



# SYDNEY PRIVATE BUS ROUTES

Brief histories from 1925 to the present of private bus services in the metropolitan area of Sydney, New South Wales, Australia

## Route Histories

### Routes 101 – 125

in the 1925 number system

A work in progress. Corrections and comments welcome – [robkit.henderson@bigpond.com](mailto:robkit.henderson@bigpond.com)

All routes in this section have ceased.

### Route 101

#### **HOME BUSH – STATE ABATTOIRS**

*(The State Abattoirs occupied most of what is now Sydney Olympic Park at Homebush Bay.)*

#### **Timeline**

As at date of Govt Gazette 13 November 1925: Being operated by Arthur Stokes/Stokes Brothers.

By date of Govt Gazette 15 October 1926: Ceased.

#### **Streets**

1925 (Source: Govt Gazette of 13 November 1925)

**From Homebush** (Loftus Cr at station) via Loftus Cr, Rochester St, Parramatta Rd to Abattoir gates [approx opposite current Bombay St] (State Abattoirs). 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		
Homebush-State Abattoirs	15	M-F	Homebush	10.50am	Abattoirs	4.30pm	60	
		Sat						
		Sun						

### Route 101

#### **HOME BUSH – DICKSON ST & BERESFORD RD [in current Strathfield]**

*General note: Unlike other routes listed as being in operation in 1925, this route is not listed in the Government Gazette of 13 November 1925. However, it was in operation during 1925, as evidenced by its appearance in (1) the Doran Report and (2) the “Complete Timetable of Metropolitan Motor Bus Services” dated September 1925.*

*It and its associated route, Homebush – State Abattoirs (see above), were, however, both listed in the the Government Gazette of 19 December 1924 as Route 84. They were both operated by A Stokes. The State Abattoirs route was renumbered 101 in the 1925 Government Gazette. So, if the Dickson St route had survived until November 1925, it is likely it would also have been renumbered 101.*

*Recognising the Homebush – Dickson St route's listing in the September 1925 "Complete" timetable, but its absence from the November 1925 Government Gazette, it thus appears to have ceased somewhere between September and November 1925.*

*Route 102 later provided a service between Homebush and the Abattoirs Gates.*

### Timeline

**1925:** Being operated by Arthur Stokes/Stokes Brothers.

**By date of Govt Gazette 13 November 1925:** Ceased.

### Streets

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

**From Homebush** (The Crescent at station) via The Crescent, Rochester St, Beresford Rd, Dickson St, Mackenzie St, Bridge Rd, Burlington Rd, Rochester St, The Crescent to Homebush 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		
Homebush-Dickson St	12 round trip	M-F	Homebush	6.26am	Dickson St	7.10pm	Ph	
		Sat		6.26am		1.57pm	Ph	
		Sun						

Ph – Peak hours only.

## Route 101

### **HORNSBY – PENNANT HILLS via Pennant Hills Rd**

### Timeline

**By date of Govt Gazette 22 June 1928:** Commenced by John Morrow.

**31 October 1931:** Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

### Streets

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

**From Hornsby** (Station St at station) via Station St, Peats Ferry Rd [now Pacific Hwy], Pennant Hills Rd to Hillcrest Av [probably now The Crescent near Pennant Hills station]. Reverse on return.

## Routes 101A & 101B

*Later*

## Route 101

### **PARRAMATTA – PENNANT HILLS via Pennant Hills Rd**

### Timeline

**1932:** Commenced by John Morrow. WA (Bill) Atkins ran in competition.

**By October 1935:** Atkins was given a license to operate jointly with Morrow on the basis that timetables did not conflict. Morrow operated as 101 (or 101B) and Atkins as 101A.

**By 1945:** Atkins' license transferred to Parramatta-Epping Bus Service (Moore family).

**December 1946:** Moores' share transferred to Richards Bros.

**December 1947:** Richards Bros' share re-transferred to Parramatta-Epping Bus Service (Moore family).

**March 1958:** Morrow's share transferred to Parramatta-Epping Bus Service (Moore family), giving it full control of route, then known as 101.

**November 1958:** Operator's name changed to Harris Park Transport.

**9 November 1996:** Sunday service over part of route provided by extension of 181 (Parramatta – North Rocks) from North Rocks to Pennant Hills.

**June 1997:** Renumbered 625 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 4*).

## Streets

*Circa 1946 (Source: Gregory's Street Directory)*

**From Parramatta** [station] via Argyle St, Church St, Pennant Hills Rd (**Carlingford**), Yarrara St [now Rd] (Pennant Hills).

*1963 (Source: RGH notes)*

**From Parramatta** (Argyle St at station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Pennant Hills Rd (**Carlingford**), Yarrara Rd to Pennant Hills station.

**From Pennant Hills** (Yarrara Rd at station) via Pennant Hills Rd, Church St, Argyle St to Parramatta station.

**Prindle St diversion:** Ex Parramatta from Pennant Hills Rd via Gollan Av, Gowen Brae Av, Prindle St, Charles St, Bettington Rd to Pennant Hills Rd. Reverse on return.

**Tintern Av diversion:** Ex Parramatta from Pennant Hills Rd via Tintern Av, Robert St, Adderton Rd to Pennant Hills Rd. Reverse on return.

**Baker St diversion:** Ex Parramatta from Pennant Hills Rd via Baker St, Jenkins Rd, Post Office Rd to Pennant Hills Rd. Reverse on return.

## Alterations

*From 15 September 1985 (date of opening of Church St mall)*

To approach Parramatta from Church St via George St, Smith St to Parramatta interchange. From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

## Timetable Summary

*21 May 1946 (Parramatta-Epping Bus Service trips only)*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pennant Hills	33	M-F	Pennant Hills	7.58am	Parramatta	6.12pm	7 trips	
		Sat		7.58am		6.10pm	6 trips	
		Sun	Parramatta	2.19pm	Pennant Hills	5.54pm	3 trips	

*9 March 1948 (J Morrow trips only)*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pennant Hills	34	M-F	Pennant Hills	7.09am	Parramatta	6.54pm	7 trips	
		Sat		7.09am		5.21pm	6 trips	
		Sun						

*Circa 1975*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pennant Hills	38	M-F	Parramatta	6.20am	Pennant Hills	7.00pm	30-60	
		Sat		7.15am		5.15pm	60-120	
		Sun						

*9 December 1996*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pennant Hills	38	M-F	Parramatta	6.00am	Pennant Hills	7.12pm	60*	
		Sat		6.45am		5.17pm	60	
		Sun		9.30am		3.34pm	3 trips	A

\* More frequent in peak hours.

A – Combined with 181, via North Rocks.

## Route 102

### **LIDCOMBE – CENTRAL RAILWAY via Parramatta Rd**

- **Extended from Lidcombe to Rookwood Cemetery (*Sundays only*)**
- **Post 31 October 1931 feeder: LIDCOMBE – HOMEBUSH – STRATHFIELD – BURWOOD via various routes**

**(*Marne Park was a soldiers' settlement after World War I in Jellicoe, Mons, Gallipoli and Ostend Sts, Lidcombe.*)**

*Note about competitive service:* Harold Batt appears to have been a competitor at some stage, as there is an undated timetable in his name, with route Marne Park – Lidcombe – Flemington – Homebush. (When started? When ceased?)

#### **Timeline**

**As at date of Govt Gazette 13 November 1925:** Lidcombe (Railway Pde/Livingstone Rd) – Central Railway being operated by DW Coz.

**Possibly at this time or later:** Part of route between Lidcombe station & Parramatta Rd, North Lidcombe rearranged to run *either* via John St *or* via Marne Park. (See also “September 1925” under Lidcombe – Central Railway in “Streets” below.)

**By date of Govt Gazette 22 June 1928:** Lidcombe terminus altered from Railway Pde/Livingstone Rd to station.

**By date of Govt Gazette 22 February 1929 (*selected trips, possibly on Sundays only*):** Extended from Lidcombe station to [Rookwood] Cemetery gates (East St).

