St) – Belmore [1925 route number].
- Renumbered 990 [Sydney Region route number],

Streets

Five Dock – Croydon

1921 (Source: Govt Gazette of 8 July 1921)

From Five Dock (Great North Rd at First Av) via Great North Rd, Queens Rd, Arlington St, Parramatta Rd, Croydon Rd, Anthony St, Edwin St to Hennessy St (Croydon). Reverse on return.

Five Dock – Campsie

1924 (Source: Govt Gazette of 19 December 1924)

From Five Dock (Great North Rd at First Av) via Great North Rd, Parramatta Rd, Croydon Rd, Anthony St, Edwin St, Hennessy St (**Croydon**), Meta St, The Strand, Thomas St, Edwin St, Liverpool Rd, Croydon Av, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St, South Pde to near Beamish St (Campsie). Reverse on return.

Drummoyne – Five Dock – Campsie

Alterations

- *1926 (Source: Govt Gazette of 15 October 1926):* Extended from Five Dock (Great North Rd/First Av) via Great North Rd, Lyons Rd to Bridge St [now Victoria Rd] (Drummoyne). Reverse on return.
- *1926 (Source: Govt Gazette of 15 October 1926):* Ex Drummoyne from Liverpool Rd via Croydon Rd, Georges River Rd. Reverse on return.
- *1928 (Source: Govt Gazette of 2 June 1928):* Ex Drummoyne from Liverpool Rd via Greenhills St, Georges River Rd. Reverse on return.

From 2 December 1934

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd (**Russell Lea**), Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Elizabeth St, Edwin St, Hennessy St, Meta St (**Croydon**), The Strand, Thomas St, Edwin St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St, South Pde (Campsie).

Drummoyne – Five Dock – Campsie – Earlwood

From 1 March 1937

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd (**Russell Lea**), Ingham Av, Barnstaple Rd, Heath St, First Av (**Five Dock**), Great North Rd, Parramatta Rd, Croydon Rd, Elizabeth St, Edwin St, Hennessy St, Meta St (**Croydon**), The Strand, Dickinson Av, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Northcote St, Kingsgrove Rd, William St to Earlwood.

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		
90: Five Dock-Campsie	23	M-F	Five Dock	6.15am	Campsie	10.52pm	30	
		Sat		6.15am		10.52pm	30	
		Sun		1.20pm		10.55pm	30	

2 December 1934

Drummoyne – Campsie routes

90, 92

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
90: Drummoyne-Croydon-Campsie	33	M-F	Drummoyne	6.17am	Campsie	11.09pm	30	A
		Sat		6.47am	Drummoyne	11.17pm	30	A
		Sun		9.47am	Campsie	11.09pm	AM 60 PM 30	A
92: Drummoyne-Burwood-Campsie	36	M-F	Drummoyne	6.00am	Campsie	11.24pm	30	B
		Sat		7.02am		11.24pm	30	B
		Sun		9.17am		11.24pm	AM 60 PM 30	A

Average day frequencies along common route:

M-F Drummoyne-Campsie (90, 92) 15.

Sat Drummoyne-Campsie (90, 92) 15.

Sun AM Drummoyne-Campsie (90, 92) 30.

Sun PM Drummoyne-Campsie (90, 92) 15.

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

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

1 March 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
90: Drummoyne-Earlwood	44	M-F	Earlwood	6.09am	Drummoyne	11.15pm	30	A
		Sat		6.15am		12.15am	30	A
		Sun		9.11am		11.17pm	30	A

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

Route 90

EPPING – CARLINGFORD – NORTH ROCKS via Carlingford Rd

- Extended from Carlingford to Parramatta (selected trips, until circa 1971)

Timeline

General note: See also Supplementary route to Routes 90 & 181 (below).

1952: Epping – Carlingford commenced by Parramatta-Epping Bus Service Pty Ltd (Moore family, proprietors).

1950s: Certain trips (at least at one time, mainly those on Saturdays) extended from Carlingford to Parramatta.

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

By 1959: Reduced to a peak-hour service. Off-peak service provided by selected 165 trips already running via Carlingford Rd.

1971:

- Extended to run Epping – Carlingford – North Rocks (new suburb) (weekday daytime service).
- Extension from Carlingford to Parramatta probably ceased at the same time. Service to Parramatta available on 165.

13 January 1992: 82 extended to run Epping – Carlingford – North Rocks via Ray Rd on Saturdays to cover part of 90.

4 November 1996: 82 & 90 [1925 route numbers] reorganised & renumbered into Sydney Region route numbers:

628 Epping – Carlingford

629 Epping – North Rocks.

Streets

Epping – Carlingford

Circa 1964 (Source: RGH notes)

From Epping (Beecroft Rd at Station) via Bridge St, Rawson Rd, Carlingford Rd, Pennant Pde, Tomah St, Church St [now Marsden Rd], Pennant Hills Rd (to Carlingford Station?).

From Carlingford via reverse route to Carlingford Rd, then Beecroft Rd to Epping Station.

Trips terminating at Pennant Pde: Ex Epping from Carlingford Rd via Pennant Pde, Dent St, Dallwood Av to Carlingford Rd, then return to Epping.

Epping – Carlingford – North Rocks

1981 (Source: timetable)

Morning peak hour

From Epping (Beecroft Rd at Station) via Carlingford Rd, Pennant Hills Rd (**Carlingford**), North Rocks Rd, Barclay Rd, Perry St, Williams Rd/Sophia St loop (? direction) (**North Rocks**), Perry St, Barclay Rd, North Rocks Rd, Watts St, Blackburn Av, New North Rocks Rd, McDonald St, Paragon Dr, Poinsettia Av, Balaka Dr, Farnell Av, Lindisfarne Cr, Parkland Rd, Jenkins Rd, Woodstock Rd, Pennant Hills Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

Middle of day

From Epping (Beecroft Rd at Station) via Carlingford Rd, Pennant Hills Rd (**Carlingford**), Woodstock Rd, Jenkins Rd, Parkland Rd, Lindisfarne Cr, Farnell Av, Lindisfarne Cr, Balaka Dr, Poinsettia Av, Paragon Dr, McDonald St, New North Rocks Rd, Blackburn Av, Watts St, North Rocks Rd, Barclay Rd, Perry St, Williams Rd/Sophia St loop (? direction) (**North Rocks**), Perry St, Barclay Rd, then reverse route to Carlingford Rd, then Rawson St, Bridge St, Beecroft Rd to Epping Station.

Afternoon peak hour

From Epping via “middle of day” route to Williams Rd/Sophia St loop (**North Rocks**), then Perry St, Barclay Rd, North Rocks Rd, Pennant Hills Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

Timetable Summary

1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford (Church St)†	Fr Epp 10C 28P	M-F	Carlingford	6.30amE	Epping	6.29pmP	A	
		Sat	Parramatta	8.40amE		3.27pmP	60	B
		Sun	Carlingford	8.30amE	Carlingford	7.52pmE	4 trips	D

† Extended to Parramatta on Saturdays & last trip on weekdays & Sundays.

A – Early morning & afternoon peak hour, mainly Epping-Epping (Pennant Pde). Day, Epping-Carlingford 60. Last trip from Epping to Parramatta.

B – Plus 5.55pm from from Epping to Parramatta.

C – To Carlingford.

D – Plus 10.12pm from Epping to Parramatta.

E – To Epping.

P – To Parramatta.

5 March 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford	12	M-F	Carlingford	6.12am	Epping	6.54pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Selected trips ran only Epping-Pennant Pde.

28 January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Rocks	25	M-F	North Rocks	5.58am	Epping	6.25pm	50	
		Sat						
		Sun						

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Rocks	29	M-F	North Rocks	5.52am	Epping	7.45pm	60*	
		Sat						A
		Sun						

* More frequent in peak hours.

A – Service provided by extension of 82 from Carlingford to North Rocks.

Supplementary route to Routes 90/181

EPPING – CARLINGFORD – BEECROFT

Timeline

By 19 July 1965: Commenced by Harris Park Transport Co Pty Ltd (Moore family, proprietors), being “supplementary to 90 & 181” (as per timetable).

(?): Ceased.

Streets

19 July 1965 (Source: timetable)

From Epping (Becroft Rd at Station) via Bridge St, Rawson Rd, Carlingford Rd, Dallwood Av, Dent St, Pennant Pde, Carlingford Rd, Pennant Hills Rd (**Carlingford**), Post Office Rd, Jenkins Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Kirkham Rd, Becroft Rd, Railway Pde [now Wongala Cr] to Becroft Station.

Timetable Summary

19 July 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Beecroft	26	M-F	Epping	7.33am	Beecroft	5.35pm	7 trips	A
		Sat						
		Sun						

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

Route 91

FIVE DOCK – CENTRAL RAILWAY via Ramsay St & Parramatta Rd

- **Extended from Five Dock to Abbotsford (selected trips Mondays-Saturdays & all trips Sundays)**

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 August 1923 (*The MTA Journal*) (as confirmed by Govt Gazette of 7 March 1924):

- Abbotsford – Central Railway commenced prior to the allocation of route numbers.
- As shown in “Complete” timetable of September 1925, Five Dock – Abbotsford part of the route ran all day Sunday, but infrequently on other days, making it a tourist service.
- Being operated by GS Randall (*The MTA Journal* August 1923).
- 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).
- Also competed with Fort Macquarie – Abbotsford trams beyond Five Dock.

By date of Govt Gazette of 19 December 1924: Curtailed to run Five Dock – Central Railway, as per Govt. Gazette. Five Dock – Abbotsford possibly regarded as a tourist service, which were often not mentioned in Govt Gazettes.

As at date of Govt Gazette of 19 December 1924: Numbered 77 [1924 route number].

By 15 June 1925 (*Doran Report*): Transferred to EK Munro, proprietor.

By September 1925: Ran Five Dock – Central Railway (selected Monday-Saturday & all Sunday trips extended to Abbotsford).

As at date of Govt Gazette 13 November 1925: Renumbered 91 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926:

- Ceased.
- Buses & trams continued to provide service along Parramatta Rd.
- Trams continued to provide service to Abbotsford.

Streets

Abbotsford – Five Dock – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

From Abbotsford (Marmion Rd at Great North Rd) via Great North Rd (**Five Dock**), Ramsay Rd [part now Ramsay St] (**Haberfield**), Marion St (**Leichhardt**), Hawthorne Pde, Parramatta Rd, George St West [now Broadway], George St, Hay St, Barlow St.

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

Five Dock – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Five Dock (Lyons Rd at Great North Rd) via Great North Rd (**Five Dock**), Ramsay Rd [part now Ramsay St] (**Haberfield**), Marion St (**Leichhardt**), Hawthorne Pde, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Five Dock – Central Railway (extended to Abbotsford selected trips Mondays-Saturdays & all trips on Sundays & Public Holidays)

1925 (Source: Govt Gazette of 13 November 1925)

From Five Dock (Hampden Rd at Great North Rd) via Great North Rd (**Five Dock**), Ramsay Rd (**Haberfield**), Marion St (**Leichhardt**), Hawthorne Pde, 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 West, then reverse route to Five Dock.

Abbotsford extension (occasional trips Mondays-Saturdays, all day Sundays & Public Holidays): From Five Dock via Great North Rd to Teviot Av. 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		
Five Dock-Central Railway†	Fr C/Rly 37F 42A	M-F	Five Dock	5.25amC	Abbotsford	11.08pmC	B	
			Central Rly	6.04amA	Central Rly	11.52pmF		
		Sat	Five Dock	5.25amC	Abbotsford	11.08pmC	B	
			Central Rly	6.04amA	Central Rly	12.40amF		
Sun	Abbotsford	7.42amC		12.08amA	40-60			

† Selected trips on Mondays-Saturdays & all trips on Sundays extended to Abbotsford.

A – To Abbotsford.

B – Central Railway-Five Dock 40-60, Central Railway-Abbotsford (4 trips from Abbotsford, 3 trips from Central Railway). Extra trip Friday night.

C – To Central Railway.

F – To Five Dock.

Route 91

PENNANT HILLS – WEST PENNANT HILLS [now Cherrybrook] – DURAL via New Line Rd

- **Extended from Pennant Hills to Beecroft, Epping or Eastwood (1930s-1950s)**

Also:

- **Parramatta – Cherrybrook – Dural (peak hours from 1980s)**

(The current suburb of Cherrybrook was part of West Pennant Hills until about 1980. It was also referred to in timetables as the Greenway Estate.)

Timeline

By date of Govt Gazette 22 February 1929: Epping – Pennant Hills commenced by FA Wallis, proprietor.

By 1935:

- Altered to Epping – West Pennant Hills (*not* via Pennant Hills) (by August 1941 running via Koala Park).
- Transferred to T Alderson (?). (Timetable dated August 1941 shows FA Wallis as proprietor. *Truck & Bus Transportation*, May 1946, shows route transferred from Wallis to Griffith.)

May 1946:

- Transferred to AJ (Jim) Griffith, proprietor.
- Extended to run Eastwood – West Pennant Hills.

By 1 May 1950:

- Most trips ran Eastwood – West Pennant Hills (Purchase Rd), but selected trips extended to West Pennant Hills (Hastings Rd).
- Ran *either* via Pennant Hills Station *or* via Thompsons Corner.

September/October 1952:

- Eastwood – Epping – Beecroft amalgamated with 87 as 87 West Ryde – Eastwood – Epping – Beecroft, leaving 91 as Beecroft – Pennant Hills – West Pennant Hills.
- Most trips ran Beecroft – West Pennant Hills (Purchase Rd or Radley [now David] Rd), but selected trips extended to Hastings Rd.

(?) (during AJ Griffith's proprietorship): Base service became Pennant Hills – West Pennant Hills, but selected trips extended from Pennant Hills to Beecroft.

January 1959: Transferred to AE (Arthur) Higson & Bernie Best, proprietors.

By 18 September 1961:

- Beecroft – Pennant Hills ceased without replacement, leaving route as Pennant Hills – West Pennant Hills (destination sign “New Line Rd via Victoria Rd”).
- Most trips ran Pennant Hills – West Pennant Hills (Purchase Rd), but selected trips extended to West Pennant Hills (David Rd)

By November 1962: Transferred to KFA (Keith) & NW Pye, proprietors.

February 1963: Transferred to Pennant Hills-Dural Transport (Col Sinclair, proprietor).

13 January 1964: Transferred to Nicholson Bros (AC (Colin) & KN (Nigel) Nicholson, proprietors), also known as Pennant Hills-Dural Bus Service.

By February 1965: Most trips ran Pennant Hills – West Pennant Hills (Purchase Rd), but selected trips extended to Dural (New Line Rd/Old Northern Rd).

By 1981: Selected trips ran via Francis Greenway Dr, Greenway Estate (new residential area, now part of Cherrybrook).

1 July 1982: Transferred to Sandy Beach Bus Co, associated with Harris Park Transport Co Pty Ltd (Moore family, proprietors).

By 25 October 1982: Extra route, Pennant Hills – Cherrybrook, commenced.

By January 1983: Separate Pennant Hills – Cherrybrook route ceased and certain Pennant Hills – Dural trips rerouted via Cherrybrook.

From 21 May 1984 to 21 August 1984: (Another) trial service Pennant Hills – Cherrybrook via Purchase Rd (assumed unsuccessful).

18 May 1987: An enhanced service introduced, under the banners of “Cherrybrook Express” & “Cedarwood Loop”:

- Pennant Hills – Cherrybrook (Cedarwood Dr loop) (peak hours).
- Pennant Hills – Cherrybrook (via Cedarwood Rd during off-peak) loop.

Most trips along New Line Rd between Purchase Rd, Cherrybrook & Old Northern Rd, Dural ceased.

21 September 1988: New peak hour route, Pennant Hills – Dural via Jenner Rd (“Jenner Rd Jet”), commenced.

12 July 1989: New peak hour route, Parramatta – Carlingford – Cherrybrook – Dural, commenced.

30 September 1996:

- Trips to/via Cherrybrook (Cedarwood Dr loop) ceased.
- Remaining services reorganised & renumbered into Sydney Region route numbers:
 - 626 Pennant Hills – Cherrybrook – Castle Hill
 - 627 Parramatta – Cherrybrook.

Streets

Epping – Pennant Hills

1929 (Source: Govt Gazette of 22 February 1929)

From Epping (High St [now Beecroft Rd] at Station) via High St, Beecroft Rd (**Beecroft**), Pennant Hills Rd, The Esplanade [now Yarrara Rd] to Pennant Hills Station. Reverse on return.

Eastwood – Epping – West Pennant Hills

Circa 1946 (Source: Gregory’s Street Directory)

From Eastwood via Railway Pde, May St, Blaxland Rd, Brigg Rd, Essex Rd [now St], Abuklea Rd to Muriel Av, then Abuklea Rd, Essex Rd [now St], Brucedale Av, Stanley Rd, Crandon Rd, Epping Rd, railway bridge, High St [now part of Beecroft Rd] (**Epping**), Beecroft Rd, Railway Pde [now Wongala Cr] (**Beecroft**), Hannah St, Beecroft Rd, Park [now Beecroft] Rd, Pennant Hills Rd, Castle Hill Rd, New Line Rd (West Pennant Hills).

Alterations

- **1 May 1950 (Source: timetable):** No street details shown, but terminus was at Hastings Rd, Dural.
- **June 1952 (Source: T&BT August 1952):** Extended [from Abuklea Rd] via Muriel Av, Donald Av, Winifred Av [to Abuklea Rd] Epping.

Pennant Hills – West Pennant Hills

Circa 1962 (Source: RGH notes)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, New Line Rd to David Rd (West Pennant Hills). Reverse on return.

Circa 1965 (Source: RGH notes/timetable)

Thompsons Corner diversion (off-peak & Saturdays): From Victoria Rd/New Line Rd via New Line Rd, Castle Hill Rd, Pennant Hills Rd, Cardinal Av back to Victoria Rd. (Thompsons Corner located at Castle Hill Rd/Pennant Hills Rd)

Alteration

Circa 1975

Dural (Old Northern Rd) extension (*selected trips*) (*Source: timetable*): From New Line Rd/David Rd via New Line Rd to Old Northern Rd. Reverse on return.

Pennant Hills – Cherrybrook (Francis Greenway Dr)

Circa 1982 (Source: timetable)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, Cardinal Av, Church St, Castle Hill Rd, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr (clockwise loop) (**Cherrybrook**), Francis Greenway Dr, Boundary Rd, Bellamy St, Ramsay Rd, Yarrara Rd to Pennant Hills Station.

21 May 1984 – 21 August 1984 (Source: timetable)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Purchase Rd, Eldridge St, Shepherds Dr (**Cherrybrook**), Macquarie Dr, Francis Greenway Dr, Boundary Rd, Bellamy St, Ramsay Rd, Yarrara Rd to Pennant Hills Station.