**31 October 1931:** Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

**1932(?):** Lidcombe station – North Lidcombe (Parramatta Rd) recommenced as a feeder route by Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926).

**By June 1933:** Transferred to George R Sinclair.

**About 1933:** Extended from North Lidcombe (Parramatta Rd) to Homebush. This extension took the route via the Abattoirs Gate.

**24 December 1933 to 16 December 1934:** Extended from Lidcombe station to Rookwood Cemetery on Sundays only.

**15 June 1936:** Extended from Homebush to Strathfield.

**22 November 1936 to 7 March 1937:** Re-extended from Lidcombe station to Rookwood Cemetery on Sundays only.

**10 May 1937:** Extended from Strathfield to Burwood.

**By 1 April 1946:** Routes confirmed as:

Lidcombe – Burwood via John St

Lidcombe – Burwood via Marne Park

**29 May 1949:** Taken over by Department of Road Transport & Tramways due to departmental dissatisfaction with the operations of George R Sinclair & renumbered (*see Government Route Histories – Inner West*):

402 Lidcombe – Burwood via John St

403 Lidcombe – Burwood via Marne Park.

#### **Streets**

### **Lidcombe (Railway Pde/Livingstone Rd) – Central Railway via Parramatta Rd**

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

**From Lidcombe** (Railway Pde at Livingstone Rd) via Railway Pde, Livingstone Rd, Milton St, Railway Pde [which then extended to current Olympic Dr], railway subway, Church St, John St, Edith St, Frances St, Parramatta Rd (**Homebush, Strathfield, Burwood**), George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

**September 1925** (*Source: “Complete” timetable*)

Does not list the route’s streets, but states that route was “Lidcombe station to Central Railway *via Jellicoe St*” [which is in the Marne Park locality], which conflicts with above route, but suggests that at least selected trips may have run via Marne Park.

## Lidcombe (station) – Central Railway via Parramatta Rd

### Alteration

**1928** (Source: Govt Gazette of 22 June 1928): Lidcombe terminus moved to station (John St at Church St).

## Lidcombe (station) – Central Railway via Parramatta Rd (*possibly selected trips extended to [Rookwood] Cemetery Gates*)

### Alteration

**1929** (Source: Govt Gazette of 22 February 1929): Extended from Lidcombe station (John St) via Church St, Railway St, East St to [Rookwood] Cemetery gates. Reverse on return.

## Lidcombe – Homebush – Strathfield – Burwood

**Circa 1946** (likely routes based on Gregory's Street Directory & Department of Road Transport & Tramways timetable for routes 402 & 403, which replaced 102 in May 1949)

### **Via John St**

**From Lidcombe** (Church St at station) via Church St, John St, Parramatta Rd, Station St, Loftus Cr (**Homebush**), Rochester [now Knight] St, Parramatta Rd, Concord Rd [now Swan Av], Cooper St, Moseley St (**Strathfield**), Everton Rd, Moseley St, Cooper St, Rowley St, Park Rd, Park Av, Burwood Rd, George St East, Mary St, Deane St (Burwood station).

**From Burwood** (Deane St at station) via Burwood Rd, then reverse route to John St, then Mary St, Swete St, Church St to Lidcombe station.

### **Via Marne Park**

**From Lidcombe** (Church St at station) via Church St, John St, Mary St, Swete St, Rawson St, Platform St, Belgium St, Jellicoe St, Nicholas St, Mons St, Parramatta Rd, then same route as "via John St" to Burwood station.

**From Burwood** (Deane St at station) via Burwood Rd, then reverse route to Swete St, then Church St to Lidcombe 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		
Lidcombe-Central Railway	64	M-F	Lidcombe	4.41am	Central Rly	10.27pm	30-120	
		Sat		4.41am		12.06am	30-120	
		Sun		9.24am		10.27pm	30-120	

**13 December 1948**

### **Lidcombe – Burwood routes**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Lidcombe-Burwood via John St	34	M-F	Burwood	6.49am	Burwood	10.07pm	25/50*	A
		Sat		6.08am		9.52pm	AM 20/40 PM 30-60	A
		Sun	Lidcombe	7.23am		10.53pm	60	
Lidcombe-Burwood via Marne Park	34	M-F	Lidcombe	7.55am	Lidcombe	5.51pm	75	A
		Sat		8.25am	Burwood	6.42pm	60	A
		Sun		7.53am		10.23pm	60	B

# Average day frequency along common route:

M-F Lidcombe-Burwood 25.

Sat AM: Lidcombe-Burwood 20.

PM: Lidcombe-Burwood 30.

Sun Lidcombe-Burwood 30.

\* More frequent in peak hours.

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

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

## Route 102

### **INGLEBURN – INGLEBURN TOWNSHIP**

### **MACQUARIE FIELDS – HOUSING COMMISSION AREA (Eucalyptus Dr)**

### **MACQUARIE FIELDS – INGLEBURN – CAMPBELLTOWN**

### **MINTO – EAGLE HEIGHTS**

### **MINTO – MINTO HOUSING ESTATE (Mortimer St & Pendergast Av areas)**

### **MINTO – ST ANDREWS**

*(Eagle Heights is now known as Raby.)*

*(The Point is now known as Long Point.)*

#### **Timeline**

**February 1953:** Macquarie Fields – Ingleburn – Campbelltown via The Point (Wills Rd/Kingdon Pde) renumbered from part of 92, operated by Herbert P Harrison.

**1 September 1961:** Transferred to Oliveri Bros (later Oliveri Transport Services).

**By June 1970:** Transferred to one branch of the Oliveri family & operator's name changed to Ingleburn Bus Service.

**By 21 July 1975:** New route, Macquarie Fields – Housing Commission area (Eucalyptus Dr), commenced.

**By 7 July 1980:**

- Macquarie Fields – Campbelltown extended from Campbelltown to Macarthur Square (Macarthur Square shops opened on 10 September 1979).
- New routes commenced:
  - Ingleburn – Ingleburn Township
  - Minto – Minto Housing Estate (Mortimer St & Pendergast Av areas)
  - Minto – St Andrews Estate (new suburb).

**By 1 December 1980:** New route, Minto – Eagle Heights (new suburb), commenced.

**26 June 1983:** Sunday-only service commenced & given numbers in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 2*):

871 Macquarie Fields – Eucalyptus Dr via Saywell Rd

872 Macquarie Fields – Eucalyptus Dr via Parliament Rd

**4 December 1983:** Entire route reorganized and renumbered into Sydney Region Route Number System (*see Private Route Histories - Contract Region 2*):

870 Macquarie Fields – Macarthur Square

871 Macquarie Fields – Eucalyptus Dr via Saywell Rd

872 Macquarie Fields – Eucalyptus Dr via Parliament Rd

873 Ingleburn – Minto via Lagonda Dr & Mortimer St

874 Minto – St Andrews – Raby.

#### **Streets**

### **Macquarie Fields – Ingleburn – Campbelltown**

*Circa 1962 (Source: Collins Street Directory)*

**From Macquarie Fields** (station) via Railway Pde, Saywell Rd, [intermediate details not on maps], Bensley Rd, Oxford St [now Rd] to **Ingleburn** station, then Oxford St [now Rd], Cumberland Rd, Minto Rd (**Minto**), Redfern Rd, Pembroke Rd, [Old] Leumeah Rd, O'Sullivan Rd (**Leumeah**), Rudd Rd [part now Beverley Rd], Chamberlain St, Queen St (Campbelltown).

*1970 (Source: RGH notes)*

**From Macquarie Fields** (Railway Pde at station) via Saywell Rd [including current Groundsel Av, Astelia St], Wills Rd to Kingdon Pde (**The Point**), then Wills Rd [including current Linum St], Oakley Rd, Bensley Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd (**Ingleburn**), Oxford Rd, Carlisle St, Chester St, Brenda St, Sackville St, Cumberland Rd, Minto Rd (**Minto**), Redfern Rd, Pembroke Rd, [Old] Leumeah Rd, O'Sullivan Rd (**Leumeah**), Rudd Rd [part now Beverley Rd], Chamberlain St, Queen St, Dumaresq St, Oxley St [now Moore-Oxley Bypass], Allman St, Queen St to Campbelltown Post Office.

**From Campbelltown** (Queen St at Post Office) via Queen St, Chamberlain St, then reverse route to Carlisle St, then Nardoo St, Norfolk St, Ingleburn Rd (**Ingleburn**), Oxford Rd, Bensley Rd, then reverse route to Macquarie Fields station.

**Trips via Macquarie Rd:** Ex Macquarie Fields from Saywell Rd via Fields Rd, Macquarie Rd, Cumberland Rd to Oxford Rd. Reverse on return.

**Kingsclare St diversion:** Ex Macquarie Fields from O'Sullivan Rd via Kingsclare St to Rudd Rd. Reverse on return.

## Macquarie Fields – Housing Commission Area (Eucalyptus Dr)

*Circa 1980 (Source: Public Transport Map of Sydney & suburbs)*

**From Macquarie Fields** (Railway Pde at station) via Saywell Rd, Parliament Rd, Rosewood Dr, Eucalyptus Dr (**Housing Commission Area**), Rosewood Dr, Parliament Rd, Saywell Rd to Macquarie Fields station.

## Ingleburn – Ingleburn Township

*Circa 1980 (Source: Public Transport Map of Sydney & suburbs)*

**From Ingleburn** (station) via Oxford Rd, Bensley Rd, Chester Rd [part now Mercedes Rd], Collins Prom, Oxford Rd to Ingleburn station.

## Minto – Eagle Heights [now Raby]

*1 December 1980 (Source: timetable)*

**From Minto** (western side of station) via Redfern Rd, Campbelltown Rd, Raby Rd, Spitfire Dr, Hurricane Dr (**Eagle Heights**), Mustang Dr, Raby Rd, then return to Minto station.

## Macquarie Fields – Ingleburn via Eucalyptus Dr (Sundays only)

*From 30 June 1982 (Source: timetable)*

**From Macquarie Fields** (Railway Pde at station) via Saywell Rd, Parliament Rd, Harold St, Rosewood Dr, Eucalyptus Dr, Evelyn St, Saywell Rd [including current Groundsel Av, Astelia St], Fields Rd, Collins Prom, Chester Rd, Cumberland Rd, Sackville St, Brenda St, Chester Rd, Ingleburn Rd to Ingleburn station.

**From Ingleburn** (Ingleburn Rd at station) via Oxford Rd, Carlisle St, Chester St, Brenda St, then reverse route to Macquarie Fields station.

### Timetable Summary

*16 September 1963*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Ingleburn-Campbelltown	Fr M Flds Cm27 Cp48	M-F	Macquarie Fds	8.28am	Campbelltown	5.40pm	A	
		Sat		8.00am		12.20pm	4 trips	B
		Sun						

A – 7 trips from Macquarie Fields to Campbelltown, 10 trips from Campbelltown to Macquarie Fields. Plus peak hour short-workings Ingleburn-Ingleburn (Brenda St) & Macquarie Fields-Ingleburn (Bensley Rd/Kings Rd).

Trips routed via The Point: morning, mainly trips to Macquarie Fields, afternoon mainly trips from Macquarie Fields (other trips ran via Macquarie Rd).

B – All Saturday trips via The Point. Plus short-working/s before first trip & after last trip shown. Plus picture bus to Campbelltown Saturday night.

Cm – To Campbelltown direct via Macquarie Rd.

Cp – To Campbelltown via The Point.

*21 July 1975*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Ingleburn-Campbelltown	31	M-F	Macquarie Fds	6.55am	Campbelltown	5.35pm	60	
		Sat		8.40am		12.20pm	60	
		Sun						
Macquarie Fields-Housing Commission Area	20 round trip	M-F	Macquarie Fds	5.36am	Macquarie Fds	6.37pm	60*	
		Sat		7.09am		1.00pm	30	
		Sun						

Also limited service Ingleburn-Macquarie Fields via The Point.

\* More frequent in peak hours.



7 July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Campbelltown	51	M-F	Macquarie Flds	6.20am	Macarthur Sq	5.40pm	35	
		Sat		7.44am		12.40pm	45	
		Sun						
Macquarie Fields-Eucalyptus Dr	20 round trip	M-F	Macquarie Flds	5.21am	Eucalyptus Dr	7.26pm	30*	
		Sat		7.05am		1.19pm	30	
		Sun						
Minto-Minto Housing Estate	17 round trip	M-F	Minto	5.36am	Minto	7.09pm	30*	
		Sat		7.21am		1.11pm	30	
		Sun						
Minto-St Andrews	16 round trip	M-F	Minto	5.55am	Minto	6.36pm	120*	
		Sat		9.12am		12.12pm	2 trips	
		Sun						
Ingleburn-Ingleburn Township	12 round trip	M-F	Ingleburn	5.44am	Ingleburn	6.51pm	30*	
		Sat						
		Sun						

\* More frequent in peak hours.

### Route 103

#### **HURLSTONE PARK – CENTRAL RAILWAY via Denison St & Parramatta Rd**

##### **Timeline**

As at date of Govt Gazette 13 November 1925: In operation.

By date of Govt Gazette 15 October 1926: Ceased.

##### **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		
Hurlstone Park-Central Railway	35	M-F	Hurlstone Pk	6.38am	Central Rly	7.56pm	30-60	A
		Sat		6.38am		11.28pm	30-60	
		Sun		7.52am		10.06pm	80	

A – Extra trips Friday night.

### Route 103

#### **HORNSBY – GALSTON – BIRRALEE via Galston Gorge**

#### **HORNSBY – HORNSBY (Somerville Rd) via various routes**

#### **HORNSBY – HORNSBY NORTH**

- Extended from Birralee to Berowra Creek (*selected trips, 1935-1950s?*)  
(*“Birralee” has also been spelt “Birrilee”. Current spelling is “Berrilee”.*)  
(*Somerville Rd, Hornsby terminus is in current Hornsby Heights.*)

##### **Timeline**

By date of Govt Gazette 22 June 1928: Hornsby – Galston – Arcadia commenced by Jack Scott.

By October 1935: Transferred to F Black.

5 October 1935: Extended from Arcadia to Berowra Creek via Birralee.

April 1943: Transferred to Berowra Coach Services (Roy H Corrigan).

After 1948: Extra route, Hornsby – Hornsby (Somerville Rd), commenced.



### **By 1 August 1955:**

- Hornsby – Hornsby (Somerville Rd) ran via various combinations of route, including short-workings. Typical trips were:
  - Hornsby – Hornsby (Somerville Rd) direct via Galston Rd
  - Hornsby – Hornsby (Somerville Rd) via Lodge St
  - Hornsby – Hornsby (loop via Lodge St & Rosamond St).
- Service between Birralee & Berowra Creek ceased or became a school-only route.

**By 9 April 1963:** Following the opening of new streets in Asquith, most “via Lodge St” trips rerouted via Asquith.

**23 November 1970:** Additional weekday off-peak route commenced on trial, Hornsby – Hornsby North (loop), via Bouvardia St, Hazelmead Rd West [former street] & Mittabah Rd.

**By November 1973:** Hornsby – Hornsby (Somerville Rd) & short-workings thereof & Hornsby – Hornsby North (loop) reorganised into two standard routes:

- Hornsby – Hornsby Heights (Somerville Rd) via Galston Rd direct
- Hornsby – Hornsby North (via a revised loop, anti-clockwise in morning and clockwise in afternoon) (originally weekday daytime, but also Saturday mornings by October 1974).

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

**12 August 1974:** Hornsby – Birralee replaced by new 203 Pennant Hills – Birralee, operated by Glenorie Bus Co.

**28 September 1987:** As part of general reorganization of Hornsby Bus Group’s routes, renumbered into the Sydney Region Route Number System (*see Private Route Histories - Contract Region 12*):

- 596 Hornsby – Hornsby Heights
- Hornsby – Hornsby North became part of 595 (Hornsby – Mt Colah loops).