Pennant Hills – Cherrybrook (via Purchase Rd & Shepherds Dr) (“Cherrybrook Express”)

18 May 1987 (Source: timetable)

Morning peak hour

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Purchase Rd, Hancock Dr, Purchase Rd, Shepherds Dr (**Cherrybrook**), Kenburn Av, Tallowood Av, Macquarie Dr, Francis Greenway Dr, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills Station.

Middle of day

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Purchase Rd, Hancock Dr, Purchase Rd, Shepherds Dr (**Cherrybrook**), Kenburn Av, Tallowood Av, Macquarie Dr, Francis Greenway Dr, Boundary Rd, Cedarwood Dr, New Line Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills Station.

Afternoon peak hour

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr, Tallowood Av, Kenburn Av, Shepherds Dr (**Cherrybrook**), Purchase Rd, Purchase Rd, Hancock Dr, New Line Rd, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills Station.

1988 (Source: timetable)

Saturday

From Pennant Hills (Yarrara Rd at Station) via Ramsay Rd, Bellamy Rd, Boundary Rd, Victoria Rd, New Line Rd, Shepherds Dr (**Cherrybrook**), Macquarie Dr, (left) Francis Greenway Dr (north leg), Boundary Rd, Bellamy Rd, Ramsay Rd, Yarrara Rd to Pennant Hills Station.

Pennant Hills – Cherrybrook (Cedarwood Dr) (“Cedarwood Loop”)

1987 (Source: timetable)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, Cedarwood Dr (**West Pennant Hills**), New Line Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills Station.

Pennant Hills – Dural (Jenner Rd) (“Jenner Rd Jet”)

1988 (Source: timetable)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Shepherds Dr, Beechwood Pde, Hancock Dr, Purchase Rd, New Line Rd, Jenner Rd to Fallon Dr, then Jenner Rd, New Line Rd to Old Northern Rd (Dural). Reverse on return.

Alterations

- *Circa 1993 (Source: timetable)**: Selected trips diverted from New Line Rd via David Rd to Woodgrove Av, then David Rd to New Line Rd.
- *Circa 1993 (Source: timetable)**: Pennant Hills-Jenner Rd trips ran from New Line Rd via Jenner Rd, James Henty Dr, Wilkinson Av, New Line Rd (or vice versa).
- *Circa 1993 (Source: timetable)**: Selected trips ran via Purchase Rd & Shepherds Dr.
- *Circa 1993 (Source: timetable)**: Selected trips ran via Francis Greenway Dr (? route).

* Full details not clear from timetable.

Parramatta – Cherrybrook – Dural

1989 (Source: timetable)

From Parramatta via (? details, probably same as 101), Pennant Hills Rd, Castle Hill Rd, New Line Rd to Old Northern Rd (Dural).

1991 (Source: timetable)

From Parramatta via (? details, probably same as 101), Pennant Hills Rd, Castle Hill Rd, New Line Rd, Shepherds Dr, Beechwood Pde, Purchase Rd, New Line Rd, David Rd to Westminster Dr, then David Rd, New Line Rd to Old Northern Rd (Dural).

Timetable Summary

August 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-West Pennant Hills	29	M-F	Epping	7.16amW	Beecroft	6.29pmE	10 trips	A
		Sat		7.16amW		5.42pmE	9 trips	B
		Sun						

A – Epping-Beecroft 5 trips, Epping-West Pennant Hills 5 trips.

B – Epping-Beecroft 4 trips, Epping-West Pennant Hills 5 trips. Plus picture bus Saturday night.

E – To Epping.

W – To West Pennant Hills.

1 May 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-West Pennant Hills	51	M-F	W Pennant Hls	6.16am	Eastwood	6.06pm	16 trips	A
		Sat		7.36am		4.45pm	9 trips	A
		Sun		9.02am		6.55pm	5 trips	A

A – Selected through trips, plus short-working/s. Plus short-working/s before first trip shown. Plus picture bus Saturday night.

18 September 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-West Pennant Hills	16	M-F	W Pennant Hls	6.04am	Pennant Hills	6.43pm	60*	
		Sat		7.34am		1.10pm	60	
		Sun						

* More frequent in peak hours.

8 September 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-West Pennant Hills†	Fr P Hills 12W 15D	M-F	O/Northern Rd	6.54amP	Pennant Hills	6.55pmD	60-120*	
		Sat		9.29amP		11.10amW	2 trips	B
		Sun						

* More frequent in peak hours.

† Selected trips extended to Dural (Old Northern Rd).

A – Selected peak hour trips extended to Pennant Hills-Dural (Old Northern Rd).

B – Pennant Hills-West Pennant Hills. First trip extended to start from Dural (Old Northern Rd).

D – To Dural (Old Northern Rd).

P – To Pennant Hills.

W – To West Pennant Hills (Purchase Rd).

21 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills- Cherrybrook (Shepherds Rd)	43 round trip	M-F	Cherrybrook	6.02am	Pennant Hills	7.27pm	60*	
		Sat	Pennant Hills	7.44am		2.00pm	7 trips	
		Sun						
Pennant Hills- Cherrybrook (Cedarwood Dr)	20 round trip	M-F	Cedarwood Dr	6.20am	Pennant Hills	6.50pm	Ph1	
		Sat						
		Sun						
Pennant Hills-Dural (Jenner Rd)	27	M-F	Jenner Rd	6.28am	Pennant Hills	5.34pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

Ph1 – Peak hours only. Off-peak service provided by diversion of Pennant Hills-Cherrybrook trips.

Ph2 – Peak hours only.

Route 92

CITY (York St) (via Glebe Island Bridge) – DRUMMOYNE (via Lyons Rd) – FIVE DOCK (via Parramatta Rd) – CENTRAL RAILWAY

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Five Dock (Brent St) – Central Railway via Parramatta Rd 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).
- Shared with other routes along Lyons Rd between Drummoyne & Five Dock (including 77, 78, 79, 80, 81, 90 & 92) at various times.

As at date of Govt Gazette of 19 December 1924: Numbered 78 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Rod Smith, proprietor

As at date of Govt Gazette 13 November 1925: Renumbered 92 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Extended to run Drummoyne – Five Dock – Central Railway via Parramatta Rd.

By date of Govt Gazette 22 June 1928:

- Extended to run City (York St) – Drummoyne – Five Dock – Central Railway via Pyrmont Bridge, Glebe Island Bridge & Parramatta Rd, becoming a “circular” route (ie, the two termini were at different locations in the City).
- Then also shared with other routes along Weston Rd & Bridge St [now Victoria Rd] (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Then also competed with tram routes along Weston Rd & Bridge St [now Victoria Rd] (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

30 May 1929: Transferred to Glenister & Mackenzie Fageol Ltd (SA (Stan) Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service along both Parramatta Rd & Weston Rd [now Victoria Rd].

Streets

Five Dock – Central Railway via Parramatta Rd

1924 (Source: Govt Gazette of 19 December 1924)

From Five Dock (Brent St) (in Lyons Rd) via Lyons Rd, Russell St, (**Russell Lea**), Myalora St, Lyons Rd, Great North Rd, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Drummoyne – Five Dock – Central Railway via Parramatta Rd

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Five Dock via Russell St, Lyons Rd to Bridge St [now Victoria Rd] (Drummoyne). Reverse on return.

City (York St) (via Weston Rd) – Drummoyne – Five Dock (via Parramatta Rd)– Central Railway

1928 (Source: Govt Gazette of 22 June 1928)

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St (**Pyrmont**), Miller St, Banks St, Glebe Island Bridge, Commercial Rd§ (**Rozelle**), Weston Rd§, Drummoyne Bridge§, Bridge St§ (**Drummoyne**), Lyons Rd, Russell St, Myalora St, Lyons Rd (**Five Dock**), Great North 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 Market St, then York St (City).

§ Now Victoria Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Five Dock-Central Railway	42	M-F	Five Dock	6.12am	Central Rly	10.42pm	45*	
		Sat		6.12am		12.12am	45	
		Sun		9.12am		10.42pm	45	

* More frequent in peak hours.

For a comparison of the two “circular” routes, 81 & 92, see under Route 81.

Route 92

DRUMMOYNE – BURWOOD – CAMPSIE – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (1937-38?)**
- **Extended from Rockdale to Ramsgate (1938-40)**

Also:

- **Kingsgrove (Edward St) – Rockdale (extended to Brighton-le-Sands at various times (from 1937(?))**

Timeline

24 June 1934: Full time service (at least by 19 December 1937) Drummoyne – Burwood – Campsie commenced Deoartment of Road Transport & Tramways as a result of amalgamation of the following private routes taken over [1925 route numbers]:

- 38 Burwood – Campsie (part of route) (taken over from Glenister & McKenzie Fageol Ltd (SA (Stan) Glenister, managing director/proprietor). (His business partner, Roy Mackenzie, had died in 1926.)
- 93 Dobroyd Point – Burwood (taken over from United Motors).

1 March 1937:

- Extended to run Drummoyne – Burwood – Campsie – Rockdale, as a result of amalgamation with 44 Earlwood – Rockdale (taken over from United Motors).
- Extended from Rockdale to Brighton-le-Sands on Sundays & Public Holidays (possibly ceased by 6 March 1938, when route extended from Rockdale to Ramsgate on Summer Sundays).

By December 1937: Extra full time route, Kingsgrove (Edward St) – Rockdale, commenced.

19 December 1937:

- Drummoyne – Rockdale extended to Brighton-le-Sands on Mondays to Saturdays during school holidays (when ceased?).
- Kingsgrove (Edward St) – Rockdale extended to run Kingsgrove (Edward St) – Rockdale – Brighton-le-Sands on Mondays to Saturdays during school holidays & on Sundays throughout the year (when ceased?).

6 March 1938: Extended from Rockdale to Ramsgate on Summer Sundays.

15 September 1940: Renumbered 992 [Sydney Region route number].

Streets

Drummoyne – Campsie

From 2 December 1934

From Drummoyne (Victoria Rd/Lyons Rd) via Lyons Rd, Ingham Av, Barnstaple Rd, Heath St, First Av (**Five Dock**), Great North Rd, Parramatta Rd, Croydon Rd, Church St, Lang St, Queen St, Victoria St, Shaftesbury Rd, Railway Pde, Burwood Rd (**Burwood**), Belmore St, Shaftesbury Rd, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av, Beamish St, South Pde to Campsie Station.

Drummoyne – Campsie – Rockdale (extended to Brighton-le-Sands on Mondays to Saturdays during school holidays)

From 19 December 1937

From Drummoyne (Victoria Rd/Lyons Rd) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Church St, Lang St, Queen St, Victoria St, Shaftesbury Rd, Railway Pde, Burwood Rd (**Burwood**), Belmore St, Shaftesbury Rd, Fitzroy St, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av, Beamish St (**Campsie**), Canterbury Rd, Sharp St [now Kingsgrove Rd] (**Kingsgrove**), Croydon Rd, Stoney Creek Rd, Forest Rd (**Bexley**), Frederick St, Watkins St, Walz St, Railway St to Rockdale Station.

Brighton-le-Sands extension: From Rockdale Station via Seven Ways, Bay St, Grand Pde to Brighton-le-Sands.

Timetable Summary

2 December 1934

See 90

19 December 1937

Rockdale – Kingsgrove routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Drummoyne-Rockdale†	Fr Drum 63R 71L	M-F	Drummoyne	5.59amR	Drummoyne	11.29pmR	30*	A
		Sat		5.59amR		11.29pmR	30	A
		Sun		8.29amL	Brighton	7.53pmD	C	
					Drummoyne	10.59pmR		
Hols				5.59amR	Brighton	7.56pmD	F	
				7.59amL	Drummoyne	11.29pmR		
Rockdale-Kingsgrove (Edward St)‡	12RE 51BL	M-F	Rockdale	6.55amE	Edward St	11.42pmR	30*	
		Sat		6.55amE		11.42pmR	30	
		Sun	Burwood	9.11amL	Brighton	7.39pmB	30	
		Hols				6.41amR		8.09pmB
8.41amL	Rockdale					11.56pmB		

Average day frequencies along common route:

- M-F Rockdale-Kingsgrove 15.
- Sat Rockdale-Kingsgrove 15.
- Sun Rockdale-Burwood 15.

* More frequent in peak hours.

† Extended to Brighton-le-Sands on Sundays & Holidays.

‡ Extended to run Burwood-Brighton-le-Sands via Edward St on Sundays & Holidays.

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

B – To Burwood.

BL – From Burwood to Brighton-le-Sands via Edward St (Sundays & Holidays).

C – Day, Drummoyne-Brighton-le-Sands 30. Night, Drummoyne-Rockdale. Plus short-working/s before first trip & after last trip shown.

D – To Drummoyne.

E – To Kingsgrove (Edward St).

F – Early morning & night, Drummoyne-Rockdale. Day, Drummoyne-Brighton-le-Sands 30. Plus short-working/s before first trip & after last trip shown.

G – Early morning & night, Burwood-Rockdale via Edward St. Day, Burwood-Brighton-le-Sands via Edward St 30.

L – To Brighton-le-Sands.

R – To Rockdale.

RE – From Rockdale to Kingsgrove (Edward St) (Mondays-Saturdays).

Route 92

CAMPBELLTOWN – CAMPBELLTOWN TOWNSHIP (Angle Rd) (Destination sign “St Elmo No 2)

CAMPBELLTOWN – CAMPBELLTOWN TOWNSHIP (Austin Av) (Destination sign “St Elmo No 6)

CAMPBELLTOWN – CAMPBELLTOWN TOWNSHIP (Briar Rd) (Destination sign “St Elmo Nos 3 & 4)

CAMPBELLTOWN – KENTLYN

Also:

- **Campbelltown – Camden District Hospital (infrequent service)**
- **Campbelltown – Ingleburn – Macquarie Fields (1952-53)**
- **Campbelltown – Wedderburn (school days only)**

(The “St Elmo” estates were established in the 1950s before the current suburb names had been gazetted. The names of those estates persisted into the 1960s (at least in connection with bus routes). The estate names relevant to route 92 were located:

No 2 in the McLean Rd area

No 3 in the Bradbury Av/Hoddle Av/Grandview Dr area

No 4 in the Donaldson St area

No 6 in the Farnsworth Av/Austin Av area.)

(The Point is now known as Long Point.)

Timeline

February 1946: New routes commenced by F Delaney, proprietor:

Campbelltown – Kentlyn (limited service)

Campbelltown – Wedderburn (school days only)

1946: Transferred to James Roberts, proprietor.

2 July 1946: Limited service, Campbelltown – Camden, jointly commenced by Bruce & Roberts (proprietors of 93 & 92 respectively). Days of the week? When ceased?

12 July 1949 (Source: *Campbelltown News*): New weekday service Campbelltown – Camden, “running now that the train to Camden has been taken off”. This cancellation of the train service appears to have been short-lived, and the bus service was most likely discontinued when the train service was subsequently restored,

1948: Transferred to Herbert P Harrison, proprietor.

By 1952: Extra route, Campbelltown – Ingleburn, commenced.

By May 1952 (Source: *Daily Telegraph*, 6 May 1952): Campbelltown – Ingleburn extended to run Campbelltown – Ingleburn – Macquarie Fields.

May 1952 (Source: *Daily Telegraph*, 6 May 1952): Selected Campbelltown – Ingleburn – Macquarie Fields trips rerouted via The Point/Long Point, after volunteers had completed a trafficable road to that location.

February 1953:

- Campbelltown – Ingleburn – Macquarie Fields renumbered 102, still operated by Harrison.
- Other routes transferred to B&H Transport Services (B&H being the initials of the proprietors, RJ **B**aker & NH **H**owell), then or later trading as Campbelltown Bus Service.

By September 1957:

- Campbelltown – Camden District Hospital commenced on Tuesdays & Thursdays (& Sundays for at least a period) (continued until at least September 1960).
- Despite this service nominally competing with the Campbelltown – Camden railway, it could be shown that no train service was tabled at the appropriate times.
- May have been numbered either 92 or 93.
- Possibly ceased when 145 Campbelltown – Camden commenced in early 1961.

1950s/1960s: As the suburb of Campbelltown grew, new routes commenced and/or existing routes rearranged as:

Campbelltown – Campbelltown Township (Angle Rd) (destination sign “St Elmo No 2”)

Campbelltown – Campbelltown Township (Austin Av) (destination sign “St Elmo No 6”)

Campbelltown – Campbelltown Township (Briar Rd) (destination sign “St Elmo Nos 3 & 4”)

13 May 1967: Transferred to Campbelltown Transit Co Pty Ltd (RW (Dick) Rowe, Jim Newport & RL (Roger Lance) Graham, proprietors). Roger Graham also acted as General Manager.

August 1967:

- Renumbered parts of 93.
- This renumbering (and that of 131) amalgamated all Campbelltown Transit Co's services under a single license, facilitating future route & timetable changes.

Continued below under the second heading of Route 93 (after 92 & 131 renumbered parts of 93)

Timetable Summary

2 July 1946

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	Campbelltown	1.00pm	Camden	5.30pm	A	
		Sat						
		Sun						

A – Days of the week?

12 July 1949

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	Campbelltown	5.50am	Camden	8.32pm	7 trips	
		Sat						
		Sun						

See entry in "Timelines" above dated 2 July 1946.

Campbelltown Township ("St Elmo") routes

5 January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-C'tn Township (Angle Rd) (St Elmo No 2)	23 round trip	M-F	Campbelltown	5.40am	Angle Rd	7.04pm	40-60	A
		Sat		8.07am		12.33pm	25	B
		Sun						
Campbelltown-C'tn Township (Austin Av) (St Elmo No 6)	25 round trip	M-F	Campbelltown	4.55am	Austin Av	6.30pm	40-60	
		Sat		8.37am		12.25pm	20	
		Sun						
Campbelltown-C'tn Township (Briar Rd) (St Elmo Nos 3 & 4)	25 round trip	M-F	Campbelltown	4.57am	Briar Rd	7.29pm	30-60	C
		Sat		7.03am		1.15pm	30-40	D
		Sun						

A – Until approx 2.30pm, generally from Campbelltown direct to Angle Rd & return via full route. After that time, reverse direction.

B – Until approx 10.30am, generally from Campbelltown direct to Angle Rd & return via full route. After that time, reverse direction.

C – Until approx 2.30pm, generally from Campbelltown via Allman St & return via Bradbury Av. After that time, reverse direction. Selected trips also via Sherwood Hills.

D – Until approx 11.00am, generally from Campbelltown via Allman St & return via Bradbury Av. After that time, reverse direction.