## **Streets**

### **Hornsby – Arcadia**

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

**From Hornsby** (Railway premises near parcels office) via Station St, Coronation St, Peats Ferry Rd [now Pacific Hwy], Galston Rd (**Galston**), Arcadia Rd to Arcadia Post Office. Reverse on return.

### **Hornsby – Birralee – Berowra Waters**

*Circa 1946 (Source: Gregory’s Street Directory)*

**From Hornsby** [station] via Station St, Coronation St, Pacific Hwy, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Berowra Creek [now Bay] Rd (**Birralee**) to Berowra Waters.

### **Hornsby – Birralee**

*1963 (Source: RGH notes)*

**From Hornsby** (Station St at station) via Station St, Coronation St, Pacific Hwy, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Birralee).

**From Birralee** (Bay Rd at Chilcott Rd) via reverse route to Pacific Hwy, then Station St to Hornsby station.

### **Hornsby – Hornsby (Somerville Rd) & short-workings**

*1955 (likely routes based on 1 August 1955 timetable & 1963 RGH notes)*

#### **Hornsby – Hornsby (Somerville Rd) via Lodge St**

**From Hornsby** (Station St at station) via Jersey St, Citrus Av, Pacific Hwy, Lodge St, Amor St, Old Berowra Rd, Ethel St, Galston Rd, Somerville Rd (Hornsby).

**From Hornsby** (Somerville Rd) via reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby station.

#### **Hornsby – Hornsby (Somerville Rd) direct via Galston Rd**

**From Hornsby** (Station St at station) via Coronation St, Pacific Hwy, Galston Rd, Somerville Rd (Hornsby).

**From Hornsby** (Somerville Rd) via reverse route to Pacific Hwy, then Station St to Hornsby station.

#### **Hornsby – Hornsby (loop via Lodge St & Rosamond St)**

**From Hornsby** (Station St at station) via Jersey St, Citrus Av, Pacific Hwy, Lodge St, Amor St, Old Berowra Rd, Ethel St, Rosamond St, Carrington St, Pacific Hwy, Station St to Hornsby station.

**Some trips:** Reverse route.

*1963 (Source: RGH notes)*

#### **Hornsby – Hornsby (Somerville Rd) via Asquith**

**From Hornsby** (Station St at station) via Jersey St, Pacific Hwy (**Asquith**), Amor St, Old Berowra Rd, Ethel St, Galston Rd, Somerville Rd (Hornsby).

**From Hornsby** (Somerville Rd) via reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby station.

### ***Hornsby – Hornsby (loop via Asquith & Rosamond St)***

**From Hornsby** (Station St at station) via Jersey St, Pacific Hwy (**Asquith**), Amor St, Old Berowra Rd, Ethel St, Rosamond St, Carrington St, Pacific Hwy, Station St to Hornsby station.

**Some trips:** Reverse route.

### **Alteration**

**By 1964:** Ex Hornsby from Ethel St via Alan Av, Clarinda St, Rosamond St. Reverse on return.

### **Hornsby – Hornsby Heights**

*By November 1973 (Source: based on 1986 RGH notes)*

**From Hornsby** (Station St at station) via Coronation St, Pacific Hwy, Galston Rd, Somerville Rd to Binya Cl (Hornsby Heights).

**From Hornsby Heights** (Somerville Rd at Binya Cl) via reverse route to Pacific Hwy, then Station St to Hornsby station.

**Brett Av diversion** (*morning ex Hornsby Heights, afternoon ex Hornsby*): From Galston Rd/Somerville Rd via Galston Rd, Brett Av, Ulolo Av (clockwise loop), Brett Av, Galston Rd to Somerville Rd.

### **Hornsby – Hornsby North Loop**

*By October 1974*

#### ***Mornings***

**From Hornsby** (Station St at station) via Jersey St, Mildred Av, Citrus St, Pacific Hwy, Lodge St, Amor St, Bouvardia St, Mittabah Rd (**Hornsby North**), Old Berowra Rd, Ethel St, Alan Av, Clarinda St, Rosamond St, Carrington Rd, Galston Rd, Pacific Hwy, Station St to Hornsby station.

#### ***Afternoons***

**From Hornsby** (Station St at station) via Coronation St, Pacific Hwy, Galston Rd, then reverse of morning route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby station.

### **Alteration**

**By September 1982:** From Hornsby via Coronation St, Pacific Hwy, Lodge St. Return from Lodge St via Pacific Hwy, Station St.

### **Timetable Summary**

*1 August 1955*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Birralee	60	M-F	Birralee	6.30am	Hornsby	6.15pm	3 trips	
		Sat		6.55am		6.30pm	3 trips	
		Sun		8.15am		6.30pm	2 trips	
Hornsby-Hornsby (Somerville Rd)†		M-F	Hornsby	5.55am	Hornsby	6.20pm	A	
		Sat		8.05am	Somerville Rd	10.50am	B	
		Sun						

\* More frequent in peak hours.

† Via various routes & short-workings.

A – 23 trips (approx. 30-45 frequency), serving Lodge St (13 trips), Rosamond St (7), Reeds Corner (3), Somerville Rd (12), Montview Pde (2) in various combinations.

B – 3 trips departing Hornsby, 4 trips arriving Hornsby, plus some Hornsby-Birralee trips diverted via Somerville Rd and/or Rosamond St, serving Lodge St (2 trips), Rosamond St (3), Somerville Rd (3), Montview Pde (3) in various combinations. Plus picture bus from Somerville Rd

9 April 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Birralee	60	M-F	Birralee	6.30am	Hornsby	6.15pm	3 trips	
		Sat		7.00am		6.30pm	3 trips	
		Sun		8.15am		6.30pm	2 trips	
Hornsby-Hornsby (Somerville Rd)†		M-F	Hornsby	5.48am	Somerville Rd	6.15pm	A	
		Sat		8.10am		10.50am	B	
		Sun						

\* More frequent in peak hours.

† Via various routes & short-workings.

A – 26 trips (approx. 30-45 frequency), serving Amor St (13 trips), Lodge St (12), Rosamond St (11), Somerville Rd (14), Montview Pde (5) in various combinations.

B – 4 trips, plus some Hornsby-Birralee trips diverted via Rosamond St and/or Montview Pde, serving Amor St (1 trip), Lodge St (2 trips), Rosamond St (5), Somerville Rd (2), Montview Pde (3), in various combinations.

September 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Heights	25 round trip	M-F	Hornsby Hts	5.46am	Hornsby	6.30pm	30	
		Sat		7.30am		1.00pm	60	
		Sun						
Hornsby-Hornsby North Loop	18 round trip	M-F	Hornsby	6.40am	Hornsby	6.00pm	30	
		Sat		7.45am		12.30pm	60	
		Sun						

## Route 104

### HURLSTONE PARK (Hurlstone Av) – LEWISHAM – CENTRAL RAILWAY via Windsor & Parramatta Rds

#### Timeline

As at date of Govt Gazette 13 November 1925: Being operated competitively by:

- Federal Bus Co (Reginald R & Raymond B le Sueur – brothers)
- Hookey & Son.

By date of Govt Gazette 22 June 1928: Ceased.

#### Streets

1925 (Source: Govt Gazette of 13 November 1925)

**From Hurlstone Park** (Hurlstone Av at Keir Av) via Hurlstone Av, Foord Av, Kilbride [now Burnett] St, Hopetoun St, Commons St, Duntroon St, South St (?), Crinan St, Canterbury Rd, Old Canterbury Rd, Cobar St, Jesmond Av, Union St (**Dulwich Hill**), Windsor Rd, Old Canterbury Rd (**Lewisham**), 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 Hurlstone Park.