Route 92

PUNCHBOWL – ROSELANDS – BEXLEY NORTH – BARDWELL PARK

ROSELANDS – BEXLEY NORTH – EARLWOOD

ROSELANDS – BEXLEY NORTH – KOGARAH

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

Timeline

By 1968: Roselands – Bardwell Park commenced by Belmore-Lakemba Bus Service (LG (Les) & CC Roberts, proprietors).

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

4 July 1983: Extended from Roselands to Punchbowl to replace the Roselands – Punchbowl section of 26, which was truncated from Lakemba to Punchbowl.

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

17 December 1985: Amalgamated with 39 and 229 as 39, Campsie – Roselands – Kogarah Hospital, and selected trips running Campsie – Roselands – Bardwell Park. Punchbowl – Roselands replaced by re-extended 26.

Service replaced by 39 until 92 reinstated.

16 July 1986: 39 split again and 92 reinstated & rearranged as two separate routes:

Roselands – Bexley North – Kogarah

Roselands – Bexley North – Earlwood.

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

12 October 1992: As part of general reorganization of Pleasure Tours' routes, 35 & 92 rearranged & renumbered into Sydney Region route numbers as:

445 Roselands – Belmore

446 Roselands – Kogarah

447 Roselands – Greenacre

Streets

1968-1985

Bardwell Park – Bexley North – Roselands

Circa 1968 (Source: RGH notes)

From Bardwell Park (Slade Rd at Station) via Slade Rd, Bexley Rd (**Bexley North**), Homer St, Kingsgrove Rd, Moorefields Rd, Stoddart St, Berring Av, King Georges Rd, Roselands Dr to Roselands shops.

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

Bardwell Park – Bexley North – Roselands – Punchbowl

Alteration

From 4 July 1983 (Source: timetable): Extended from Roselands via King Georges Rd, Canterbury Rd, Ferguson Av, Hillcrest St, Arthur St to Punchbowl Station. Return via The Boulevarde, Dudley St, Hillcrest St, then reverse route.

As at 16 July 1986

(Source: timetable/later 446 timetable, as interpreted)

Roselands – Bexley North – Kogarah

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

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, then reverse route to King Georges Rd, then Roselands Dr to Roselands shops.

Roselands – Bexley North – Earlwood

From Roselands (shops) via Roseland Av, King Georges Rd, Moorefields Rd, Kingsgrove Rd, Homer St, Bexley Rd (**Bexley North**), Slade Rd, Hartill-Law Av (**Bardwell Park**), William St, Cameron Av, Clarke St to Homer St (Earlwood).

From Earlwood (Clarke St at Homer St) via Homer St, Hartill-Law Av, then reverse route to King Georges Rd, then Roselands Dr to Roselands shops.

Timetable Summary

1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roselands-Bardwell Park	20	M-F	Bardwell Park	7.43am	Roselands	5.50pm	60	A
		Sat		7.40am		12.40pm	60	
		Sun						

A – Extra trips Thursday night.

4 July 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Bardwell Park	27	M-F	Bardwell Park	7.34am	Punchbowl	5.54pm	60	A
		Sat		8.06am		12.17pm	60	B
		Sun						

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

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

30 July 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Roselands- Kogarah Hospital	29	M-F	Roselands	7.57am	Roselands	5.40pm	120*	A
		Sat		7.50am	Kogarah Hosp	12.55pm	60	B
		Sun						
Roselands-Earlwood	20	M-F	Earlwood	8.00am	Roselands	5.40pm	120	C
		Sat						
		Sun						

Average day frequencies along common route:

M-F Roselands-Bexley North 60

Sat AM Roselands-Bexley North 60

* More frequent in peak hours.

A – 5.40pm trip from Roselands to Earlwood, then Kogarah Hospital. Plus short-working/s before first trip & after last trip shown.

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

C – 5.40pm trip from Roselands to Earlwood, then Kogarah Hospital.

Route 93

FLEMINGTON – CENTRAL RAILWAY via Hampstead Rd & 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 19 December 1924:

- Commenced prior to the allocation of route numbers.
- Shared most of route at various times after 1925 with 84 & 93.
- Timetables for 93 & 94 were co-ordinated.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Wynyard – Parramatta train service.
- 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 80 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Reliance Bus Co (Steer family, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 93 [1925 route number] in the general renumbering of routes.

1929/30: Transferred to Glenister & Mackenzie Fageol Ltd (Stan A Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

31 October 1931:

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

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Flemington (Richmond Rd at Arthur St) via Richmond Rd, Tavistock St, Hampstead Rd, The Crescent, Bridge St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

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

Flemington – Central Railway via Parramatta Rd routes

93, 94

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
93: Flemington-Central Railway via Hampstead Rd	54	M-F	Flemington	6.48am	Flemington	10.48pm	30-60	
		Sat		6.48am		10.48pm	30-60	
		Sun		11.18am		10.48pm	30-60	
		Hols		6.48am	Central Rly	10.15pm	60	
94: Flemington-Central Railway via Marlborough Rd	55	M-F	Flemington	7.06am	Central Rly	11.04pm	60	
		Sat		7.06am		11.04pm	60	
		Sun		8.06am		11.04pm	60	
		Hols		7.06am		11.04pm	60	

Average day frequencies along common route:

M-F	Flemington-Central Railway (93, 94) 2-3 trips per hour
Sat	Flemington-Central Railway (93, 94) 2-3 trips per hour
Sun AM	Flemington-Central Railway (94) 60
Sun PM	Flemington-Central Railway (93, 94) 2-3 trips per hour
Hols	Flemington-Central Railway (93, 94) 2 trips per hour.

March 1930

93, 94

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
93: Flemington-Central Railway via Hampstead Rd		M-F	Flemington	6.01am	Central Rly	10.57pm	60	
		Sat		6.01am		10.57pm	60	
		Sun		8.01am		10.57pm	60	
94: Flemington-Central Railway via Marlborough Rd		M-F	Flemington	6.21am	Central Rly	11.17pm		
		Sat		6.21am		11.17pm		
		Sun		7.51am		11.17pm		

Route 93

DOBROYD POINT – BURWOOD

(Dobroyd Point is a locality in the northern end of Haberfield.)

Timeline

28 December 1932: Feeder service commenced as Dobroyd Point – Burwood, operated by HJ Fox, proprietor. United Motors may have also operated this route.

23 June 1934: Taken over by Department of Road Transport & Tramways & amalgamated with 38 (taken over from Glenister & Mackenzie Fageol Ltd (Stan A Glenister, managing director) as 92 Drummoyne – Burwood – Campsie. (Glenister's business partner, Roy Mackenzie, had died in 1926.)

Route 93

ANNANDALE (Johnston St) – ROOKWOOD CEMETERY via Parramatta Rd (?)■

Timeline

8 September 1935: Sunday service commenced (supplementary to 94?) by Department of Road Transport & Tramways.

22 March 1936: Ceased, owing to weight limit of 4½ tons being imposed on vehicles using Cemetery roadways. Alternative service to Rookwood Cemetery provided by existing 88 Central Railway – Enfield – Rookwood Cemetery (Sunday afternoons) & 9 Ashfield – Rookwood Cemetery.

Route 93

CITY (York St) – DOBROYD POINT ■

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

(Dobroyd Point is a locality in the northern end of Haberfield.)

Timeline

1 March 1937: Full time service commenced by Department of Road Transport & Tramways (DRTT), coincident with takeover of 72 Dobroyd Point – Ashfield – Canterbury by DRTT. All routes to Dobroyd Point then operated by DRTT.

15 June 1941: Renumbered 493 [Sydney Region route number].

Streets

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, Broadway, Railway Sq, George St to Market St (City).

Route 93

1946-1967

CAMPBELLTOWN – MENANGLE

CAMPBELLTOWN – SETTLEMENT – KENTLYN – MINTO

CAMPBELLTOWN – SETTLEMENT – SOUTH CAMPBELLTOWN via The Standpipe

CAMPBELLTOWN – SETTLEMENT – WOOLWASH

CAMPBELLTOWN – SHERWOOD HILLS – MACQUARIE HEIGHTS

CAMPBELLTOWN – SOUTH CAMPBELLTOWN

Also:

- **Campbelltown – Camden District Hospital** (*infrequent service*)
- **Campbelltown – Crompton Parkinsons factory** (*INDUSTRIAL, peak hours*)

(“Settlement” was in the vicinity of Valley Rd & Macquarie Av, East Campbelltown.)

(Macquarie Heights and Sherwood Hills were at the eastern and western ends respectively of current Bradbury. The suburb name Bradbury was officially promulgated in 1969.)

(Woolwash was at the end of Woolwash Rd, on the Georges River to the east of current day Airds.)

Timeline

1946:

- Campbelltown – South Campbelltown commenced by RT (Robert Thomson) Bruce, proprietor.
- Campbelltown – Menangle also commenced then or soon after?

2 July 1946: See 92 for reference to Campbelltown – Camden services 1946-49.

By 1 February 1948: New routes commenced:

Campbelltown – Settlement

Campbelltown – Settlement – South Campbelltown via The Standpipe (Georges River Rd/Junction Rd [in current Ruse])

Campbelltown – Settlement – Woolwash

1952: Transferred to HP (Herbert) Harrison, proprietor.

February 1953: Transferred to B&H Transport Services (B&H being the initials of the proprietors, RJ **B**aker & NH **H**owell), then or later trading as Campbelltown Bus Service.

By September 1957:

- Campbelltown – Camden District Hospital commenced on Tuesdays & Thursdays (& Sundays for at least a period) (continued until at least September 1960).
- May have been numbered either 92 or 93.
- Possibly ceased when 145 Campbelltown – Camden commenced in early 1961.

1950s/1960s: As the suburb of Campbelltown grew, new routes commenced and/or existing routes rearranged as:

Campbelltown – Crompton Parkinsons (peak hour industrial only)

Campbelltown – Settlement

Campbelltown – Sherwood Hills – Macquarie Heights

13 May 1967: Transferred to Campbelltown Transit Co Pty Ltd (RW (Dick) Rowe, Jim Newport & RL (Roger Lance) Graham, proprietors). Roger Graham also acted as General Manager.

August 1967:

- 92 & 131 routes renumbered part of 93.
- These renumberings amalgamated all Campbelltown Transit Co's services under a single license, facilitating future route & timetable changes.
- Routes were then:
 - Campbelltown – Campbelltown Township (Angle Rd)
 - Campbelltown – Campbelltown Township (Austin Av)
 - Campbelltown – Campbelltown Township (Briar Rd)
 - Campbelltown – Crompton Parkinsons (peak hour industrial only)
 - Campbelltown – Kentlyn (Freres Crossing) – Minto
 - Campbelltown – Settlement
 - Campbelltown – Sherwood Hills – Macquarie Heights

Continued below under next heading of Route 93 (after 92 & 131 had been renumbered parts of 93)

Streets

Campbelltown – South Campbelltown

1948 (Source: licence document)

From Campbelltown (Station) via Railway St, Queen St, Appin Rd, Wedderburn Lane, Wedderburn Rd to recreation reserve (¼ mile south of Wedderburn Lane) (South Campbelltown).

Campbelltown – Settlement – South Campbelltown via The Standpipe

1948 (Source: licence document)

From Campbelltown (Station) via Railway St, Queen St, Broughton St, Macquarie St, Waminda Av (**Settlement**), Kentlyn (or Tank) Rd [now College Rd & Georges River Rd] to Junction Rd (**The Standpipe**), then Kentlyn (or Tank) Rd, Wedderburn Rd [part now St Johns Rd] to recreation reserve (¼ mile south of Wedderburn Lane) (South Campbelltown).

Campbelltown – Settlement – Woolwash

1948 (Source: licence document)

From Campbelltown (Station) via Railway St, Queen St, Broughton St, Macquarie St, Waminda Av (**Settlement**), Wedderburn Rd [part now St Johns Rd], Woolwash Rd to last residence before the river (**The Woolwash**), then Woolwash Rd, Wedderburn Rd, Sturt St, Lindesay St, Cordeaux St, Queen St, Railway St to Campbelltown Station.

Campbelltown – Settlement

1948 (Source: licence document)

From Campbelltown (Station) via Railway St, Queen St, Broughton St, Macquarie St, Waminda Av (**Settlement**), Sturt St, Lindesay St, Cordeaux St, Queen St, Railway St to Campbelltown Station.

Route 93

1967-1991

(See Route 92 & Route 93 above for earlier history.)

CAMPBELLTOWN – AIRDS

CAMPBELLTOWN – AMBARVALE

CAMPBELLTOWN – APPIN

CAMPBELLTOWN – BRADBURY (extended to Macarthur Square 1979-80)

CAMPBELLTOWN – CAMPBELLTOWN (Hoddle Av)

CAMPBELLTOWN – CAMPBELLTOWN (Lindesay St)

CAMPBELLTOWN – CLAYMORE (selected trips extended to Eagle Vale)

CAMPBELLTOWN – EAST CAMPBELLTOWN (selected trips extended to Kentlyn)

CAMPBELLTOWN – KENTLYN (various termini)

CAMPBELLTOWN – LEUMEAH – NORTH LEUMEAH (selected trips extended to Minto)

CAMPBELLTOWN – MACQUARIE HEIGHTS – SHERWOOD HILLS

CAMPBELLTOWN – MENANGLE

CAMPBELLTOWN – ROSEMEADOW

CAMPBELLTOWN – RUSE – NORTH LEUMEAH – LEUMEAH

CAMPBELLTOWN – RUSE (selected trips extended to Kentlyn)

CAMPBELLTOWN – SOUTH BRADBURY

CAMPBELLTOWN – WEDDERBURN

CAMPBELLTOWN – WOODBINE – EAGLE VALE via Campbelltown Rd

MINTO – EAGLE VALE

Also:

- **Campbelltown – Crompton Parkinsons factory (INDUSTRIAL, peak hours, 1960s)**

August 1967:

- 92 & 131 routes renumbered parts of 93.
- These renumberings amalgamated all routes of Campbelltown Transit Co Pty Ltd under a single license for route 93, facilitating future route & timetable changes.
- Routes renumbered from 92 & 131, as well as routes continuing as 93 were then:
 - Campbelltown – Appin
 - Campbelltown – Menangle
 - Campbelltown – Wedderburn
 - Campbelltown – Campbelltown Township (Angle Rd)
 - Campbelltown – Campbelltown Township (Austin Av)
 - Campbelltown – Campbelltown Township (Briar Rd)
 - Campbelltown – Crompton Parkinsons (peak hour industrial only)
 - Campbelltown – Kentlyn (Freres Crossing) – Minto
 - Campbelltown – Settlement
 - Campbelltown – Sherwood Hills – Macquarie Heights
- Operated by Campbelltown Transit Co Pty Ltd (RW (Dick) Rowe, Jim Newport & RL (Roger Lance) Graham, proprietors). Roger Graham acted as General Manager

11 September 1967: In a general reorganisation of routes:

- Routes other than those to Appin, Menangle, Wedderburn & Crompton Parkinson rearranged as (supplementary numbers 1, 2A, etc, as per timetables):
 - 1 Macquarie Heights – Campbelltown – North Campbelltown – Leumeah (selected trips extended to Minto)
 - 2A Campbelltown – Campbelltown (Hoddle Av) via Austin Av.
 - 2B Campbelltown – Campbelltown (Hoddle Av) via Donaldson St.
 - 2C Campbelltown – Kentlyn (Freres Crossing) via Hoddle Av (selected trips to Kentlyn 1 mile extension) (Kentlyn 1 mile extension probably meant end of Georges River Rd).
 - 3 Campbelltown – East Campbelltown.

- 1 replaced Campbelltown – Macquarie Heights – Sherwood Hills & Campbelltown (Station) – Campbelltown Township (Angle Rd), but extended to Leumeah (& selected trips to Minto).
- 2A & 2B replaced Campbelltown – Campbelltown Township (Briar Rd) and Campbelltown – Campbelltown Township (Austin Av).
- 3 replaced Campbelltown – Settlement.
- Selected trips on weeknights ran Campbelltown – Sherwood Hills via Hoddle Av (combined Campbelltown – Hoddle Av & Campbelltown – Macquarie Heights – Sherwood Hills).
- Most trips on Saturday afternoons ran Leumeah – Campbelltown – Sherwood Hills via Hoddle Av (combined 1/2A/2B Campbelltown – Hoddle Av & Leumeah – Campbelltown – Macquarie Heights – Sherwood Hills).
- Unaltered routes:
 - Campbelltown – Appin
 - Campbelltown – Crompton Parkinsons (peak hours only) (when ceased?)
 - Campbelltown – Menangle
 - Campbelltown – Wedderburn (school trips only).
- By this date, days of service of Campbelltown – Menangle (Post Office?) (limited service) extended from school days only to all weekdays & numbered 93. Previous proprietors included LH Butler (& probably B&H Transport Services).

By 10 March 1969: Trips to Kentlyn formed by extension of 3 from East Campbelltown to Kentlyn instead of 2C.

Early 1970s:

- The sole proprietor of Campbelltown Transit Co Pty Ltd became the Rowe family.
- HK (Hal) Woodward replaced Roger Graham as General Manager.

By 19 August 1971: Selected weekday and Saturday afternoons trips ran via combined route Campbelltown – East Campbelltown via Waminda Av & return via Lindesay St & Warby St (covering parts of East Campbelltown & Leumeah routes).

By 2 January 1972: Kentlyn terminus for most trips altered to end of Georges River Rd (referred to in timetable of this date as “Kentlyn extension”) – only 1 trip ran to Freres Crossing, which later ceased.

By 15 August 1973:

- Route 1 divided into:
 - Campbelltown – North Campbelltown – Leumeah (selected trips extended to Minto).
 - Campbelltown – Macquarie Heights – Bradbury – Sherwood Hills
- New route, Campbelltown – South Bradbury via Jacaranda Av, commenced.

By 2 January 1975:

- New route, Campbelltown – Ruse – North Leumeah – Leumeah, commenced (serving new suburb of Ruse).
- Extension from Leumeah to Minto curtailed to Hansens Rd phone box, North Leumeah (corner of Westmoreland Rd?).
- Selected Kentlyn trips ran direct (*not* via East Campbelltown).

By 27 May 1978:

- Rowe family took control of day-to-day management, replacing Hal Woodward as general manager.
- Routes to Leumeah, North Leumeah, East Campbelltown, Ruse, Kentlyn & Bradbury (including those to former estates, Macquarie Heights & Sherwood Hills) rearranged as (numbers as per timetables):
 - 1 Campbelltown – Leumeah via Waminda Av (selected trips extended to North Leumeah)
 - 2 Campbelltown – Campbelltown (Lindesay St)
 - 3 Campbelltown – Airds
 - 4 Campbelltown – Ruse – Kentlyn (end of Georges River Rd)
 - 5 Campbelltown – Bradbury
- New route, Campbelltown – Ambarvale (new suburb), commenced. Selected Appin trips became extensions of this route.
- Campbelltown – Wedderburn (school days only) appeared in timetable.

By 30 October 1978: New route, Campbelltown – Claymore (new suburb), commenced.

23 June 1979: Combined route from Campbelltown to Bradbury, Airds & Ruse commenced on weeknights & Saturday afternoons.

10 September 1979 (*opening date of Macarthur Square shopping centre*):

- Campbelltown – Ambarvale trips rerouted past Macarthur Square.
- Campbelltown – Bradbury off-peak trips extended from Bradbury to Macarthur Square.
- By this date, Campbelltown – Menangle trips extended in Mennagle to run to Spaniards Main, but days of service reduced to school days only.

By 19 May 1980: New routes commenced:

- Campbelltown – Woodbine – Eagle Vale [terminus in current Eschol Park] (new suburbs) via Campbelltown Rd (originally in off-peak period on weekdays, but later extended to peak hours and Saturdays). Terminus progressively extended to current Eagle Vale.
- Minto – Eagle Vale [terminus in current Eschol Park] (weekday peak hours only). Terminus progressively extended to current Eagle Vale.

By 18 September 1980: Extension of Campbelltown – Bradbury off-peak trips to Macarthur Square ceased.

12 December 1981: Campbelltown – Ambarvale taxi-bus service (taxi with special roof sign, charging fares at normal bus rate, operated in conjunction with Cumberland Cabs Co-op & RSL Cabs Co-op) commenced on Sundays and Public Holidays.

By 28 March 1984: New route, Campbelltown – Rosemeadow (new suburb), commenced.

By 12 November 1984:

- Hours/days of service on Campbelltown – Ambarvale & Campbelltown – Rosemeadow extended to weeknights, Saturday afternoons & Sundays, when combined route Campbelltown – Ambarvale – Rosemeadow commenced. This combined route replaced (then or earlier) Campbelltown – Ambarvale taxi-bus service on Sundays & Public Holidays.
- Hours/days of service on Campbelltown – Airs & Campbelltown – Bradbury extended to weeknights, Saturday afternoons & Sundays, when combined route Campbelltown – Airs – Bradbury commenced.
- Hours/days of service on Campbelltown – Campbelltown (Lindesay St) & part of Campbelltown – Leumeah via Waminda Av extended to weeknights, Saturday afternoons & Sundays, when combined route Campbelltown – Leumeah (Carrington Circ) commenced.
- Campbelltown – Claymore extended to Eagle Vale on weeknights, late Saturday afternoons & all day Sundays, when Campbelltown – Woodbine – Eagle Vale via Campbelltown Rd did not run.

29 May 1985:

- Routes to the south and east of Campbelltown renumbered into Sydney Region route numbers:
 - 883 Campbelltown – Ruse (selected trips extended to Kentlyn (end of Georges River Rd))
 - 884 Campbelltown – Airs
 - 885 Campbelltown – Bradbury
 - 886 Campbelltown – Wedderburn (upgraded from school route to limited route service)
 - 887 Campbelltown – Rosemeadow
 - 888 Campbelltown – Ambarvale
 - 890 Campbelltown – Appin
 - 891 Campbelltown – Menangle
- Other routes remained as 93 until 25 December 1991.

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

25 December 1991:

- Remaining routes to the north and west of Campbelltown partly rearranged & renumbered into Sydney Region route numbers:
 - 878 Campbelltown – Eagle Vale via Campbelltown Rd*
 - 879 Minto – Eagle Vale
 - 880 Campbelltown – Claymore – Eagle Vale – Minto*
 - 881 Campbelltown – Campbelltown (Lindesay St)
 - 882 Campbelltown – Leumeah – North Leumeah
- Routes marked * were an amalgamation/rearrangement of Campbelltown – Claymore & Campbelltown – Woodbine – Eagle Vale via Campbelltown Rd routes.

Streets

As at 1967

1: Macquarie Heights – Sherwood Hills – Campbelltown – North Campbelltown – Leumeah (selected trips extended to Minto)

11 September 1967 (Source: timetable)

From Macquarie Heights (St Johns Rd at Macleay Av) via St Johns Rd (**Sherwood Hills**), Campbellfield Av (west leg), Lawn Av, The Parkway, Appin Rd, Queen St, Railway St (**Campbelltown Station**), Queen St, Warby St, Lindesay St, Burns Rd, Macquarie Av, Carrington Circ (**North Campbelltown**), Telford St, Angle Rd, Illawong Rd, O'Sullivan Rd to Leumeah Station.

Minto extension: From Leumeah Station via Leumeah Rd, Hansens Rd, Ben Lomond Rd, Pembroke Rd, Redfern Rd to Minto Station.

Trips via Angle Rd: Ex Macquarie Heights from Lindesay St via Angle Rd (*not* via Carrington Circ). Reverse on return.

Alterations

By 6 May 1968:

- Base route ex Macquarie Heights from Lindesay St via Angle Rd. Reverse on return.
- **Leumeah (Carrington Circ) diversion:** Ex Macquarie Heights from Lindesay St via Burns Rd, Macquarie Av, Carrington Circ, Telford St, Angle Rd. Reverse on return.

2A: Campbelltown – Campbelltown (Hoddle Av) via Austin Av

11 September 1967 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Bradbury Av, Hannaford St, Austin Av, Hoddle Av, Bradbury Av, Queen St, Patrick St to Campbelltown Station.

Campbelltown (Grandview Dr) diversion: (Normally weekday mornings & early morning Saturdays) Ex Campbelltown from Bradbury Av/Hoddle Av via Bradbury Av, Grandview Dr to Hoddle Av. Some trips (normally weekday afternoons & later Saturday mornings) in reverse direction.

2B: Campbelltown – Campbelltown (Hoddle Av) via Donaldson St

11 September 1967 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Bradbury Av, Hoddle Av, Donaldson St, St Johns Rd, Hoddle Av, Bradbury Av, Queen St, Patrick St to Campbelltown Station.

2C: Campbelltown – Kentlyn (Freres Crossing) via Hoddle Av

11 September 1967 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Bradbury Av, Hoddle Av, St Johns Rd, Georges River Rd [now also Freres Rd] to Freres Crossing [in current Freres Crossing Park] (Kentlyn). [*Freres also spelt Freers.*]

Campbelltown (Grandview Dr) diversion: Similar to 2A.

1/2A/2B: Campbelltown – Sherwood Hills via Hoddle Av combined loop

11 September 1967 (Source: timetable)

From Campbelltown (Station) via Queen St, Bradbury Av, Hoddle Av, St Johns Rd (**Macquarie Heights**), Campbellfield Av (west leg) (**Sherwood Hills**), Lawn Av, The Parkway, Appin Rd, Queen St, Broughton St, Hurley St to Campbelltown Station.

Alteration

By 2 January 1975: Ex Campbelltown from Lawn Av via Campbellfield Av (east leg), St Johns Rd to Macleay St (**Macquarie Heights**), then St Johns Rd, Campbellfield Av (east leg), Jacaranda Av, St Johns Rd, Campbellfield St (west leg).

3: Campbelltown – East Campbelltown

11 September 1967 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Cordeaux St, Sturt St, Georges River Rd [now Colonial St], Waminda Av (**East Campbelltown**), Macquarie Av, Broughton St, Lindesay St, Cordeaux St, Queen St, Patrick St to Campbelltown Station.

Alterations

- ***10 March 1969 (Source: timetable):*** From Broughton St via George St to Sturt St.
- ***1975 (Source: timetable):*** Reverted to run via Lindesay St instead of George St.

Campbelltown – East Campbelltown via Waminda Av, then Lindesay & Warby Sts

By 19 August 1971 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Cordeaux St, Sturt St, Georges River Rd [now Colonial St], Waminda Av (**East Campbelltown**), Burns Rd, Lindesay St, Warby St, Queen St, Patrick St to Campbelltown Station.

3: Campbelltown – Kentlyn (Freres Crossing)

1969 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Cordeaux St, Sturt St, George St, Broughton St, Macquarie Av, Waminda Av, Georges River Rd [now also Freres Rd] to Freres Crossing [in current Freres Crossing Park] (Kentlyn). [*Freres also spelt Freers.*]

1970s

Campbelltown – Kentlyn (end of Georges River Rd)

By 2 January 1975 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Cordeaux St, Sturt St, Georges River Rd [to end] (Kentlyn).

Campbelltown – Appin

By 2 January 1975 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Appin Rd, Toggerai St (**Appin**), Illawarra St, Appin Rd, Queen St, Patrick St to Campbelltown Station.

Campbelltown – Ruse – North Leumeah – Leumeah

By 2 January 1975 (Source: timetable)

From Leumeah (Station) via Leumeah Rd, Wyangala Cr, Leumeah Rd, Warragamba Cr, Katherine St (**North Leumeah**), Guernsey [now Townson] Rd, Westmoreland Rd, Hansens Rd, Junction Rd, Darling Av, Sirius St (**Ruse**), Old Kent Rd, Junction Rd, Bellinger Rd, Georges River Rd [including current College St & Colonial St], Lindesay St, Cordeaux St, Queen St to Campbelltown Station.

Campbelltown – North Campbelltown – Leumeah (selected trips extended to North Leumeah)

By 2 January 1975 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Warby St, Lindesay St, Burns Rd, Macquarie Av, Carrington Circ (**North Campbelltown**), Telford St, Angle Rd, O'Sullivan Rd to Leumeah Station.

North Leumeah extension: From Leumeah Station via Leumeah Rd, Wyangala Cr, Leumeah Rd, Warragamba Cr, Katherine St, Guernsey [now Townson] Rd, Westmoreland Rd to Hansens Rd (North Leumeah).

Leumeah (Kingsclare St) diversion (likely route): From O'Sullivan Rd via Kingsclare St to O'Sullivan Rd.

Leumeah (Woronora Av) diversion (likely route): Ex Leumeah from O'Sullivan Rd via Loorana Rd, Woronora Av, Burraneer St, Angle Rd, Loorana Rd to O'Sullivan Rd.

Campbelltown – South Bradbury

By 2 January 1975 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Bradbury Av, Hoddle Av, Jacaranda Av, St Johns Rd, The Parkway, Pinaroo Cr (South Bradbury).

Campbelltown – Macquarie Heights – Bradbury – Sherwood Hills

By 2 January 1975 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Appin Rd, The Parkway, Lawn Av, Campbellfield St (**Macquarie Heights**), St Johns Rd (**Bradbury**), Campbellfield St (**Sherwood Hills**), Lawn Av, The Parkway, Appin Rd, Queen St, Broughton St, Hurley St to Campbelltown Station.

Campbelltown – Leumeah (selected trips extended to North Leumeah)

27 May 1978 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Broughton St, Waminda Av, Macquarie Av, Carrington Circ, Telford St, Angle Rd, O'Sullivan Rd (Leumeah Station).

From Leumeah (O'Sullivan Rd at Station) via reverse route to Broughton St, then Hurley St to Campbelltown Station.

North Leumeah extension: From Leumeah Station via Leumeah Rd, Wyangala Cr (full length), Townson Av to Birdsville Cr (North Leumeah). Reverse on return.

Campbelltown – Leumeah – North Leumeah

23 June 1979 (Source: timetable): Extended from Leumeah Station via Leumeah Rd, Parkhill Av, Katherine St, Townson Av (North Leumeah), Wyangala Cr (full length), Leumeah Rd to Leumeah Station.

Alteration

September 1979 (Source: timetable):

- Approached Campbelltown from Broughton St via Lindesay St, Cordeaux St, Queen St, Railway St, Hurley St.
- Via Smiths Creek Bypass [now Rose Payten Dr], instead of part of Leumeah Rd immediately east of Pembroke Rd. Reverse on return.

Campbelltown – Campbelltown (Lindesay St)

27 May 1978 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Broughton St, Macquarie Av, Burns Rd, Lindesay St, Warby St, Queen St, Broughton St to Campbelltown Station.

Alteration

November 1984 (Source: timetable): From Lindesay St via Chamberlain St, Moore-Oxley Bypass, Warby St.

Campbelltown – Bradbury

27 May 1978 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Appin Rd, Lawn Av, Campbellfield Av (east leg), Jacaranda Av, (right) St Johns Rd, The Parkway (west leg) (**Bradbury**), Akuna Av, St Johns Rd, Jacaranda Av, Campbellfield Av, Lawn Av, Appin Rd, Queen St, Railway St, Hurley St to Campbelltown Station.

Trips via Campbellfield Av (west leg) (*mostly mornings*): Ex Campbelltown from Lawn Av, Campbellfield Av (west leg), (right) St Johns Rd, The Parkway (west leg).

Alteration

November 1984 (Source: timetable): Ex Campbelltown from Queen St via Allman St, Moore-Oxley Bypass, Bradbury Av. Reverse on return.

Campbelltown – Bradbury – Macarthur Square

Alteration

10 September 1979 (opening date of Macarthur Square shops) (Source: timetable) (trips to/from Macarthur Square only): Ex Campbelltown from Jacaranda Av (left) St Johns Rd, Akuna Av, The Parkway (**Bradbury**), St Johns Rd, Appin Rd, Therry Rd, Gilchrist Dr, Kellicar Rd, Geary St, Menangle Rd to Macarthur Square (old) bus terminal between Menangle and Kellicar Rds. Reverse on return.

Campbelltown – Ambarvale

27 May 1978 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Appin Rd, Therry Rd, Woodhouse Dr to Dickens Rd (Ambarvale).

From Ambarvale (Woodhouse Dr at Dickens Rd) via reverse route to Queen St, then Broughton St, Hurley St to Campbelltown Station.

Alterations

- *10 September 1979 (opening date of Macarthur Square shops) (Source: timetable):* Ex Campbelltown from Queen St via Camden Rd, Menangle Rd, Tailby St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Gilchrist Dr, Therry Rd, Woodhouse Dr to Dickens Rd. Reverse on return.
- *1980 (Source: timetable):* Extended from Woodhouse Dr/Dickens Rd via Woodhouse Dr, Copperfield Dr to Harthouse Rd. Reverse on return.

1980s

November 1984 (Source: timetable)

From Campbelltown (Station) via Hurley St, Broughton St, Queen St, Allman St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Kellicar Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr, Crispsparkle Dr (**Ambarvale**), Cleopatra Dr, Copperfield Dr, Dickens Rd, Woodhouse Dr, then reverse route to Queen St, then Railway St to Campbelltown Station.

Campbelltown – Ambarvale taxi-bus service (Sundays)

13 December 1981 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Dumaresq St, Moore-Oxley Bypass, Narellan Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr to Harthouse Rd (Ambarvale).

From Ambarvale (Copperfield Dr at Harthouse Rd) via Copperfield Dr Woodhouse Dr, Therry Rd, Gilchrist Dr, Camden Rd, Queen St, Broughton St, Hurley St to Campbelltown Station.

Campbelltown – Rosemeadow

March 1984 (Source: timetable)

From Campbelltown (Station) via Hurley St, Broughton St, Queen St, Allman St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Kellicar Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr, Crispsparkle Dr, Cleopatra Dr, Copperfield Dr to Ophelia St (Rosemeadow).

From Rosemeadow (Copperfield Dr at Ophelia St) via Ophelia St, Horatio St, Regan St, Copperfield Dr, then reverse route to Queen St, then Railway St to Campbelltown Station.

November 1984 (Source: timetable)

From Campbelltown (Station) via Hurley St, Broughton St, Queen St, Allman St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Kellicar Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr to Ophelia St (Rosemeadow).

From Rosemeadow (Copperfield Dr at Ophelia St) via Ophelia St, Horatio St, Regan St, Copperfield Dr, then reverse route to Queen St, then Railway St to Campbelltown Station.

Campbelltown – Ruse (selected trips extended to Kentlyn (end of Georges River Rd))

27 May 1978 (Source: timetable)

Campbelltown – Ruse

From Campbelltown (Station) via Railway St, Queen St, Bradbury Av, Hoddle Av, St Johns Rd, Briar Rd, Riverside Dr (east leg), Peppin Cr, Georges River Rd, Junction Rd, Old Kent Rd, Sirius St (**Ruse**), Cook Rd, Junction Rd, then reverse route to Queen St, then Hurley St to Campbelltown Station.

Campbelltown – Kentlyn

Trips via Ruse: *Route not shown on timetable.*

Trips via Georges River Rd: From Campbelltown Station via Railway St, Queen St, Cordeaux St, Lindesay St, Sturt St, George St, Georges River Rd [now Colonial St], Waminda Av, Broughton St, Georges River Rd to end (Kentlyn). Return from Kentlyn via reverse to Cordeaux St, then Queen St, Hurley St to Campbelltown Station.

Alterations

- **23 June 1979** (Source: timetable) (*Campbelltown – Ruse – Kentlyn trips*): From Campbelltown Station via normal Ruse route to Georges River Rd, then Junction Rd, Cook St (**Ruse**), Sirius St, Old Kent Rd, Darling Av, Georges River Rd to end (Kentlyn). Reverse route not shown on timetable.
- **November 1984** (Source: timetable): Ex Campbelltown from Queen St via Allman St, Moore-Oxley Bypass, Bradbury Av. Reverse on return.
- **November 1984** (Source: timetable): From Junction Rd (northbound) via Acacia Av, Brindabella St, Old Kent Rd.

Campbelltown – Ruse via Jacaranda Av (weeknights & Saturday afternoons)

Alteration

23 June 1979 (Source: timetable): Diverted from normal Campbelltown – Ruse route from Hoddle Av via Jacaranda Av, St Johns Rd to Briar Rd

Campbelltown – Airs

27 May 1978 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Cordeaux St, Lindesay St, Sturt St, George St, Georges River Rd [now Colonial St], Waminda Av, Broughton St, Georges River Rd, Riverside Dr (west leg), Greengate Rd to Merino Cr (west end) (Airs).

From Airs (Greengate Rd at Merino Cr, west end) via reverse route to Queen St, then Broughton St, Hurley St to Campbelltown Station.

Alterations

- **1980** (Source: timetable): Airs terminus extended round Merino Cr.
- **November 1984** (Source: timetable): Extended from Greengate Rd/Merino Cr via Greengate Rd, Karrabul Rd, Woodland Rd to Pademelon Av. Reverse on return. Trips terminating at Merino Cr continued to run as at 1980.

Campbelltown – Claymore

30 October 1978 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Campbelltown Rd, Kialba Rd, Rose St, Blaxland Rd, Badgally Rd, Daplyn Way to Gidley Cr (Claymore).

Trips to/from west side of Campbelltown Station: From Badgally Rd via Farrow Rd to west side of Station.
Reverse on return.