#### 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		
Hurlstone Park-Central Railway	35	M-F	Hurlstone Pk	6.48am	Central Rly	11.12pm	30	
		Sat		6.48am		11.12pm	30	
		Sun		1.30pm		11.12pm	30	

## Route 104

### GLADESVILLE – TENNYSON POINT – PUTNEY POINT – RYDE

#### **Timeline**

**By date of Govt Gazette 22 February 1929:** Commenced by Sidney Armitage & Frederick J Waller.

**By 1931:** Absorbed into 152.

#### **Streets**

*1929 (Source: Govt Gazette of 22 February 1929)*

**From Gladesville** (Meriton St at memorial [at Great North Rd, now Victoria Rd]) via Meriton St, Morrison Rd, Tennyson Rd (**Tennyson Point**), Champion Rd, Morrison Rd, Charles St, [Delange Rd ?], Pellisier Rd to **Putney Point**, then Pellisier Rd, [Delange Rd ?], Charles St, Great North [now Victoria] Rd to Pope St (Ryde). Reverse on return.

## Route 104

### HORNSBY – EAST HORNSBY (Palmerston Rd)

- **Extended from East Hornsby to Normanhurst (1933)**

#### **Timeline**

**24 August 1932:** Hornsby – East Hornsby (Palmerston Rd) [at or near Hornsby Hospital] commenced by AA (Alex) Newson.

**26 August 1933:** Extended from East Hornsby (Palmerston Rd) to Normanhurst.

**20 October 1933:** Extension from East Hornsby (Palmerston Rd) to Normanhurst ceased.

**By 1946(?):** Ceased. Replaced by existing 107 Hornsby – Hornsby Hospital. (Did 104 & 107 run to Hornsby Hospital simultaneously?)

#### **Streets**

*From 26 August 1933 (Source: Sydney Morning Herald, 12 August 1933)*

**Normanhurst extension:** From East Hornsby (Palmerston Rd) via Myra St, Ingram Rd, [Pacific Hwy,] Pennant Hills Rd, Normanhurst Rd, Denman Pde to Normanhurst station.

## Route 104

### HORNSBY – ASQUITH GOLF LINKS – MT COLAH (Bolton Av)

### HORNSBY – HORNSBY (Pretoria Pde)

#### **Timeline**

**1946:** New routes commenced by AA (Alex) Newson:

Hornsby – Asquith Golf Links

Hornsby – Hornsby (Pretoria Pde)

**August 1959:** Transferred to Hornsby District Bus Co (AJ (Jack) Leighton).

**18 March 1967:** Selected trips on Saturday mornings extended from Asquith Golf Links to Mt Colah (Bolton Av), providing a service to east side of Mt Colah, as 220 did not operate on Saturdays.

**June 1967:**

- Hornsby District Bus Co transferred to Jim Knox. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.
- Extended from Asquith Golf Links to Mt Colah (Bolton Av) on weekdays, replacing 220 on east side of Mt Colah.

**By 29 August 1973:** Hornsby – Hornsby (Pretoria Pde) replaced by rerouting of 148 via Pretoria Pde, leaving 104 as Hornsby – Asquith Golf Links – Mt Colah (Bolton Av).

**28 September 1987:** Amalgamated with Parklands Rd part of 55 & renumbered part of 593 in the Sydney Region Route Number System as part of general reorganization of Hornsby Bus Group's routes (*see Private Route Histories - Contract Region 12*).

#### **Streets**

### **Hornsby – Asquith Golf Links**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hornsby** via Station St, Jersey St, Bridge St, Railway Pde, Stephen St, Lessing St, Lockwood St, Olive St, Winston St, Haldane Av, Royston Pde (Asquith Golf Links).

**1963** (Source: RGH notes)

**From Hornsby** (Station St at station) via Jersey St, Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd, Royston Pde to Queens Rd (Asquith Golf Links).

**From Asquith Golf Links** (Royston Pde at Queens Rd) via reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby station.

### **Hornsby – Asquith Golf Links – Mt Colah (Bolton Av)**

**1967** (Source: RGH notes)

**From Hornsby** (Station St at station) via Jersey St, Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd (Asquith), Royston Pde, Kuring-gai Chase Rd, Bolton Av (**Mt Colah**), Gray St, Cowan Rd, Belmont Pde, Royston Pde, then reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby station.

### **Hornsby – Hornsby (Pretoria Pde)**

**1963** (Source: RGH notes)

**From Hornsby** (Station St at station) via Pacific Hwy, Pretoria Pde to Milner St (Hornsby). Reverse on return.

#### **Timetable Summary**

**13 September 1960**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Asquith Golf Links	10	M-F	Hornsby	6.52am	Hornsby	6.25pm	60	
		Sat		7.00am		6.18pm	60	A
		Sun						
Hornsby-Hornsby (Pretoria Pde)	5	M-F	Hornsby	7.12am	Pretoria Pde	6.20pm	9 trips	
		Sat		7.20am		11.10am	5 trips	
		Sun						

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

**September 1984**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Asquith Golf Links-Mt Colah (Bolton Av)	12	M-F	Hornsby	7.17am	Hornsby	6.05pm	30	
		Sat		7.30am		12.00nn	45	
		Sun						

### **Route 105**

#### **HURSTVILLE – CONNELLS POINT via Belmore Rd [now King Georges Rd]**

##### **Timeline**

As at date of Govt Gazette 13 November 1925: Being operated by CA (Cec) Leach.

By date of Govt Gazette 15 October 1926: Ceased, possibly absorbed into 106.

##### **Streets**

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

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniora Rd, Maher St, Belmore [now King Georges] Rd, Connells Point Rd to Terry St (Connells Point).

**From Connells Point** (Connells Point Rd at Terry St) via reverse route to Woniora Rd, then Butler Rd, Ormonde Pde to Hurstville 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		
Hurstville-Connells Point	20	M-F	Connells Pt	6.35am	Hurstville	6.32pm	60	A
		Sat		6.35am		6.32pm	60	
		Sun		9.55am		8.45pm	60	

A – Extra trips Friday night.

## Route 105

### GRANVILLE – SOUTH GRANVILLE via Clyde St

- **Extended from South Granville to Chester Hill via Clyde St (*selected trips, 1969-early 1970s*)**
- **Extended from South Granville to Sefton (*selected trips, 1952-84*)**

## Timeline

**By date of Govt Gazette 22 June 1928:** Granville – South Granville (Nobbs St, “Oakleigh”) commenced by George R Sinclair.

**14 January 1935:** Extended in South Granville from Nobbs St to Dixmude St.

**30 November 1936:** Extended in South Granville from Dixmude St to Oakleigh Av.

**1 May 1950:** Taken over temporarily by Department of Road Transport & Tramways, due to dissatisfaction by the Department with Sinclair’s operations in Auburn and Granville, while Sinclair arranged sale of route.

**August 1950:** Transferred to Trailer Tours (part of Parramatta-Ryde Bus Service) (DM & WR Phillips).

**February 1952:** Selected trips extended from South Granville to Sefton. By at least 1955, other trips terminated at Boundary Rd/Ferndell St, South Granville.

**June 1958:** Transferred to Delwood Bus Co (later trading as Delwood Coaches) (initially Jim Newport & Carl N Tattam, but later Jim Newport alone).

**23 April 1969:** Selected trips ran Granville – Chester Hill (in addition to Granville – Sefton).

**By 27 September 1972 (but after 25 March 1970):** Granville – Chester Hill trips ceased, leaving route as Granville – South Granville (Boundary Rd) (selected trips extended to Sefton).

**By 12 December 1984:** Sefton extension ceased, leaving route as Granville – South Granville (Boundary Rd). 320 (which had commenced on 18 February 1980) provided service between Granville & Chester Hill via Clyde St.

**29 July 1987:** Renumbered 905 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 13*).

## Streets

### Granville – South Granville

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

**From Granville** (Cowper St at Good St) via Cowper St, Good St, Railway Pde, South St, William St, Clyde St to Nobbs St (South Granville). Reverse on return.

*Circa 1946 (Source: Gregory’s Street Directory)*

**From Granville** [station] via Railway Pde, South St, William St, Clyde St (South Granville).

### Granville – South Granville – Sefton

1968 (*Source: RGH notes*)

**From Granville** (Railway Pde at station) via Railway Pde, South St, William St, Clyde St (**South Granville**), Ferndell St, Boundary Rd, Hector St, Waldron Rd to Sefton station.