June 1979 (Source: timetable)

From Campbelltown (Station) via Railway St, Queen St, Campbelltown Rd, Kialba Rd, Rose St, Blaxland Rd, Badgally Rd, Brierley [now part of Dobell] Rd, Dobell Rd (**Claymore**), Gidley Cr (west leg), Daplyn Way, Badgally Rd, Blaxland Rd, Campbelltown Rd, Queen St, Railway St, Hurley St to Campbelltown Station.

Trips to/from west side of Campbelltown Station: From Badgally Rd via Farrow Rd to west side of Station.
Reverse on return.

Alteration

September 1979 (Source: timetable): Via Blaxland Dr direct instead of Kialba Rd & Rose St.

Campbelltown – Claymore (selected trips extended to Eagle Vale)

Alterations

- *12 November 1984 (Source: timetable)*
Eagle Vale extension (*late Saturday afternoons and all day Sundays*): Extended from Claymore (Badgally Rd) (westbound) via Dobell Rd, Drysdale St, Malachite Rd, Boyd St, Emerald Dr, Eagle Vale Dr, Epping Forest Dr to Chardonnay Av (Eagle Vale). Reverse on return.
- *1985 (Source: timetable):* From Badgally Rd (westbound) via Eagle Vale Dr, Dobell Rd, Badgally Rd back to Campbelltown.

Campbelltown – Woodbine – Eagle Vale via Campbelltown Rd (Eagle Vale terminus in Eschol Park until circa 1984)

1980 (Source: timetable)

From Campbelltown (Station) via Hurley St, Railway St, Queen St, Campbelltown Rd, Collaroy Rd (**Woodbine**), North Steyne Rd, Queenscliff Rd, Campbelltown Rd, Raby Rd, Eschol Park Dr to Cabernet Av (Eagle Vale) [terminus in current Eschol Park].

From Eagle Vale (Eschol Park Dr at Cabernet Av) via Eschol Park Dr, Raby Rd, Campbelltown Rd, Queen St, Railway St to Campbelltown Station.

Alterations

- *By 18 March 1982 (Source: timetable):* Extended from Eschol Park Dr/Cabernet Av via Eschol Park Dr, Epping Forest Dr to Chasselas Av [terminus still in current Eschol Park]. Reverse on return.
- *By 12 November 1984 (Source: timetable):* Extended from Eschol Park (Epping Forest Dr/Chasselas Av) via Epping Forest Dr, Eagle Vale Dr, Emerald Dr, Boyd St, Malachite Rd to Drysdale St (Eagle Vale). Reverse on return.

Minto – Eagle Vale (Eagle Vale terminus was in Eschol Park until circa 1984)

1980 (Source: timetable)

From Minto (Somerset St at Station) via Redfern Rd [now Wiltshire St & Ben Lomond Rd], Campbelltown Rd, Raby Rd, Eschol Park Dr to Cabernet Av (Eagle Vale) [terminus in current Eschol Park].

Alterations

- *By 18 March 1982 (Source: timetable):* Extended from Eschol Park Dr/Cabernet Av via Eschol Park Dr, Epping Forest Dr to Chasselas Av [terminus still in current Eschol Park]. Reverse on return.
- *By 12 November 1984 (Source: timetable):* Extended from Eschol Park (Epping Forest Dr/Chasselas Av) via Epping Forest Dr, Eagle Vale Dr, Emerald Dr, Boyd St, Malachite Rd to Drysdale St (Eagle Vale). Reverse on return.
- *1985 (Source: timetable):* Approached Minto Station from Redfern Rd [now Ben Lomond Rd] via Lincoln St, Sussex St, Somerset St (Minto Station), then return via Redfern Rd [now Wiltshire St & Ben Lomond Rd]. [Redfern Rd west of Lincoln St renamed Ben Lomond Rd and Redfern Rd between Lincoln St & Somerset St renamed Wiltshire St after overbridge replaced level crossing approx 1994.]

Timetable Summary

5 January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Settlement	15 round trip	M-F	Campbelltown	6.03am	Settlement	6.59pm	20-60	A
		Sat	Settlement	8.32am		1.15pm	20	A
		Sun						
Campbelltown-Kentlyn (Freres Crossing)-Minto‡	Fr C'town 18F 30M	M-F	Campbelltown	6.07amF 6.38amM	Minto Freres X-ing	6.05pmC 6.46pmC	B	
		Sat		7.52amM	Minto	12.52pmC	3 trips	
		Sun						
Campbelltown-Sherwood Hills	25 round trip	M-F	Campbelltown	7.08am	Sherwood Hills	6.39pm	8 trips	
		Sat						
		Sun						
Campbelltown-Crompton Parkinsons	7	M-F	Campbelltown	7.26am	C/Parkinsons	4.20pm	Ph	
		Sat						
		Sun						

‡ Most trips were extensions of Campbelltown-Settlement trips (above).

A – Selected trips extended from Settlement to Kentlyn (Freres Crossing) or Minto.

B – 8 trips departing Campbelltown, 10 arriving Campbelltown, serving Freres Crossing (4 trips), Minto (6).

C – To Campbelltown.

F – To Kentlyn (Freres Crossing).

M – To Minto.

Ph – Peak bours only.

12 October 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
1: Macquarie Hts-Campbelltown-Leumeah†	24	M-F	Leumeah	6.53amM	Macquarie Hts	6.09pmL	A	
		Sat		8.02amM	Leumeah	11.58pmM	B	
		Sun						
1: Campbelltown-Minto (included in above)	25	M-F	Campbelltown	6.32am	Campbelltown	5.35pm	D	
		Sat						
		Sun						
2A: Campbelltown-C'town (Hoddle Av) via Austin Av	15 round trip	M-F	Lewis St	5.04am	Hoddle Av	6.33pm	40*	
		Sat		7.12am		1.43pm	AM 40	
		Sun						
2B: Campbelltown-C'town (Hoddle Av) via Donaldson St	15 round trip	M-F	Campbelltown	6.19am	Hoddle Av	6.03pm	40*	
		Sat				12.14pm	AM 40	
		Sun						
2C: Campbelltown-Kentlyn (Freres Crossing)§	18	M-F	Campbelltown	6.06am	Freres X-ing	6.49pm	G	
		Sat		8.19am		5.38pm	4 trips	
		Sun						
1/2A/2B: Leumeah-Campbelltown-Macquarie Heights combined loop		M-F	Campbelltown	6.51pmM	Macquarie Hts	7.24pmC	2 trips	
		Sat	Leumeah	12.50pmM	Leumeah	4.48pmM	60	
			Macquarie Hts		Macquarie Hts	6.54pmC		
Sun								
3: Campbelltown-East Campbelltown	15 round trip	M-F	East C'town	6.20am	Campbelltown	6.51pm	40*	
		Sat		7.10am		2.10pm	30	
		Sun						
Campbelltown-Menangle	20	M-F	Campbelltown	7.35am	Menangle	4.25pm	2 trips	
		Sat						
		Sun						
Campbelltown-Crompton Parkinsons	7	M-F	Campbelltown	7.31am	C/Parkinsons	4.20pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Campbelltown-Campbelltown (Hoddle Av area) (2A, 2B) 20.

Sat AM Campbelltown-Campbelltown (Hoddle Av area) (2A, 2B) 20.

* More frequent in peak hours.

† Selected trips extended to Minto (see next panel).

§ Selected trips to Kentlyn 1 mile extension.

A – Peak hours, Macquarie Heights-Leumeah. Morning, Leumeah-Campbelltown 30, Leumeah-Macquarie Heights 60. Afternoon, Macquarie Heights-Leumeah 60. Night service provided by combined loop 1/2A/2B. 5 trips extended from Leumeah to Minto. Plus short-working/s before first trip & after last trip shown.

B – Morning, Leumeah-Campbelltown 30, Leumeah-Macquarie Heights 60. Afternoon service provided by combined loop 1/2A/2B. Plus short-working/s before first trip & after last trip shown.

C – To Campbelltown.

D – From Campbelltown 6 trips. From Minto 5 trips, plus short-working after last trip shown

E – Includes 2C between Campbelltown & Hoddle Av. 2A & 2B generally ran alternately. Night, combined with 2 as Campbelltown-Hoddle Av-Macquarie Heights-Campbelltown loop.

F – Includes 2C between Campbelltown & Hoddle Av. Morning, 2A & 2B generally ran alternately. Afternoon, combined with 1 as Leumeah-Campbelltown-Hoddle Av-Macquarie Heights-Campbelltown-Leumeah loop 60. Plus short-working/s before first trip shown.

G – 9 trips from Campbelltown, 10 trips from Kentlyn (Freres Crossing). 3 trips to Kentlyn 1 mile extension.

L – To Leumeah.

M – To Macquarie Heights.

Ph – Peak hours only.

19 August 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Campbelltown-East Campbelltown	18 round trip	M-F	Campbelltown	5.43am	Campbelltown	7.06pm	30*	
		Sat		7.12am		2.06pm	30	
		Sun						
Campbelltown- Kentlyn	25	M-F	Campbelltown	6.52am	Campbelltown	6.07pm	8 trips	A
		Sat		8.16am	Kentlyn	12.55pm	3 trips	
		Sun						
Campbelltown- Macquarie Heights	8	M-F	Macquarie Hts	6.41am	Macquarie Hts	5.17pm	60	B
		Sat	Campbelltown	8.25am		11.37am	60	B
		Sun						
Campbelltown- Macquarie Heights - Sherwood Hills Loop	15 round trip	M-F	Campbelltown	10.34am	Campbelltown	7.06pm	60	
		Sat		12.20pm		2.06pm	4 trip	
		Sun						
Campbelltown- Campbelltown (Hoddle Av)	15 round trip	M-F	Campbelltown	5.11am	Hoddle Av	6.15pm	60*	B
		Sat		7.14am		12.50pm	30	C
		Sun						
Campbelltown- Leumeah (Carrington Circ)	14 round trip	M-F	Campbelltown	9.54am	Campbelltown	2.54pm	60	
		Sat		7.56am		12.26pm	60	
		Sun						
Campbelltown- Leumeah via Chamberlain St	11	M-F	Campbelltown	6.40am	Leumeah	7.01pm	D	
		Sat		8.47am		12.05pm	60	
		Sun						
Campbelltown- Leumeah-East Minto- Minto	21	M-F	Minto	6.58am	Minto	5.58pm	4 trips	A
		Sat						
		Sun						

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

B – Service also provided by Campbelltown-Macquarie Heights-Sherwood Hills Loop. Most trips ran via Austin Av.

C – Trips ran alternately via Austin Av & Donaldson St. Service (including last 3 trips) also provided by Campbelltown-Macquarie Heights-Sherwood Hills Loop.

D – Mainly peak hour service.

10 September 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Campbelltown (Lindesay St)	15 round trip	M-F	Lindesay St	6.21am	Campbelltown	7.18pm	30	
		Sat		9.10am		12.50pm	60	
		Sun						
Campbelltown-Leumeah†	23	M-F	Leumeah	5.45amC	Nth Leumeah	6.17pmC	60*	A
			Nth Leumeah	6.47amC	Campbelltown	6.50pmL		
		Sat	Leumeah	7.11amC	Nth Leumeah	12.52pmC	60	D
			Campbelltown	7.48amN				
Campbelltown-Ruse‡	Fr C'town 25R 30K	M-F	Ruse	5.36amC	Campbelltown	6.15pmK	60*	E
			Kentlyn	5.57amC		9.22pmR		
		Sat	Ruse	7.08amC		12.55pmK	60-90	F
			Kentlyn	8.15amC		5.25pmR		
Campbelltown-Airds	15	M-F	Airds	6.12am	Campbelltown	6.15pm	30	
		Sat		8.30am		12.20pm	30-60	
		Sun						
Campbelltown-Bradbury§	Fr C'town 25CBR 25M	M-F	Campbelltown	5.08amB	Macarthur Sq	5.40pmC	60*	G
			Macarthur Sq	8.55amC	Campbelltown	9.22pmB		
		Sat	Campbelltown	7.25amB	Macarthur Sq	11.55amC	60	H
			Macarthur Sq	8.05amC	Campbelltown	5.25pmB		
Campbelltown-Ambarvale	13	M-F	Campbelltown	6.58am	Ambarvale	6.21pm	13 trips	
		Sat		8.35am		12.20pm	3 trips	
		Sun						
Campbelltown-Claymore	30 round trip	M-F	Claymore	6.06am	Campbelltown	6.27pm	60*	I
		Sat	Campbelltown	8.40am	Claymore	5.11pm	7 trips	
		Sun						
Campbelltown-Appin	30	M-F	Campbelltown	7.20am	Appin	5.25pm	2 trips	J
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to North Leumeah.

‡ Selected trips extended to Kentlyn (end of Georges River Rd).

§ Extended to Macarthur Square in off-peak, selected afternoon peak hour trips & Saturday mornings.

A – Peak hours & day, Campbelltown-Leumeah 60*, Campbelltown-North Leumeah 11 trips.

B – To Bradbury.

C – To Campbelltown.

CBR – Round trip Campbelltown-Bradbury-Campbelltown.

D – Campbelltown-Ruse 60, Campbelltown-Kentlyn (end of Georges River Rd) (3 trips from Kentlyn (end of Georges River Rd), 2 trips from Campbelltown). Plus short-working/s Campbelltown-Peppin Cr.

E – Morning, Campbelltown-Leumeah 60*, Campbelltown-North Leumeah (4 trips from North Leumeah, 3 trips from Campbelltown).

F – Campbelltown-Ruse 60, Campbelltown-Kentlyn (end of Georges River Rd) 3 trips. Plus short-working/s Campbelltown-Peppin Cr.

G – Peak hours, Campbelltown-Bradbury (selected trips extended to Macarthur Square in afternoon peak hour). Day, Campbelltown-Bradbury-Macarthur Sq 60. Weeknights trips combined with Peppin Cr/Ruse trips.

H – Early morning & afternoon, Campbelltown-Bradbury. Day, Campbelltown-Bradbury-Macaethur Sq 60. Saturday afternoon trips combined with Peppin Cr/Ruse trips.

I – Extra trips Thursday night.

J – Plus school trips.

K – To Kentlyn (end of Georges River Rd).

L – To Leumeah.

M – To Macarthur Square.

N – To North Leumeah.

R – To Ruse.

29 May 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Campbelltown (Lindesay St)	17 round trip	M-F	Campbelltown	6.23am	Campbelltown	7.50pm	60*	A
		Sat		8.01am		4.01pm	60	A
		Sun		10.43am		3.50pm	4 trips	A
Campbelltown-Leumeah-North Leumeah	40 round trip	M-F	Nth Leumeah	6.05am	Campbelltown	6.55pm	60*	A
		Sat		7.21am		4.35pm	60	A
		Sun		10.43am		3.50pm	4 trips	A
Campbelltown-Claymore	25 round trip	M-F	Claymore	5.14am	Campbelltown	9.30pm	30	B
		Sat		6.44am		8.50pm	30	B
		Sun		7.37am		6.50pm	60	B
Campbelltown-Eagle Vale	35 round trip	M-F	Eagle Vale	7.22am	Campbelltown	5.30pm	60*	
		Sat		8.12am		4.20pm	60	
		Sun						
Minto-Eagle Vale	20 round trip	M-F	Eagle Vale	5.41am	Minto	8.15pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Weeknights, Saturday afternoons & Sundays, combined trips Campbelltown-Carrington Circ loop (*not* to North Leumeah). Extra trips Thursday night.

B – Selected Monday-Saturday trips and all Sunday trips extended from Claymore to Eagle Vale.

Ph – Peak hours only.

Route 94

FLEMINGTON – CENTRAL RAILWAY via Marlborough Rd & Parramatta Rd

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Reliance Bus Co (Steer Bros, proprietors).
- Shared most of route with 84 & 93.
- Timetables for 93 & 94 wre co-ordinated.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Central (later Wynyard) – Parramatta train services.
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

1929/30: Transferred to Glenister & Mackenzie Fageol Ltd (Stan A Glenister, managing director). (Glenister’s business partner, Roy Mackenzie, had died in 1926.)

31 October 1931:

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Flemington (Richmond Rd at Arthur St) via Richmond Rd, Victoria Rd (?), Marlborough 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 Flemington.

Timetable Summary

See 93

Route 94

CITY (Central Railway) – ROOKWOOD CEMETERY via Parramatta Rd

Timeline

28 May 1933: Sunday service, Annandale (Johnston St) – Rookwood Cemetery, commenced by Department of Road Transport & Tramways.

4 March 1934:

- Extended to run City (Central Railway) – Rookwood Cemetery.
- Supplementary service (?) 93 Annandale (Johnston St) – Rookwood Cemetery commenced on 8 September 1935.

22 March 1936:

- Ceased, owing to weight limit of 4½ tons being imposed on vehicles using Cemetery roadways.
- Alternative service to Rookwood Cemetery provided by existing 88 Central Railway – Enfield – Rookwood Cemetery (Sunday afternoons) & 9 Ashfield – Rookwood Cemetery.

Streets

Annandale (Johnston St) – Rookwood Cemetery

From 28 May 1933

From Annandale (Johnston St) (in Parramatta Rd) via Parramatta Rd, Mosely St, Everton Rd (**Strathfield**), Clarendon St [now Albert Rd], Elva St, Beresford Rd, Broughton Rd (**Homebush**), Arthur St to Rookwood Cemetery.

Alteration: *From 25 June 1933:* Rerouted via Parramatta Rd (instead of Strathfield Station?).

City (Central Railway) – Rookwood Cemetery

From 4 March 1934

From City (Central Railway) via Broadway, Parramatta Rd, Bridge St, Arthur St to Rookwood Cemetery.

Alteration

From 16 June 1935: Reverted to original route.

Timetable Summary

28 May 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Annandale (Johnston St)-Rookwood Cem via Parramatta Rd & Strathfield		M-F						
		Sat						
		Sun	Johnston St	12.50pm	Rookw'd Cem	5.15pm 5.50pm§	20†	

† 60 on wet Sundays.

§ Wet Sundays.

4 March 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Central Rly)-Rookwood Cemetery via Parramatta Rd		M-F						
		Sat						
		Sun	Central Rly	12.50pm	Rookw'd Cem	§	20†	

† 40 on wet Sundays.

§ Not listed.

Route 94

RYDE Post Office – RYDE Station via Victoria Rd

- **Extended from Ryde Post Office to Manly (Summer Sundays, 1938-40)**

(Ryde Station was renamed West Ryde in October 1945.)

Timeline

12 July 1936:

- Ryde Post Office – Ryde Station part of 89 taken over from CME Troy by Department of Road Transport & Tramways & renumbered.
- Complementary with 96 (commenced on 8 August 1937).

2 October 1938: Extended on Summer Sundays to run Ryde Station – Ryde Post Office – Manly. The extension replaced 141 Ryde Station – Manly, which had operated on Sundays in the previous summer.

24 March 1940: Summer Sunday extension from Ryde Post Office to Manly ceased, leaving route as Ryde Post Office – Ryde Station.

13 July 1941: Renumbered 994 [Sydney Region route number].

Streets

Ryde Post Office – Ryde Station (extended to Manly on summer Sundays)

1938 (Source: 1938 Department of Road Transport & Tramways network map)

From Ryde (Post Office) via Church St or Devlin St [or loop via both streets], then Victoria Rd, then either Hermitage Rd, Herbert St & Ryedale Rd or ramp roadway [or loop via both sets of street?] to Ryde Station.

Manly extension (*Summer Sundays*) (*based on 141 which 94 replaced, shown on 1938 DRTT network map*): From Ryde Post Office via Blaxland Rd, Victoria Rd (**Gladesville**), Pittwater Rd, Ryde Rd, Gladesville Rd (**Hunters Hill**), Joubert St, Figtree Bridge, Burns Bay Rd, Longueville Rd (**Lane Cove**), Pacific Hwy (**St Leonards, Crows Nest**), Falcon St, Merlin St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**The Spit**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Woodland St, White St (**Balgowlah, Fairlight**), Lauderdale Av, Commonwealth Pde, West Espl to Manly Wharf. Return via reverse route to Woodland St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], then Spit Bridge, Spit Rd, Military Rd, Falcon St, then reverse route to Ryde Post Office.

Route 94

LIVERPOOL – GLENFIELD – MACQUARIE FIELDS – INGLEBURN

LIVERPOOL – INGLEBURN CAMP – INGLEBURN

Also:

- **Glenfield – Churchill Gardens – Casula (Glen Regent Estate) (peak hour service, from 1993)**
- **Liverpool – Casula (Glen Regent Estate) – Churchill Gardens (from 1993)**
- **Liverpool – Ingleburn Camp – Denham Court – Catherine Field (selected trips)**
- **Minto – Catherine Field (selected trips)**

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

(Glen Regent Estate was a part of Casula bounded by Hume Hwy & Leacocks Lane.)

(Ingleburn Military Camp was located on both sides of Campbelltown Rd in the McDonald Rd-Zouch Rd area.)

Timeline

Early in World War II (?): Liverpool – Ingleburn Camp commenced by Arthur Marrin, proprietor.

1941: Transferred to GH Ramsay.

1944: Transferred to TM (Terrence) Jamieson, proprietor.

February 1947: Transferred to Scott Bros, proprietors.

November 1947: Transferred to Ranyard's Transport Service.

April 1954: Transferred to Liverpool-Ingleburn Bus Service, proprietor.

April 1955: Transferred to CR (Cedric Russell) Neville (with other members of the Neville family), later incorporated as Neville's Bus Service Pty Ltd.

January 1958: Extended to run Liverpool – Ingleburn Camp – Ingleburn (Station).

By 3 June 1963: Extra route, Liverpool – Glenfield – Macquarie Fields, commenced.

By 1965: Liverpool – Glenfield – Macquarie Fields extended to run Liverpool – Glenfield – Macquarie Fields – Ingleburn (Station).

By 1983: Liverpool – Ingleburn Camp had become a limited service.

By 1989: Most Liverpool – Glenfield – Macquarie Fields – Ingleburn trips rerouted via Casula Mall (opened in 1986) & Churchill Gardens.

By 27 May 1991:

- Selected trips ran Liverpool – Ingleburn Camp – Denham Court – Catherine Fields – Minto.
- During at least the currency of the timetable dated 27 May 1991, buses on 58 & 94 [1925 route numbers] 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

12 February 1993: New routes commenced:

Liverpool – Casula (Glen Regent Estate) (Leacocks Lane) – Strawberry Rd, Churchill Gardens
(weekday shoppers service)

Glenfield – Churchill Gardens – Casula (Glen Regent Estate) (peak hour service)

1994: Calabro family acquired an interest in Neville’s Bus Service. Operator’s name changed to Busabout.

24 July 1995: As part of general reorganization of Busabout’s routes, 58 & 94 [1925 route numbers] 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 – Ingleburn Camp

1965 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Hume Hwy [part now Macquarie St], Graham Av, Reserve Rd (Casula), DeMeyrick Av, Hume Hwy, Campbelltown Rd to Zouch Rd (Ingleburn camp).

From Ingleburn Camp (Campbelltown Rd/Zouch Rd) via reverse route to Scott St, then George St, Railway St to Liverpool Station.

Ingleburn Camp Married Quarters diversion: From Campbelltown Rd/Zouch Rd via Zouch Rd, England Rd, Hume Rd, Leichhardt Rd, Aero [now Macdonald] Rd.

Liverpool – Ingleburn Camp – Ingleburn

Alteration

1986 (Source: RGH notes)

Extended from Campbelltown Rd/Zouch Rd via Zouch Rd, England Rd, Hume Rd, Leichhardt Rd, Aero [now Macdonald] Rd, Williamson Rd, Henderson Rd, Lancaster St, Aero Rd, Stanley Rd to Ingleburn Station. Reverse on return.

Connection at Ingleburn (when Liverpool – Ingleburn Camp – Ingleburn and Liverpool – Glenfield – Macquarie Fields – Ingleburn routes through-routed): Ex Liverpool via Ingleburn Camp via Stanley Rd, Oxford Rd (incl former level crossing). Reverse on return.

Alteration

By 1988 (when Ingleburn level crossing was replaced by Henderson Rd Bridge) (based on later 866): Ex Ingleburn Camp from Henderson Rd via Macquarie Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn Station. Return via Ingleburn Rd, Macquarie Rd, Henderson Rd.

Liverpool – Glenfield – Macquarie Fields – Ingleburn

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Hume Hwy [part now Macquarie St] (**Casula**), Glenfield Rd (incl former level crossing) (**Glenfield**), Canterbury Rd, Fawcett Rd, Railway Pde, Atchison Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Norfolk St, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Macquarie Rd, then reverse route to Scott St, then George St, Railway St to Liverpool Station.

Casula (Reserve Rd) diversion: Ex Liverpool from Hume Hwy via Graham Av, Reserve Rd, DeMeyrick Av to Hume Hwy. Reverse on return.

1986 (Source: RGH notes)

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Campbelltown Rd, Glenfield Rd (incl former level crossing), Canterbury Rd, Trafalgar St, Railway Pde (**Glenfield**), Belmont Rd, Canterbury Rd, Fawcett Rd, Newtown Rd, Railway Pde, Atchison Rd, Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd to Ingleburn Station.

From Ingleburn (at Station) via reverse route to Saywell Rd, then Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd, Railway Pde, Newtown Rd, then reverse route to Hume Hwy, then Macquarie St, Scott St, Bigge St, Moore St to Liverpool Interchange.

Connection at Ingleburn (*when Liverpool – Glenfield – Macquarie Fields – Ingleburn and Liverpool – Ingleburn Camp – Ingleburn routes were through-routed*): Ex Liverpool via Glenfield from Cumberland Rd via Oxford Rd (incl former level crossing), Stanley Rd. Reverse on return.

Casula (Reserve Rd) diversion: Ex Liverpool from Hume Hwy via Graham Av, Reserve Rd, DeMeyrick Av to Hume Hwy. Reverse on return.

Trips via Canterbury Rd, Glenfield (*not* via Atchison Rd): Ex Liverpool from Canterbury Rd/Fawcett Rd via Canterbury Rd, Victoria Rd to Victoria Rd/Brooks St (Glenquarie shops). Reverse on return.

Trips via Canterbury Rd, Glenfield (*not* via Glenfield Station): Ex Liverpool from Canterbury Rd/Trafalgar St via Canterbury Rd to Canterbury Rd/Belmont Rd. Reverse on return.

Glenfield Rd level crossing replaced by bridge nearby circa 1987.

1989 (Source: timetable)

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Graham Av, Reserve Rd, Kurrajong Rd, Ingham Dr (**Casula Mall**), Myall Rd, Box Rd, Pine Rd, Cedar Rd, Hume Hwy, Campbelltown Rd, Glenfield Rd, Railway Pde (**Glenfield**), Newtown Rd, Fawcett Rd, (left) Canterbury Rd, (right) Harrow Rd, Harrow Rd South, Canterbury Rd, Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd to Ingleburn Station.

From Ingleburn (at Station) via reverse route to Campbelltown Rd, then Hume Hwy, Myall Rd, then reverse route to Hume Hwy, then Macquarie St, Scott St, Bigge St, Moore St to Liverpool Interchange.

Trips via Casula (Cedar Rd) (*late afternoon weekdays*): Ex Ingleburn from Campbelltown Rd via Hume Hwy, Cedar Rd, Kurrajong Rd, Box Rd, Guise Rd, Ingham Dr, then same route.

Most Saturday trips: Ex Macquarie Fields from Campbelltown Rd via Hume Hwy, Myall Rd, Ingham Dr, Kurrajong Rd, Hume Hwy, DeMeyrick Av, Reserve Rd, Graham Av, Hume Hwy, then same route.

Alteration

From 27 May 1991 (*Source: timetable*) (*most Saturday trips*): Same as weekdays.

Liverpool – Ingleburn Camp – Denham Court – Catherine Field

From 27 May 1991 (Source: timetable)

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Campbelltown Rd (**Ingleburn camp**), Denham Court Rd (**Denham Court**), Camden Valley Way, Catherine Fields Rd, Deepfields Rd to Camden Valley Way (Catherine Field).

From Catherine Field (Catherine Fields Rd/Camden Valley Way) via Catherine Fields Rd, Deepfields Rd, Camden Valley Way, then reverse route to Hume Hwy, then Macquarie St, Scott St, Bigge St, Moore St to Liverpool Interchange.

Selected trips diverted: Via Casula Mall and/or Ingleburn Camp Married Quarters.

Minto – Catherine Field

From 27 May 1991 (Source: timetable)

From Minto (Somerset St at Station) via Somerset St, Sussex St, Airs Rd, Redfern [now Ben Lomond] Rd, Campbelltown Rd, Raby Rd, Camden Valley Way, Catherine Fields Rd, Deepfields Rd (**Catherine Field**), Camden

Valley Way, Raby Rd, Campbelltown Rd, Redfern [now Ben Lomond] Rd, Airs Rd, Sussex St, Lincoln St, Wiltshire St, Somerset St to Minto Station.

Glenfield – Churchill Gardens – Casula (Glen Regent Estate)

From 12 February 1993 (Source: timetable)

Only part of route shown in timetable, as follows:

Mornings

From Churchill Gardens (Myall Rd/Strawberry Rd) via Strawberry Rd, Doncaster Av, Gunsynd Av, Ingham Dr, (?), Leacocks Lane, Mackellar St to end, Mackellar St, Leacocks Lane (**Glen Regent Estate**), Tennant St to end, Tennant St, Alcock Av [now southern end of Leacocks Lane], (?) to west side of Glenfield Station.

Afternoons

From Glenfield (Railway Pde at Station) via (?), Strawberry Rd, Doncaster Av, Gunsynd Av, Ingham Dr, (?), Leacocks Lane, Mackellar St to end, Mackellar St, Leacocks Lane, Tennant St to end, Tennant St, Alcock Av [now southern end of Leacocks Lane] to Hume Hwy.

Liverpool – Casula (Glen Regent Estate) – Churchill Gardens

From 12 February 1993 (Source: timetable)

Only part of route shown in timetable, as follows:

From Liverpool (Interchange) [via Westfields] via (?), Alcock Av [now southern end of Leacocks Lane], Tennant St to end, Tennant St, Leacocks Lane (**Glen Regent Estate**), Mackellar St to end, Mackellar St, Leacocks Lane, (?), Strawberry Rd, Doncaster Av (**Churchill Gardens**), Gunsynd Av, Ingham Dr, [then to Liverpool via Westfields shops].

Timetable Summary

3 June 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Ingleburn Camp	22	M-F	Ingleb'n Camp	5.38am	Liverpool	11.00pm	30	
		Sat		7.36am		11.50pm	AM 30 PM 60	
		Sun		7.30am		9.55pm	60	

12 February 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Macquarie Fields-Ingleburn	30	M-F	Liverpool	7.24am	Ingleburn	4.33pm	6 trips	A
		Sat		8.20am		12.56pm	5 trips	
		Sun						

A – Selected trips returned from Ingleburn to Liverpool via Ingleburn Camp.

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-Ingleburn Camp	42	M-F	Liverpool	6.38am	Ingleb'n Camp	5.53pm	60	
		Sat						
		Sun						
Liverpool-Macquarie Fields-Ingleburn		M-F	Liverpool	7.32am	Ingleburn	5.53pm	60*	
		Sat		7.57am	Macquarie Fds	12.40pm	60	A
		Sun						

* More frequent in peak hours.

A – Plus later trip Liverpool-Glenquarie shops.

12 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Glenfield-Churchill Gardens-Casula (Glen Regent Estate)	35 round trip	M-F	Churchill Gdns	6.13am	Glenfield	6.33pm	Ph	
		Sat						
		Sun						
Liverpool-Casula (Glen Regent Estate)-Churchill Gardens	59 round trip	M-F	G/Regent Est	9.00am	Liverpool	2.20pm	60	
		Sat						
		Sun						

Ph – Peak hours only

Route 95

GLADESVILLE – LANE COVE – CHATSWOOD

Also:

- **Gladesville – Lane Cove – Crows Nest – Spit Junction (1924-27)**
- **Lane Cove – City (Erskine St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (circa 1948-49)**
- **Gladesville – Lane Cove West (Mars Rd) (INDUSTRIAL, 1967-90)**

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:

- Gladesville – Spit Junction commenced prior to the allocation of route numbers.
- Shared with other routes along Military 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).

As at date of Govt Gazette of 19 December 1924: Numbered 180 [1924 route number].

By 15 June 1925 (*Doran Report*):

- Being operated by Lane Cove Motors (Arthur Bower & Frederick Dunn, proprietors).
- WJ (Walter) Bruce was running in competition between Gladesville and Lane Cove.

As at date of Govt Gazette 13 November 1925: Renumbered 95 [1925 route number] in the general renumbering of routes.

1925/6: Lane Cove Motors’ service ceased following its financial collapse, leaving Bruce’s service operating Gladesville – Lane Cove.

Latter part of 1926: Gladesville – Spit Junction service resumed by White Transit Co Pty Ltd (Charles H Hicks, proprietor).

8 May 1927: White Transit’s service transferred to GH (George Henry) Newman, proprietor, but curtailed to run Gladesville – Lane Cove (as noted in Govt Gazette 22 June 1928).

22 July 1927: Bruce withdrew his Gladesville – Lane Cove service, leaving Newman as sole proprietor.

1 September 1927: Operator incorporated as Longueville Motor Bus Co Pty Ltd.

16 January 1930: Extended to run Gladesville – Lane Cove – Chatswood.

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

- “Tramless Sunday” replacement service, Lane Cove – City (Erskine St, Wynyard), commenced in conjunction with 99, 127 & 224 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing Wynyard – Lane Cove tram service.

Services were also maintained on normal route/s.

8 July 1955:

- 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).
- Part of 127 Lane Cove (Blaxlands Corner) – Lane Cove West (Penrose St) absorbed into 95.

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

January 1967: Extra peak hour service commenced, Gladesville – Lane Cove West (Mars Rd) (industrial area).

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

23 July 1990: As part of general reorganization of North & Western's routes:

- Renumbered 536 [Sydney Region route number].
- Rerouted via Boronia Park.
- Chatswood – Hunters Hill also replaced by 537 Chatswood – Woolwich [Sydney Region route number].
- Gladesville – Lane Cove West (Mars Rd) ceased on or before this date.

Streets

Gladesville – Lane Cove – Crows Nest – Spit Junction

1924 (Source: Govt Gazette of 19 December 1924)

From Gladesville (Meriton St at memorial) via Meriton St, Great North [now Victoria] Rd, Manning Rd, Mary St, Mark St, Ryde Rd (**Hunters Hill**), Fig Tree Rd, Joubert St [then the approach road to Fig Tree Bridge], Fig Tree Bridge, Burns Bay Rd (**Lane Cove West**), Longueville Rd (**Lane Cove**), Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Falcon St, Merlin St, Military Rd, Spit Rd, Clifford St to near Spit Rd (Spit Junction).

From Spit Junction (Clifford St at Spit Rd) via Military Rd, Merlin St, Falcon St, then reverse route to Gladesville.

Gladesville – Lane Cove

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Gladesville terminated at Lane Cove (Burns Bay Rd at Longueville Rd).

Gladesville – Lane Cove – Chatswood

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood (Station) via Railway St, Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Burns Bay Rd (**Lane Cove West**), Fig Tree Bridge, Joubert St [then the approach road to Fig Tree Bridge], Fig Tree Rd, Ryde Rd (**Hunters Hill**), Mark St, Mary St, Manning Rd, Victoria Rd, Meriton St (Gladesville).

Circa 1962 (Source: RGH notes)

From Chatswood (Railway St at Station) via Railway St, Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Burns Bay Rd (**Lane Cove West**), Fig Tree Bridge, Joubert St [then the approach road to Fig Tree Bridge], Fig Tree Rd, Ryde Rd (**Hunters Hill**), Mark St, Mary St, Gladesville Rd, Prince Edward St, Victoria Rd, Linsley St, Western Cr, Jordan St to Victoria Rd (Gladesville).

From Gladesville (Jordan St at Victoria Rd) via Victoria Rd, then reverse route to Burns Bay Rd, then Centennial Av, Fig Tree St, Burns Bay Rd, Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station.

Gladesville (Manning Rd) diversion: Ex Chatswood from Mary St via Manning Rd, Victoria Rd. Reverse on return.

Alterations

- *From 28 September 1963 (opening of new Fig Tree Bridge) (Source: RGH notes):* Ex Chatswood from Fig Tree Bridge via Burns Bay Rd on/off ramps, Gladesville Rd, Ryde Rd. Reverse on return.
- *1974 (opening of Lane Cove pedestrian mall) (Source: RGH notes):* Ex Chatswood from Longueville Rd via Birdwood Av, Rosenthal Av, Burns Bay Rd. Reverse on return.

Gladesville – Lane Cove West (Mars Rd)

1966 (Source: timetable)

From Gladesville (Jordan St at Victoria Rd) via Victoria Rd, Manning Rd, Gladesville Rd (**Hunters Hill**), Fig Tree Bridge, Burns Bay Rd, Cullen St, Mars Rd [part now Banksia CI], Sirius Rd (Lane Cove West).

From Lane Cove West (Mars Rd) (Sirius Rd) via reverse route to Victoria Rd, then Linsley St, Western Cr, Jordan St to Victoria Rd (Gladesville).