**From Sefton** (Waldron Rd at station) via reverse route to William St, then Lumley St, Carlton St, Railway Pde to Granville station.

## Alteration

*Circa 1980 (Source: Public Transport Map of Sydney & suburbs):* Turning movement at Sefton, ex Granville from Hector St via Waldron Rd, Helen St, Virgil Av, Hector St (? direction of loop).

## Timetable Summary

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 (Oakleigh Av)	10	M-F	Granville	9.17am	Oakleigh Av	6.23pm	60	
		Sat		9.32am		7.00pm	6 trips	A
		Sun		9.48am		9.58pm	60	

A – Plus picture bus Saturday night.

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 (Boundary Rd)†	Fr Gran 16B 21S	M-F	Granville	5.34am	Boundary Rd	12.00mn	40*	A
		Sat		7.06am		12.33am	AM 15 PM 30	C
		Sun		6.51am		11.23pm	40	D

\* More frequent in peak hours.

† Selected trips extended to Sefton.

A – 11 trips extended from South Granville (Boundary Rd) to Sefton. Plus picture bus Wednesday & Friday nights.

B – To South Granville (Boundary Rd).

C – 10 trips extended from South Granville (Boundary Rd) to Sefton. Plus picture bus Saturday night.

D – Most trips extended from South Granville (Boundary Rd) to Sefton.

S – To Sefton.

25 March 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Boundary Rd)†	Fr Gran 13B 17S 20C	M-F	Granville	5.32am	Boundary Rd	11.46pm	30*	A
		Sat		5.45am		11.54pm	AM 15 PM 30	D
		Sun		7.26am		10.26pm	60	

\* More frequent in peak hours.

† Selected trips extended to Sefton. Selected trips extended to Chester Hill.

A – 6 trips extended from South Granville (Boundary Rd) to Sefton. 7 trips extended from South Granville (Boundary Rd) to Chester Hill.

B – To South Granville (Boundary Rd).

C – To Chester Hill.

D – 6 trips extended from South Granville (Boundary Rd) to Chester Hill.

S – To Sefton.

## Route 106

### HURSTVILLE – CONNELLS POINT via Woniora Rd

### HURSTVILLE – KYLE BAY

## Timeline

**As at date of Govt Gazette 13 November 1925:** Hurstville – Connells Point being operated by CA (Cec) Leach.

**By date of Govt Gazette 15 October 1926:** 105 possibly absorbed into 106. Selected trips on 106 (later 74/106) continued to run via former 105 until 2004.

**13 December 1937:** Extra route, Hurstville – Kyle Bay, commenced.

**October 1945:** Transferred to HC (Cliff) Mallam.

**December 1946:** Transferred to AJ (Archie) Moore.

**1947:** Hurstville – Kyle Bay renumbered 74.

**By 1970:** Selected off-peak, most Saturday and all Sunday trips on 74 & 106 ran via combined routes 74/106 Hurstville – Kyle Bay – Connells Point – Hurstville. The proportion of trips via the combined route increased until 1 April 1996.

**1 April 1996:** All trips ran via combined routes 74/106 (*see entry following 74*).



## Streets

### Hurstville – Connells Point

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

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniora Rd, Connells Point Rd to Terry St (Connells Point).

**From Connells Point** (Connells Point Rd at Terry St) via reverse route to Woniora Rd, then Butler Rd, Ormonde Pde to Hurstville station.

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Railway Pde, Woniora Rd, Connells Point Rd, Queens Rd, Connells Point Rd (Connells Point).

*1970 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniora Rd, Connells Point Rd, Terry St (Connells Point), Queens Rd, Connells Point Rd, Woniora Rd, Greenbank St to Hurstville station.

**Trips via Maher St:** Ex Hurstville from Woniora Rd via Maher St, King Georges Rd, Connells Point Rd. Reverse on return.

### Hurstville – Kyle Bay

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Butler Rd, Woniora Rd, Maher St, Belmore [now King Georges] Rd, Connells Point Rd, Resthaven Rd, Terry St, Kyle Pde.

## Timetable Summary

*September 1925*

*See also 74*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Connells Point	20	M-F	Connells Pt	6.15am	Hurstville	7.30pm	60	A
		Sat		6.15am		7.30pm	60	
		Sun						

A – Extra trips Friday night.

*1 May 1970*

*See also 74*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Connells Point		M-F	Connells Pt	5.48am	Hurstville	8.46pm	30*	A
		Sat		6.25am		7.16pm	30	A
		Sun		8.58am		5.46pm	30	A

\* More frequent in peak hours.

A – 74 & 106 combined on selected trips in M-F off-peak & nights and most trips Saturday and Sunday. Gap in service on Sundays.

## Route 107

### HURSTVILLE – WEST BEXLEY (Ferguson's Nursery) – KINGSGROVE

*(Ferguson's Nursery was on site of current Kingsgrove High School.)*

## Timeline

**As at date of Govt Gazette 13 November 1925:** Hurstville – West Bexley (Ferguson's Nursery) being operated by John Preston.

**By 1932:** Transferred to Messrs Ross & Parkinson (later Ross Bros).

**Circa 1932:** Extended from Ferguson's Nursery to Kingsgrove.

**1941:** Transferred to Mrs Vivienne E Moreton.

**1942:** Amalgamated with 111 (Hurstville – Ramsgate) as 111, Ramsgate – Hurstville – Kingsgrove.

## Streets

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

**From Hurstville** (Railway Square at station) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Bristol St, Clevedon St, Kimberley Rd, Croydon Rd to Stoney Creek Rd (Ferguson's Nursery [site of current Kingsgrove High School], West Bexley). Reverse on return.

## Alteration

**1927** (Source: Govt Gazette of 27 May 1927): Extended from Railway Square, Hurstville via Forest Rd, Rose St to Forest Rd (Hurstville). 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		
Hurstville-West Bexley (Fergusons Nursery)	15	M-F	Fergusons Nursery	6.20am	Hurstville	10.50pm	60	A
		Sat		6.20am		10.50pm	60	A
		Sun		1.15pm		8.40pm	60	B

A – Selected trips, mainly in peak hours, ran Hurstville-Moore St only, at a greater frequency.

B – Extra later trips Hurstville-Moore St.

## Route 107

### **HORNSBY – HORNSBY HOSPITAL – HORNSBY (King Rd)**

## Timeline

**1944:** Hornsby – Hornsby Hospital commenced by Hornsby District Bus Co (A (Jack) Leighton). 104 had previously run Hornsby – East Hornsby (Palmerston Rd).

**1960s(?):** Extended from Hornsby Hospital to Hornsby (King Rd loop).

**June 1967:** Hornsby District Bus Co transferred to Jim Knox. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.

**28 September 1987:** 107 & 110 reorganised and renumbered into the Sydney Region Route Number System as part of general reorganization of Hornsby Bus Group's routes (*see Private Route Histories - Contract Region 12*):

591 Hornsby – Hornsby Hospital – Wahroonga via Sherbrook Rd

592 Hornsby – Hornsby Hospital – Wahroonga via Jubilee St

## Streets

### **Hornsby – Hornsby Hospital**

**Circa 1946** (Source: Gregory's Street Directory)

**From Hornsby** [station] via Memorial Pde [probably now Station St], Pacific Hwy, Sir Edgeworth David Av, Palmerston Rd (Hornsby Hospital).

**Circa 1948** (Source: Gregory's Street Directory)

**From Hornsby** [station] via Memorial Pde [probably now Station St], Pacific Hwy, Sir Edgeworth David Av, Palmerston Rd, Northcote Rd (Hornsby Hospital).

### **Hornsby – Hornsby Hospital – Hornsby (King Rd)**

**1963** (Source: RGH notes)

**From Hornsby** (Station St at station) via Pacific Hwy, Sir Edgeworth David Av, Palmerston Rd (**Hornsby Hospital**), King Rd, Sherbrook Rd, Northcote Rd, Palmerston Rd, Sir Edgeworth David Av, Pacific Hwy to Hornsby station.