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Spit Junction	55	M-F	Spit Junction	7.30am	Gladesville	9.45pm	60	
		Sat		7.30am		9.45pm	60	
		Sun		9.24am		9.29pm	60	

6 February 1929

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Lane Cove	24	M-F	Lane Cove	6.55am	Gladesville	10.54pm	60	
		Sat		6.45am		10.54pm	AM 60 PM 30	
		Sun		8.30am		10.54pm	AM 60 PM 30	

June 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Chatswood	30	M-F	Chatswood	6.40am	Gladesville	11.00pm	30-45	
		Sat		6.40am		11.00pm	30-45	
		Sun		8.30am		10.50pm	60	

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Lane Cove-City (Erskine St, Wynyard) †		M-F						
		Sat						
		Sun	Lane Cove	7.15am	Erskine St	10.45pm	60	

Co-ordinated with other tram replacement services over all or part of same route (see under 99, 127 & 224 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

September 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Chatswood	27	M-F	Chatswood	6.41am	Gladesville	11.10pm	30*	
		Sat		6.41am		11.10pm	30	
		Sun		8.27am		10.54pm	30	

* More frequent in peak hours.

July 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Chatswood	27	M-F	Gladesville	6.36am	Gladesville	11.10pm	30*	
		Sat		6.36am		11.10pm	20	
		Sun	Chatswood	8.27am		10.56pm	30	

* More frequent in peak hours.

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-Chatswood	26	M-F	Gladesville	6.00am	Chatswood	8.05pm	30*	A
		Sat		6.35am		8.05pm	AM 30 PM 60	
		Sun		8.33am		8.05pm	60	
Gladesville-Lane Cove West (Mars Rd)	14	M-F	Gladesville	7.33am	Mars Rd	4.35pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

Ph – Peak hours only (morning from Gladesville, afternoon from Lane Cove West (Mars Rd)).

Route 95

RYDE – GLADESVILLE BRIDGE [now Huntleys Point] WHARF

Timeline

3 April 1973: Commenced (possibly under permit) by Hunters Hill Bus Co Pty Ltd (John A Gilbert family, majority shareholder; (KA (Kenneth Alfred, known as Ken) Butt, manager), in conjunction with 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 (Post Office, Blaxland Rd at Church St) via Blaxland Rd, Princes St, Buffalo Rd, Monash 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-Gladesville Bridge Wharf	18	M-F	Ryde	6.25am	Glades Bge Wf	6.27pm	40	
		Sat		6.25am		1.17pm	50	
		Sun						

Route 96

GLEBE POINT (Northcote St) – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by CF (Cyril) Bodeker, proprietor.
- Competed with Fort Macquarie – Glebe Point tram service.
- Shared most of route with 97.
- Timetables for 96 & 97 wre co-ordinated.

By date of Govt Gazette 15 October 1926:

- Ceased.
- Similar service provided by 97.
- Trams also continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Glebe Point (Northcote St) (at Federal Rd) via Northcote St, Eglinton Rd, Alexander St, Victoria Av, Avenue Rd, Toxteth Rd, Glebe [Point] 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 Glebe Point.

Timetable Summary

September 1925

Central Railway – Glebe Point routes

96, 97

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
96: Glebe Point (Northcote St)-Central Railway	13	M-F	Central Rly	7.10am	Central Rly	7.54pm	35	A
		Sat		7.10am		12.02pm	35	
		Sun						
97: Glebe Point (Victoria Rd)-Central Railway	13	M-F	Victoria Rd	7.10am	Central Rly	7.38pm	35	A
		Sat		7.10am	Victoria Rd	2.20pm	35	
		Sun						

Average day frequencies along common route:

M-F Glebe Point-Central Railway (96, 97) 17-18

Sat AM Glebe Point-Central Railway (96, 97) 17-18.

A – Extra trips Friday night (last trips from Central Railway 9.42pm (96), 10.05pm (97)).

Route 96

GRANVILLE – CAMELLIA (Grand Pde) via Aston St [now James Ruse Dr]

Timeline

By date of Govt Gazette 22 June 1928: Commenced. (May have ben an industrial service. serving factories along Grand Av.)

1931: Ceased.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Granville (Good St at Station) via Good St, Eleanor St, Aston St [now James Ruse Dr] (**Rosehill**), Grand Av to Durham St (Camellia). Reverse on return.

Route 96

RYDE (Post Office) – RYDE Station – WEST MEADOWBANK via Parkes St

(Ryde Station was renamed West Ryde in October 1945.)

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

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

8 August 1937: Commenced by Department of Road Transport & Tramways, complementary with 94.

13 July 1941: Renumbered 996 [Sydney Region route number].

Streets

8 August 1937

From Ryde (Post Office) via Blaxland Rd, Parkes St, Hermitage Rd, Herbert St, Ryedale Rd (**Ryde Station**), ramp roadway, Victoria Rd, Adelaide St (West Meadowbank).

Timetable Summary

8 August 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Post Office- West Meadowbank	12	M-F	Ryde PO	6.12am	W Meadowb'k	11.58pm	30	
		Sat		6.12am		11.58pm	30	
		Sun		1.30pm		10.44pm	30	

Route 96

PARRAMATTA – GRANVILLE – SOUTH GRANVILLE (Campbell Hill Rd) via Excelsior St

Timeline

By 18 September 1947: Granville – South Granville (original terminus in Oakleigh Av at Blaxcell St) via Bennalong & Excelsior Sts commenced by RA (Reg) Dryden & LH (Lew) Wilson, proprietors.

By 1948: Altered to run direct via Excelsior St and terminate at Rawson Rd. 97 served Bennalong St area.

February 1953: R Dryden & Co assumed full control of service, trading as Granville Bus Co Pty Ltd.

August 1953: Granville Bus Co transferred to Webb Bros, proprietors.

March 1963: 175 Parramatta – Granville via Rosehill [1925 route number] transferred from Willcox Bus Service & amalgamated with 96 as 96 Parramatta – Granville – South Granville.

September/October 1970: Granville Bus Co transferred to Jim Newport, associated with Delwood Bus Co Pty Ltd (later trading as Delwood Coaches).

29 July 1987: Renumbered 903 [Sydney Region route number].

Streets

Granville – South Granville (Oakleigh Av)

1947 (Source: Ron Drummond)

From Granville via Railway Pde, Woodville Rd, Wallace St, Union St, Bennalong St, Merrylands Rd, Woodville Rd, Louis St, Excelsior St, Guildford Rd, Montgomery Av, Clyde St, Oakleigh Av (South Granville).

From South Granville (Oakleigh Av) via Blaxcell St, Guildford Rd, then reverse route to Granville Station.

Alteration

Circa 1948 (Source: Ron Drummond): Ex Granville from Railway Pde via Woodville Rd, Louis St. Reverse on return.

Parramatta – Granville – South Granville (Campbell Hill Rd)

1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, George St, Alfred St (**Rosehill**), Parramatta Rd, Rowell St, Bridge St, Bold St, Railway Pde (**Granville**), South St, William St, The Avenue, Louis St, Excelsior St, Guildford Rd, Robertson St, Rawson Rd to Campbell Hill Rd (South Granville).

From South Granville (Rawson Rd at Campbell Hill Rd) via Rawson Rd, Excelsior St, Louis St, The Avenue, Railway Pde, Bold St, Bridge St, Good St, Parramatta Rd, Alfred St, Hassall St, Station St, Smith St, Macquarie St, Church St, Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

Alterations

- **1973** (Source: timetable): Ex Parramatta from Alfred St via Gray St, Good St (? other changes in the vicinity).
- **From 15 September 1985** (opening date of Church St mall): From Parramatta (Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St. Return from Smith St to Parramatta Interchange.

1986 (Source: RGH notes)

From Parramatta (Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Alfred St, Gray St, Good St, Cowper St, Rowell St, Bridge St, Bold St, Railway Pde, Carlton St, Mary St, **Granville** Interchange, Railway Pde, The Avenue, Louis St, Excelsior St, Rawson Rd to Campbell Hill Rd (South Granville).

From South Granville (Rawson Rd at Campbell Hill Rd) via Rawson Rd, Robertson Rd, Guildford Rd, Excelsior St, Louis St, The Avenue, William St, Lumley St, Mary St, **Granville** Interchange, Railway Pde, railway bridge, Bold St, Cowper St, Good St, Gray St, Alfred St, Noller Pde, Purchase St, Parkes St, Harris St, Hassall St, Station St to Parramatta Interchange

Timetable Summary

23 June 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Oakleigh Av) via Excelsior St	25	M-F	Oakleigh Av	5.55am	Granville	11.10pm	45*	
		Sat		7.55am		11.10pm	60	
		Sun		8.30am		10.00pm	60	

* More frequent in peak hours.

16 April 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville (Campbell Hill Rd) via Excelsior St	Fr Sth Gran 13G 35P	M-F	Campbell Hill Rd	5.23amG	Parramatta	6.40pmC	A	
				6.30amP	Granville	11.35pmC		
		Sat		5.47amG	Parramatta	1.05pmC	B	
				7.47amP	Granville	11.05pmC		
Sun		8.17amG		9.35pmC	30			

A – Day, South Granville (Campbell Hill Rd)-Granville 15, South Granville (Campbell Hill Rd)-Parramatta 45.

Night, South Granville (Campbell Hill Rd)-Granville.

B – Morning, South Granville (Campbell Hill Rd)-Granville 15, South Granville (Campbell Hill Rd)-Parramatta 45.

Afternoon, South Granville (Campbell Hill Rd)-Granville 30.

C – To South Granville (Campbell Hill Rd).

G – To Granville.

P – To Parramatta.

15 December 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville (Campbell Hill Rd) via Excelsior St	Fr Sth Gran 13G 35P	M-F	Campbell Hill Rd	5.17amG	Parramatta	6.13pmC	A	
				6.25amP	Granville	10.55pmC		
		Sat		6.00amG	Parramatta	12.23pmC	B	
				7.43amP	Granville	10.25pmC		
Sun								

A – Day, South Granville (Campbell Hill Rd)-Granville 20, South Granville (Campbell Hill Rd)-Parramatta 40.

Night, South Granville (Campbell Hill Rd)-Granville.

B – Morning, South Granville (Campbell Hill Rd)-Parramatta 30. Afternoon, South Granville (Campbell Hill Rd)-

Granville 30. Night, South Granville (Campbell Hill Rd)-Granville.

C – To South Granville (Campbell Hill Rd).

G – To Granville.

P – To Parramatta.

Route 97

GLEBE POINT (Victoria Rd) [at Jubilee Park] – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by CF (Cyril) Bodeker, proprietor.
- Shared most of route with 97 until 1926.
- Timetables for 96 & 97 were co-ordinated.
- Competed with Fort Macquarie – Glebe Point tram service.

31 October 1931:

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Glebe Point (Victoria Rd at Maxwell Rd) via Victoria Rd, Avenue Rd, Toxteth Rd, Glebe [now Glebe Point] 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 Glebe Point.

Timetable Summary

See 96

Route 97

GRANVILLE – GUILDFORD

- **Extended from Guildford to South Granville (Oakleigh Av) (1947-56)**

Timeline

By 23 June 1947: Granville – Guildford – South Granville (Oakleigh Av) commenced by RA (Reg) Dryden & Lew H Wilson, proprietors.

1951: Transferred to SW (Sol) Williams, proprietor.

February 1952: Transferred to RJ Martin, proprietor.

June 1952: Transferred to DK Black, proprietor.

November 1952: Transferred back to RJ Martin, proprietor

February 1955: Transferred to VP Munday, proprietor.

August 1956: Guildford – South Granville transferred to Stone Bros Transport Pty Ltd (Arthur & Jim Stone, proprietors) and renumbered 5, leaving route as Granville – Guildford.

February 1957: Granville – Guildford transferred to Granville-Guildford Bus Service, also known as Blue & Cream Bus Service (Eddie Hayman, proprietor).

July 1958: Transferred to Redline Bus Service (WE (Bill) Hayward, proprietor).

May 1959: Transferred to CM Calvert, proprietor.

June 1962: Transferred to KW & JF Gibbons, proprietor.

August 1962: Transferred back to CM Calvert, proprietor.

February 1963: Transferred to Parramatta-Villawood Bus Service Pty Ltd (a joint venture of Rowe's Bus Service (RW (Richard William, known as Dick) Rowe) and Bowman's Bus Service (FP (Fred) Bowman), proprietors).

1970: Dick Rowe became sole proprietor of Parramatta-Villawood Bus Service.

1 January 1978: Parramatta-Villawood Bus Service transferred to Delwood Bus Co Pty Ltd (Jim Newport, proprietor). It is thought that 97 ceased operation at or about this time.

Streets

Granville – Guildford – South Granville (Oakleigh Av)

1947 (Source: Ron Drummond)

From Granville (Post Office, Railway Pde, opposite Station) via Railway Pde, Woodville Rd, Wallace St, Union St, Bennalong St, William St, [Mombri St,] Smythe St, Railway Tce (**Merrylands**), Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce (**Guildford**), Guildford Rd, Montgomery Av, Clyde St, Oakleigh Av (South Granville).

From South Granville (Oakleigh Av) via Blaxcell St, Guildford Rd, then reverse route to Granville Station.

Granville – Guildford

From circa April 1957 (Source: Departmental correspondence)

From Granville (Station) via Railway Pde, Woodville Rd, Wallace St, Union St, Bennalong St, William St, [Mombri St,] Smythe St, Railway Tce (**Merrylands**), Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Lansdowne St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Railway Tce (Guildford Station). Reverse on return

By 12 August 1963 (Source: timetable/likely route)

From Granville (Station) via (?), Wallace St, Union St, Bennalong St, Merrylands Rd, Railway Tce (**Merrylands**), Locksley Av, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Lansdowne St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Railway Tce (Guildford Station).

Trips direct via Railway Tce (reverse peak trips): Via Railway Tce between Merrylands Station & Guildford Station.

Circa 1968 (Source: RGH notes)

From Granville (Railway Pde at Station) via Railway Pde, Milton St, Spring St, Woodville Rd, Wallace St, Union St, Bennalong St, Merrylands Rd, Railway Tce (**Merrylands**), Locksley Av, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Lansdowne St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd, Railway Tce to Guildford Rd (Guildford Station).

From Guildford (Station, Railway Tce at Guildford Rd) via Railway Tce, Mountford Av, then reverse route to Railway Pde, then Carlton St, Russell St, South St, Railway Pde to Granville Station.

Trips direct via Railway Tce (reverse peak trips): Via Railway Tce between Merrylands Station & Guildford Station.

By 29 January 1975 (Source: timetable)

From Granville (Railway Pde at Station) via Railway Pde, Milton St, Spring St, Woodville Rd, Wallace St, Union St, Bennalong St, Merrylands Rd, Railway Tce (**Merrylands**), Locksley Av, Montrose Av, Claremont St, Lowe St, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Guildford Station-

Timetable Summary

23 June 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford-South Granville (Oakleigh Av)	25	M-F	Oakleigh Av	5.55am	Granville	11.10pm	45*	
		Sat		7.55am		11.10pm	AM 30 PM 60	
		Sun		8.30am	Oakleigh Av	10.30pm	60	

* More frequent in peak hours.

1 June 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford	22	M-F	Guildford	6.16am	Granville	6.34pm	60*	A
		Sat		8.00am		12.45pm	45	A
		Sun						

* More frequent in peak hours.

A – Plus picture bus Friday & Saturday nights.

15 February 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford	Fr Gran 14S 20F	M-F	Sth Granville	6.18amG	Guildford	5.06pmG	60*	
			Granville	7.07amF	Granville	5.43pmF		
		Sat	Sth Granville	8.58amG		12.15pmS	60	
		Sun						

* More frequent in peak hours.

F – To Guildford.

G – To Granville.

S – To South Granville.

29 January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford	20	M-F	Guildford	7.30am	Granville	4.19pm	50	A
		Sat						
		Sun						

A – Gap in service middle of the day.

Route 98

GRANVILLE – SOUTH GRANVILLE (Campbell Hill Rd) via Blaxcell 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 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 81 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 98 [1925 route number] in the general renumbering of routes.

By October 1935: Operated by Madill Bros (David & William, proprietors).

1937: Transferred to GR (George Robert) Sinclair, proprietor.

25 January 1937: Extended (or new route?) to Mona St Bridge over Duck River.

1 May 1950:

- Taken over temporarily by Department of Road Transport & Tramways (DRTT), due to dissatisfaction by the Department with Sinclair's operations in Auburn and Granville, while Sinclair arranged sale of route.
- Route pointers erected by DRTT remained in place for several decades later.

August 1950: Transferred to Trailer Tours (part of Parramatta-Ryde Bus Service Pty Ltd) (DM & WR (Bill junior) Phillips, proprietors).

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

29 July 1987: Renumbered 904 [Sydney Region route number].

Streets

1919 (Source: Govt Gazette of 20 June 1919)

From Granville (South St at Station) via South St, William St, Blaxcell St, Rawson Rd, Ferndell St to near Rawson St (South Granville). Reverse on return.

1921 (Source: Govt Gazette of 8 July 1921)

From Granville (South St at Station) via South St, William St, Blaxcell St, Rundle St to near Blaxcell St (South Granville). Reverse on return.

1924 (Source: Govt Gazette of 7 March 1924)

From Granville (South St at Station) via South St, William St, Blaxcell St, Rawson St to Campbell Hill Rd (South Granville). Reverse on return

1925 (Source: Govt Gazette of 13 November 1925)

From Granville (Railway Pde at Station) via Railway Pde, South St, William St, Blaxcell St, Rawson Rd to Campbell Hill Rd (South Granville). Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Granville via Railway Pde, South St, William St, Blaxcell St, Rawson Rd (South Granville).

1968 (Source: RGH notes)

From Granville (Railway Pde at Station) via Railway Pde, South St, William St, Blaxcell St, Rawson Rd, Campbell Hill Rd to Barbers Rd (South Granville).

From South Granville (Campbell Hill Rd at Barbers Rd) via reverse route to William St, then Lumley St, Carlton St, Railway Pde to Granville Station.

Alteration

1986 (Source: RGH notes): Approached Granville from William St via South St, Mary St to Granville Interchange. Return via Railway Pde, South St, William 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		
Granville-South Granville (Rundle St) via Blaxcell St†	Fr Gran 10R 19C	M-F	Rundle St	6.50amG	Granville	3.50pmC	A	
			Campb'l HI Rd	8.35amG		7.00pmR		
		Sat	Rundle St	6.50amG		3.15pmC	A	
			Campb'l HI Rd	8.35amG		7.45pmR		
Sun								

† Selected trips extended to South Granville (Campbell Hill Rd).