## Alteration

**1986** (Source: RGH notes): From Northcote Rd via Palmerston Rd, Burdett St, Balmoral St, Sir Edgeworth David Av, Pacific Hwy to Hornsby 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		
Hornsby-Hornsby Hospital	6	M-F	Hornsby	8.05am	Hornsby Hosp	6.12pm	30	A
		Sat		8.05am		7.00pm	30	B
		Sun		2.15pm		4.05pm	20	

A – Extra trips Monday, Wednesday & Friday nights.

B – Plus picture bus Saturday night.

## September 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Hospital-Hornsby (King Rd)	17 round trip	M-F	King Rd	6.30amS	Hornsby	6.00pmK	30	
		Sat	Hornsby	7.55amK	King Rd	12.25pmS	A	
		Sun			Hospital	4.00pmS		

A – Morning, Hornsby-Hornsby (King Rd) 45. Afternoon, Hornsby-Hornsby Hospital 2 trips.

K – To Hornsby (King Rd).

S – To Hornsby station.

## Route 108

### HURSTVILLE – LUGARNO (various termini)

### HURSTVILLE – PEAKHURST (Hymen St)

*("Lugarno Ferry" refers to the car & passenger ferry (or punt) between the southernmost point of Lugarno and Illawong. The ferry ceased in 1974, after the replacement Alford's Point Bridge had opened in 1973.)*

## Timeline

**As at date of Govt Gazette 13 November 1925:** Hurstville – Lugarno Ferry being operated by Peters Ltd (Adolph Peters).

**September 1927:** Transferred to Charles Sayers (Peters' son-in-law).

**November 1927:** Transferred to William Spear.

**24 July 1928:** Transferred to HT Saint (later incorporated as HT Saint & Sons).

**June 1929:** Extra route, Hurstville – Peakhurst (Hymen St), commenced.

**1931:** Rerouted via Cambridge & George Sts to avoid being deemed competitive with Government railway or tram services under State Transport (Co-ordination) Act.

**6 April 1936:** Hurstville – Peakhurst (Hymen St) extended in Peakhurst along Hymen St to Elwin St.

**By 1 June 1942:**

- Base weekday services were:  
Hurstville – Peakhurst (Hymen St)  
Hurstville – Lugarno (Lime Kiln Rd), with selected trips (most trips at weekends) extended to from Lime Kiln Rd to Lugarno Ferry.
- Infrequent trips (mainly in peak hours) diverted via Penshurst station.

**By the 1950s:**

- Most Lugarno trips ran to the ferry.
- Many more trips diverted via Penshurst station.

**By March 1960:** Operator's name changed to Lugarno Bus Co (Saint family).

**By 23 May 1961:** Selected Hurstville – Lugarno Ferry trips rerouted as Hurstville – Lugarno (Boronia Pde) (new residential area).

**12 September 1964:**

- Hurstville – Peakhurst (Hymen St) amalgamated with 88 as 88, Bankstown – Padstow – Hurstville, after the opening of Henry Lawson Drive over the Salt Pan Creek Bridge.
- 108 (now Hurstville – Lugarno Ferry only) was rerouted direct along Forest Rd, as 88 provided a service via Cambridge & George Sts.

**By 1981:** Operator's name changed to Peakhurst/Lugarno Bus Co.

**1 March 1989:** Transferred to Menai Bus Service (Ron Deane).

**July 1989:** Operator's name altered to Southtrans.

**14 August 1989:** Transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**By 1990:** Hurstville – Lugarno Ferry trips curtailed to Tate Pl, Lugarno, by way of a delayed response to the cessation of the Lugarno-Illawong Ferry in 1974.

**18 August 1997:** Renumbered 943 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 5*).

## **Streets**

### **Hurstville – Lugarno Ferry**

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

**From Hurstville** (Railway Square at station) via Forest Rd, Penshurst St [to **Penshurst** station & return], Forest Rd (**Peakhurst**) to Georges River (Lugarno Ferry). Reverse on return.

*1927 (Source: Govt Gazette of 27 May 1927)*

**From Hurstville** (Rose St at Forest Rd) via Rose St, Forest Rd, Penshurst St [to **Penshurst** station & return], Forest Rd (**Peakhurst**) to Georges River (Lugarno Ferry). Reverse on return.

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Tracey [now Treacy] St, Forest Rd (**Peakhurst**), Cambridge St, George St, Forest Rd (**Peakhurst**) to Lugarno [Ferry].

**Trips to/from Penshurst station:** From Penshurst station via Railway Pde [now Bridge St], Penshurst St, Forest Rd (**Peakhurst**) to Lugarno.

*Circa 1948 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Tracey [now Treacy] St, Forest Rd, Cambridge St, George St, Forest Rd (**Peakhurst**) to Lugarno [Ferry].

*1970 (Source: RGH notes)*

**From Hurstville** (Treacey St) via Forest Rd, Connelly St, Bridge St (**Penshurst**), Penshurst St, Forest Rd (**Peakhurst**) to Lugarno Ferry.

**From Lugarno** (Forest Rd at Ferry) via reverse route to Connelly St, then Forest Rd, Alfred St, Treacy St (Hurstville).

### **Hurstville – Lugarno (Tate Pl)**

#### **Alteration**

*By 1990 (Source: timetable):* Lugarno Ferry terminus altered to Forest Rd at Tate Pl.

### **Hurstville – Lugarno (Boronia Pde)**

*1970 (Source: RGH notes)*

**From Hurstville** (Treacey St) via Forest Rd, Connelly St, Bridge St, Penshurst St, Forest Rd (**Peakhurst**), Lime Kiln Rd, Woodlands Av to Boronia Pde (Lugarno).

**From Lugarno** (Woodlands Av at Boronia Pde) via reverse route to Connelly St, then Forest Rd, Alfred St, Treacy St (Hurstville).

### **Hurstville – Peakhurst (Hymen St)**

*1927 (Source: Govt Gazette of 27 May 1927)*

**From Hurstville** (Rose St at Forest Rd) via Rose St, Forest Rd, Penshurst St to Penshurst station & return, Forest Rd, Hymen St [now Henry Lawson Dr] to Belmore Rd (Peakhurst). Reverse on return.

## Timetable Summary

1 June 1942

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Lugarno (various termini)	23	M-F	Lugarno	6.02am	Hurstville†	7.30pm	A	
		Sat		6.00am		7.35pm	B	
		Sun	Hurstville	9.11am	Lugarno Ferry	8.39pm	60	C
Hurstville-Peakhurst (Hymen St)	18	M-F	Hymen St	6.42am	Hurstville†	6.31pm	60	
		Sat		8.30am		6.56pm	14 trips	D
		Sun		7.16am	Hymen St	1.50pm	E	

\* More frequent in peak hours.

† Penshurst in peak hours.

A – Hurstville-Forest Rd/Hymen St 60, Hurstville-Lime Kiln Rd 120, Hurstville-Lugarno Ferry 5 trips.

B – Hurstville-Lime Kiln Rd: 9 trips from Lime Kiln Rd, 8 trips from Hurstville; Hurstville-Lugarno Ferry 5 trips.

Plus picture bus Saturday night.

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

D – Plus picture bus Saturday night.

E – 3 trips from Peakhurst (Hymen St), 1 trip from Penshurst.

18 June 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Lugarno (various termini)	27	M-F	Lugarno	5.50am	Hurstville†	11.05pm	A	
		Sat		7.03am		11.05pm	B	
		Sun	Hurstville	7.40am		10.05pm	30	C
Hurstville-Peakhurst (Hymen St)	22	M-F	Hymen St	6.04am	Hurstville	11.05pm	30*	D
		Sat		7.12am		10.05pm	30	E
		Sun		7.15am		10.05pm	4 trips	F

\* More frequent in peak hours.

† Penshurst in peak hours.

A – Day, Hurstville-Lugarno (Lime Kiln Rd) 30\*, Hurstville-Lugarno Ferry 60. Night, Hurstville-Lugarno (Lime Kiln Rd).