A – Base service Granville-South Granville (Rundle St) 20-60. Trips extended to South Granville (Campbell Hill Rd): M-F 3, Saturdays 2. Extra trips Friday night. Plus picture bus Saturday night.

C – To South Granville (Campbell Hill Rd).

G – To Granville.

R – To South Granville (Rundle St).

30 October 1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Blaxcell St/Guildford Rd) via Blaxcell St†	Fr Gran 10S 13R	M-F	Blaxcell St	6.20am	Granville	11.00am	60*	A
		Sat		6.42am		11.45pm	AM 30 PM 60	A
		Sun						

* More frequent in peak hours.

† Selected trips extended to South Granville (Rawson Rd/Campbell Hill Rd).

A – 3 trips extended to South Granville (Rawson Rd/Campbell Hill Rd).

R – To South Granville (Guildford Rd/Blaxcell St)

S – To South Granville (Rawson Rd/Campbell Hill Rd).

June 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Campbell Hill Rd) via Blaxcell St	13	M-F	Granville	5.20am	Campb'l HI Rd	12.06am	40*	
		Sat		6.20am		12.12am	AM 20 PM 30	
		Sun		6.20am		10.36pm	AM 90 PM 40	

* More frequent in peak hours.

24 February 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Campbell Hill Rd) via Blaxcell St	13	M-F	Campb'l HI Rd	5.33am	Granville	11.45pm	30*	
		Sat		6.22am		12.03am	AM 10 PM 30	
		Sun		6.30am		11.45pm	30	

* More frequent in peak hours.

Route 99

GREENWICH – CROWS NEST – MILSONS POINT

- **Post 31 October 1931 curtailment: GREENWICH – CROWS NEST (1923-31)**

Also:

- **Greenwich Rd – City (Erskine St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (circa 1948-49)**

(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 1919-25 (& 1924 route number)

10 February 1919 (as per “Terminus please”, but not recorded in the Govt Gazette): Greenwich (Mitchell St) – Gore Hill (Lane Cove Rd [now Pacific Hwy]/Greenwich Rd) commenced by JL Edwards, proprietor, prior to the allocation of route numbers.

By July 1923 (as reflected in Govt Gazette of 7 March 1924):

- Extended to run Greenwich (St Lawrence St at Richard St) – Milsons Point.
- Competed with McMahons Pt – Lane Cove tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 82 [1924 route number].

By 15 June 1925 (Doran Report): Transferred to Ernie and/or Mrs JB Hollely, proprietors.

By September 1925: A full time service.

As at date of Govt Gazette 13 November 1925: Renumbered 99 [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.

Service suspended until relicensed as a feeder.

January 1932: Recommenced as a feeder route, Greenwich (George St/Mitchell St) – St Leonards.

8 February 1932: Selected trips extended to run Greenwich (George St/Mitchell St) – Crows Nest (all trips extended from 5 May 1933).

Between 1932 & at least 1954: Location of Greenwich terminus altered several times (see “Streets”).

18 December 1945:

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

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

- “Tramless Sunday” replacement service, Greenwich Rd (St Leonards?) – City (Erskine St, Wynyard), commenced in conjunction with 95, 127 & 224 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing Wynyard – Lane Cove tram service.
- Services were also maintained on normal route.

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

By September 1965: Weeknight services ceased.

1 January 1972: Saturday afternoon services ceased.

26 September 1977: Twice-a-day diversion to Park Rd/Waters Rd, Naremburn commenced to replace Willoughby – Crows Nest part of 128, which had ceased on same day. Diversion ceased by 1982.

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

23 July 1990: As part of general reorganisation of North & Western’s routes and route-swap between North & Western Bus Lines and State Transit Authority of NSW:

- Transferred to State Transit Authority of NSW.
- Renumbered 265 [Sydney Region route number],

Streets

GREENWICH – CROWS NEST – MILSONS POINT

Greenwich (St Lawrence St) – Crows Nest – Milsons Point

1924 (Source: Govt Gazette of 7 March 1924)

From Greenwich (St Lawrence St at Richard St) via St Lawrence St, Greenwich Rd, Lane Cove Rd [now Pacific Hwy] (St Leonards, Crows Nest), Falcon St, Miller St (North Sydney), Berry St, Walker St, Mount St, Alfred St to Railway Goods Yard (Milsons Point) [original site of tram terminus & ferry wharf at foot of Alfred St – current location of northern pylons of Sydney Harbour Bridge]. Reverse on return.

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

From Greenwich (Greenwich Rd [now Manns Av] at Allen St [former street off Greenwich Rd between St Lawrence St & Gother Av]) via Greenwich Rd, Lane Cove Rd [now Pacific Hwy] (St Leonards, Crows Nest), Falcon St, Miller St (North Sydney), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milsons Point) [site of tram terminus & ferry wharf during construction of Sydney Harbour Bridge]. Reverse on return.

Alterations to Greenwich terminus (Source: “Terminus Please”):

- **January 1932:** George St/Mitchell St.
- **November 1932:** Unknown location.
- **Later:** George St/Mitchell St.

GREENWICH – CROWS NEST

Greenwich (various termini) – Crows Nest

Circa 1946 (Source: Gregory’s Street Directory)

From Greenwich [Mitchell St/George St] via Mitchell St, George St, Greenwich Rd South [now Manns Av], Greenwich Rd, Pacific Hwy (St Leonards), Hume St, Nicholson St, Shirley Rd (Crows Nest).

Alterations to Greenwich terminus (all when operated by Hunters Hill Omnibus/Bus Co):

- **As at 12 October 1953:** Mitchell St/George St (Source: timetable).
- **(? Date):** Richard St/Mitchell St (Source: “Terminus Please”).
- **(? Date):** Wharf (industrial trips only) (Source: “Terminus Please”).

Greenwich Wharf – Crows Nest

Alteration:

1954 or later: Greenwich terminus altered to Wharf (all trips).

1968 (Source: RGH notes)

From Greenwich (Lower Serpentine Rd at Wharf) via Mitchell St, George St, Manns Av, Greenwich Rd, Pacific Hwy (St Leonards), Hume St, Nicholson St, Shirley Rd to Pacific Hwy (Crows Nest)

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, then reverse route to Mitchell St, then Richard St, Lower Serpentine Rd to Greenwich Wharf.

Alteration

From 30 July 1977 (Source: timetable, “Terminus please” by LB Manny): Approached Crows Nest from Pacific Hwy via Willoughby Rd to near Pacific Hwy. Return via Willoughby Rd, Clarke St, Hume St, Pacific Hwy.

From 26 September 1977

Naremburn diversion: From Pacific Hwy via Christie St, Northcote St, Ruth St, Park Rd, Waters Rd, Dalley Rd, Northcote St, Christie St to Pacific Hwy.

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		
Greenwich (St Lawrence St)- Milsons Point	28	M-F	Greenwich	7.11 am	Milsons Point	11.32pm	60	
		Sat		7.11 am		12.32am	60	
		Sun		8.25am		10.55pm	60	

Between 1925 & 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich-Milsons Point		M-F	Greenwich	7.16am	Milsons Point	11.12pm	30	
		Sat		7.16am		12.25am	30	
		Sun						
		Hols		7.16am		12.25am	30	

By 4 March 1932 (after base route curtailed to run Greenwich – St Leonards) (Daily Telegraph per Trove)

Trips extended to Crows Nest: between 10.00am & 4.00pm, plus 2 trips at night.

1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf-Crows Nest	11	M-F	Crows Nest	6.50am	Greenwich Whf	11.12pm	30*	
		Sat		6.50am		11.12pm	30	
		Sun		8.57am		8.42pm	30	

* More frequent in morning peak hour.

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
<i>Greenwich Rd-City (Erskine St, Wynyard)†</i>		M-F						
		Sat						
		Sun	<i>Greenwich Rd</i>	<i>8.00am</i>	<i>Wynyard</i>	<i>9.55pm</i>	<i>30</i>	

Co-ordinated with other tram replacement services over all or part of same route (see under 99, 127 & 224 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service. Greenwich Rd terminus probably at corner of Pacific Hwy (ie, on Wynyard-Lane Cove tram service).

21 December 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf-Crows Nest	11	M-F	Crows Nest	6.39am	Greenwich Whf	11.15pm	30*	
		Sat		7.00am		7.45pm	30	
		Sun						

* More frequent in peak hours.

28 October 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf-Crows Nest	13	M-F	Greenwich Whf	6.39am	Crows Nest	6.12pm	60*	A
		Sat		8.37am		12.05pm	60	A
		Sun						

* More frequent in peak hours.

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

31 July 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf- Crows Nest	12	M-F	Crows Nest	6.53am	Greenwich	6.32pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service middle of the day.

Route 100

Prior to 18 September 1978

SUTHERLAND – GYMEA BAY

SUTHERLAND – SYLVANIA (Crystal St)

As from 18 September 1978

MIRANDA – GYMEA – GYMEA BAY

SUTHERLAND – GYMEA – MIRANDA via Thomas Holt Village

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: Sutherland – Gymea Bay commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 83 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by JT (Mick) Jennings, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 100 [1925 route number] in the general renumbering of routes.

1932: New route, Sutherland – Sylvania (Crystal St), commenced.

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

May 1959: Sutherland Bus Service transferred to Moore family, becoming part of the Harris Park Transport group.

1970s (?): Selected Sutherland – Sylvania (Crystal St) trips rerouted via Thomas Holt Village.

18 September 1978 (Source of some material was correspondence from Leon Manny to Eddie Hayman. The revised routes & timetables were compiled by Leon Manny): Routes rearranged as:

- Sutherland – Sylvania (Crystal St) reduced to a school-day only service.
- Service to Thomas Holt Village transferred to new Sutherland – Gymea – Miranda via Thomas Holt Village route (*see next dot point*).
- Other routes re-oriented to Miranda (Miranda Fair shops had been operating since 1964) & reorganised as:
Miranda – Gymea – Gymea Bay
Sutherland – Gymea – Miranda via Thomas Holt Village.
- Some trips through-routed with 130.

15 December 1990: Transferred to Deanes Coaches (South) Pty Ltd, trading as Southtrans (RR (Ron) Deane, proprietor).

12 October 1992: As part of general reorganisation of Southtrans' Hurstville/Miranda/Sutherland/Menai area routes:

- Miranda – Gymea – Gymea Bay renumbered 974 [Sydney Region route number].
- Sutherland – Gymea – Miranda incorporated into parts of the following new & extended routes renumbered into Sydney Region route numbers:
961 Miranda – Sutherland – Illawong – Bankstown via Thomas Holt Village
962 Miranda – Sutherland – Bankstown via Thomas Holt Village
963 Miranda – Sutherland – Alford's Point – Bankstown via Thomas Holt Village
968 Miranda – Kareela – Jannali
973 Miranda – Yowie Bay (Forest Rd diversion).

Streets

Prior to 18 SEPTEMBER 1978

Sutherland – Sylvania

Circa 1946 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Oak, Rd (**Kirrawee**), Waratah Rd, Princes Hwy (Sylvania).

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Acacia Rd, Waratah Rd, Oak, Rd (**Kirrawee**), The Boulevarde, Bath Rd, Waratah St, Princes Hwy (Sylvania).

1968 (Source: RGH notes)

From Sutherland (Station, Flora St at [Old] Princes Hwy) via [Old] Princes Hwy, Acacia Rd, Waratah St (**Kirrawee**), Princes Hwy to Crystal St (Sylvania).

From Sylvania (Princes Hwy at Crystal St) via reverse route to Acacia Rd, then Princes Hwy, Eton St, Flora St to [Old] Princes Hwy (Sutherland).

By 1970s (Source: timetable)

Turning movement at Sylvania: Ex Sutherland from Princes Hwy via Box Rd, Albert Av to Princes Hwy (at Crystal St). Return via Princes Hwy.

Sutherland – Gymea Bay

1924 (Source: Govt Gazette of 7 March 1924)

From Sutherland (Railway Pde [now Boyle St] at Station St) via Kingsway, Gymea Bay Rd (**Gymea**) to Little Gymea Bay Rd (?) (Gymea Bay). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Sutherland (Station, Station St at Railway Pde [now Boyle St at Old Princes Hwy]) via Railway Pde, Princes Hwy, Kingsway, Gymea Bay Rd (**Gymea**) to Little Gymea Bay Rd (?) (Gymea Bay). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended from Gymea Bay Rd/Little Gymea Bay Rd via Gymea Bay Rd, Sylvania [now Casuarina] Rd, Ellesmere Rd to Warcay Rd [now Warcoo Av]. Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Sutherland [Station] via Flora St, [Old] Princes Hwy, Kingsway, Gymea Bay Rd, Ellesmere Rd (Gymea Bay).

1968 (Source: RGH notes)

From Sutherland (Station, Flora St at [Old] Princes Hwy) via Princes Hwy, Kingsway, Gymea Bay Rd (**Gymea**), Ellesmere Rd (clockwise loop) (**Gymea Bay**), Sylvania Rd [now Casuarina Rd], Gymea Bay Rd, Kingsway, Princes Hwy, Eton St, Flora St to Princes Hwy (Sutherland).

Gymea Bay (Ballar Av & Bunarba Rd) diversion: From Gymea Bay Rd/Forest Rd via Forest Rd, Bunarba Rd, Ballar Av (clockwise loop), Bunarba Rd, Forest Rd to Gymea Bay Rd.

Gymea Bay (Horns Av & Arcadia Av) diversion: From Gymea Bay Rd/Coonong Rd via Coonong Rd, Horns Av, Arcadia Av (? direction of loop), Coonong Rd to Gymea Bay Rd.

As from 18 SEPTEMBER 1978

Miranda – Gymea – Gymea Bay

18 September 1978 (Source: Leon Manny notes/timetable)

From Miranda (Kiora Rd at Miranda Fair [now Westfield]) via Kingsway, Gymea Bay Rd (**Gymea**), Ellesmere Rd (**Gymea Bay**), Sylvania Rd [now Casuarina Rd], Gymea Bay Rd, Kingsway, Kiora Rd to Miranda Fair [now Westfield].

Gymea Bay (Horns Av & Arcadia Av) diversion: From Gymea Bay Rd/Coonong Rd via Coonong Rd, Horns Av, Arcadia Av (? direction of loop), Coonong Rd to Gymea Bay Rd.

Sutherland – Gymea – Miranda via Thomas Holt Village

18 September 1978 (Source: Leon Manny notes/timetable)

From Sutherland (Station, Flora St at [Old] Princes Hwy) via [Old] Princes Hwy, Auburn St, Clio St, Acacia Rd (**Thomas Holt Village**), Magnolia St, The Boulevarde, Acacia Rd, Waratah St, Oak Rd, Stirling Av, Perth St, Garnet

Rd, Marshall Rd, Gundain Rd (**Kirrawee**), Hotham Rd, Princes Hwy, The Boulevarde, Milburn Rd, Gymea Bay Rd (**Gymea**), Forest Rd, Bunarba Rd, Sylvania Rd, Forest Rd, Kiora Rd, Kingsway to Miranda Fair [now Westfield].
From Miranda (Kiora Rd at Miranda Fair [now Westfield]) via Kingsway, Wandella Rd, Karimbla Rd, Kiora Rd, Forest Rd, Sylvania Rd, Bunarba Rd, Forest Rd, Gymea Bay Rd (**Gymea**), Kingsway, Princes Hwy, Hotham Rd, then reverse route to Waratah St, then Acacia Rd (**Thomas Holt Village**), Magnolia St, The Boulevarde, Acacia Rd, Clio St, Auburn St, [Old] Princes Hwy, Eton St, Flora St to Princes Hwy (Sutherland).
Gymea Bay (Ballar Av & Bunarba Rd) diversion: From Bunarba Rd/Sylvania Rd via Bunarba Rd, Ballar Av, Bunarba Rd to Sylvania Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Gymea Bay	18	M-F	Gymea Bay	5.42am	Sutherland	6.52pm	40-75	A
		Sat		6.18am		10.26pm	40-75	A
		Sun		7.00am		7.56pm	40-60	A

A – Gap in service middle of the day. Extra trip Friday night.

23 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Gymea Bay	Fr Gymea Bay 6G 15S	M-F	Gymea Bay	5.30amG	Sutherland	6.02pmB	A	
				6.26amS	Gymea	7.05pmB		
		Sat		7.20amG	Sutherland	12.25pmB	C	
				8.26amS	Gymea	6.55pmB		
Sun		8.45amG		5.06pmB	30	D		
Sutherland-Sylvania (Crystal St)	12	M-F	Sutherland	8.20am	Crystal St	3.57pm	5 trips	
		Sat		9.12am		11.40am	2 trips	
		Sun						

* More frequent in peak hours.

A – Early morning & late afternoon, Gymea-Gymea Bay. Day, Sutherland-Gymea Bay 60*. Extra trips Friday night.

B – To Gymea Bay.

C – Early morning, Gymea-Gymea Bay. Morning, Sutherland-Gymea Bay 30-60. Afternoon, Gymea-Gymea Bay 60. Gap in service in afternoon.

D – Gap in service in afternoon.

G – To Gymea.

S – To Sutherland.

18 September 1978 (following rearrangement of routes)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-GyMEA-Miranda	Fr Suth 10K 25M	M-F	Sutherland	6.50amK	Miranda	3.58pmS	A	
			Miranda	9.18amS	Sutherland	5.30pmB		
		Sat		10.45amS		11.12amG	C	
		Sun						
Miranda-GyMEA-GyMEA Bay	Fr GyMEA Bay 5G 12M	M-F	GyMEA Bay	6.10amM	Miranda	5.30pmB	60*	D
					GyMEA	6.33pmB		
		Sat		7.45amM	Miranda	12.18pmB	60	E
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Sutherland-Kirrawee (Gundain Rd) & GyMEA-GyMEA Bay (Ballar Av). Day, Sutherland-GyMEA-Miranda 60. Afternoon peak hour, Sutherland-GyMEA.

B – To GyMEA Bay.

C – 1 trip from Miranda to Sutherland, 1 trip from Sutherland to GyMEA. Plus short working/s before first trip shown.

D – Extra trips Thursday night.

E – Plus short working/s after last trip shown.

G – To GyMEA.

K – To Kirrawee (Gundain Rd).

M – To Miranda.

S – To Sutherland.

30 June 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-GyMEA-Miranda	23	M-F	Sutherland	9.00am	Miranda	2.25pm	90	
		Sat						
		Sun						
Miranda-GyMEA-GyMEA Bay	Fr GyMEA Bay 6G 15M	M-F	GyMEA Bay	6.41amG 9.37amM	Miranda	1.53pmB	A	
					GyMEA	6.10pmB		
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, GyMEA-GyMEA Bay. Day, Miranda-GyMEA Bay 90*.

B – To GyMEA Bay.

G – To GyMEA.

M – To Miranda.