B – Morning, Hurstville-Baumans Rd 4 trips per hour, Hurstville-Lugarno Ferry 30. Afternoons, Hurstville-Lugarno Ferry 30. Night, Hurstville-Lugarno (Lime Kiln Rd).

C – Day & most night trips, Hurstville-Lugarno Ferry.

D – Includes night trips to Lugarno diverted via Hymen St on request.

E – Gap in service. Includes early morning & night trips to Lugarno diverted via Hymen St on request. Plus picture bus Saturday night.

F – Includes night trip to Lugarno diverted via Hymen St on request.

14 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Lugarno (various termini)	24	M-F	Lugarno	6.10am	Hurstville	9.20pm	30*	
		Sat		6.50am		10.50pm	AM 30 PM 60	A
		Sun		7.14am		8.10pm	60	

**Lugarno termini:** On weekdays (daytime) & Saturday mornings generally alternate trips ran to Lugarno Ferry & Boronia Pde. Some early morning trips & those at night ran to Lime Kiln Rd only. On Saturday afternoons and all day Sunday all trips ran to Lugarno Ferry.

\* More frequent in peak hours.

A – Plus picture bus Saturday night.

## Route 109

### HURSTVILLE – MORTDALE – OATLEY (Short St)

#### **Timeline**

**As at date of Govt Gazette 13 November 1925:** Being operated by Peters Ltd (Adolph Peters).

**By date of Govt Gazette 15 October 1926:** Ceased.

#### **Streets**

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

**From Hurstville** (Railway Square at station) via Forest Rd, Penshurst St, Victoria Av, Morts Rd (**Mortdale**), Pitt St, Woronora Pde, Mulga St [now Rd], Gungah Bay Rd, Lloyd George [now Lloyd] St to Short St (Oatley). 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		
Hurstville-Oatley (Short St)	18	M-F	Short St	8.45am	Hurstville	4.45pm	60	
		Sat		8.45am		4.45pm	60	
		Sun						

## Route 109

### HURSTVILLE – CARSS PARK via various routes

### HURSTVILLE – GEORGE & WEST STS

*(Conway Rd is now the southern end of Woniora Rd.)*

#### **Timeline**

**1930s:** Hurstville – Carss Park Entrance (via Park Rd ?) commenced by Terence M Jamieson, then or later trading as Jamieson Bus Service. (A list dated October 1935 shows operator as Mrs EM Jamieson.) Shared parts of route at different times with 197 & 228.

**21 February 1952:** Terence Jamieson died and ownership passed to his family.

**By 27 July 1953:**

- New route, Hurstville – George & West Sts, commenced.
- Hurstville – Carss Park via Conway Rd renumbered from 228.
- Routes were:
  - Hurstville – Carss Park via Conway Rd
  - Hurstville – Carss Park via Park Rd
  - Hurstville – George & West Sts

**Circa 1960:** Hurstville – Carss Park via Conway Rd & Hurstville – Carss Park via Park Rd rearranged into a single route running in a loop Hurstville – Carss Park & return (normally from Hurstville via Bellevue Pde & Lower West St & return from Carss Park via Conway Rd & Woniora Rd between Princes Hwy & Blakesley Rd). Service to the Park Rd area provided by existing 197.

**9 September 1976:** Transferred to Green's Bus Lines (Fred Green).

**1978:** Green's Bus Lines transferred to AA (Alan) Witham (also trading as Carss Coaches).

**December 1984:** Green's Bus Lines transferred to O'Nains family.

**December 1987:** Transferred to Green's Charter (Deborah Jane Unwin).

**2 June 1989:** Transferred to Carss Park Charter Tours (O'Nains family).

**By 2 March 1992:** Renumbered 958 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 10/11*).

#### **Streets**

### **Hurstville – Carss Park via Park Rd**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Butler Rd, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd, Blakesley Rd, Woids Av, Planthurst Rd, Park Rd, Princes Hwy, Carwar Av (Carss Park).

*Circa 1948 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Railway St, Woniara Rd, Connells Point Rd, Belmore [now King Georges] Rd, Blakesley Rd, Woids Av, Planthurst Rd, Park Rd, Princes Hwy, Carwar Av (Carss Park).

### **Hurstville – Carss Park via Bellevue Pde & return via Woniara Rd**

*1970 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniara Rd, Connells Point Rd, Blakesley Rd, Woids Av, Planthurst Rd, Bellevue Pde, Lower West St, Princes Hwy (**Carss Park**), Woniara Rd, Blakesley Rd, Connells Point Rd, Woniara Rd, Greenbank St, Ormonde Pde to Hurstville station.

**Carss Park entrance diversion** (*originally selected trips, later all trips*): From Princes Hwy/Carwar Av via Carwar Av to Carss Bush Park entrance & return.

#### **Alteration**

*1986 (Source: RGH notes)*: To approach Hurstville station from Woniara Rd via Butlers Rd (**not** Greenbank St), Ormonde Pde. Return from Hurstville (Ormonde Pde) via West St, Cole St, Woniara Rd.

### **Hurstville – George & West Sts**

*1970 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Railway Pde, West St, Cole St, George St, King St, West St, Railway Pde, Woniara Rd, Greenbank St, Ormonde Pde to Hurstville station.

#### **Alteration**

*1986 (Source: RGH notes)*: To approach Hurstville station from West St via Cole St, Woniara Rd, Butlers Rd, Ormonde Pde.

### **Timetable Summary**

*Early 1950s*

*See also 197 & 228*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carss Park	16	M-F	Carss Pk	6.39am	Hurstville	6.50pmC 11.40pmP	A	
		Sat		7.25am		6.54pmC 11.45pmP	B	
		Sun		9.20am		6.16pmC 10.12pmP	D	
Hurstville-George & West Sts	4	M-F	Hurstville	6.26am	West St	7.09pm	60*	
		Sat		7.40am		1.31pm	20	E
		Sun		1.00pm		10.04pm	60	

\* More frequent in peak hours.

A – Day, Hurstville-Carss Park 60\*. Night, Hurstville-Park Rd. Plus picture bus M-F nights.

B – Day, Hurstville-Carss Park 15/30 alternately. Night, Hurstville-Park Rd. Plus picture bus Saturday night.

C – To Carss Park.

D – Day, Hurstville-Carss Park 40. Night, Hurstville-Park Rd.

E – Plus picture bus Saturday night.

P – To Park Rd.



## 27 July 1953

See also 197

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carss Park via Conway Rd	12	M-F	Hurstville	7.00am	Hurstville	6.00pm	30	
		Sat		8.30am		12.30pm	30	
		Sun						
Hurstville-Carss Park via Park Rd	12	M-F	Park Rd	6.10am	Hurstville	11.40pm	A	
		Sat		7.15am	Carss Pk	7.06pm	B	
		Sun		9.10am	Hurstville	10.08pm	C	
Hurstville-George & West Sts	5	M-F	Hurstville	6.22am	Hurstville	6.20pm	60*	
		Sat		7.56am		12.50pm	30	D
		Sun						

\* More frequent in peak hours.

A – Early morning & night, Hurstville-Park Rd. Day, Hurstville-Carss Park occasional trips via Park Rd. Plus picture bus.

B – Morning & night, Hurstville-Park Rd 30. Morning, Hurstville-Park Rd 30 plus Hurstville-Carss Park via Conway Rd 30. Afternoon, Hurstville-Carss Park via Park Rd 20.

C – Hurstville-Park Rd 30, Hurstville-Carss Park via Park Rd 60.

D – Plus early night trip.

## 20 July 1964

See also 197

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carss Park†	28 round trip	M-F	Carss Pk	9.10am	Hurstville	4.15pm	60	
		Sat						
		Sun	Hurstville	9.15am		1.15pm	30	A
Hurstville-Carss Park via Park Rd		M-F	Woids Av	6.17amH	Hurstville	6.40pmW	B	
		Sat	Park Rd	7.40amH	Carss Pk	1.01pmH	C	
		Sun	Carss Pk	1.27pm		4.40pm	40	A
Hurstville-George & West Sts	5	M-F	Hurstville	6.27am	Hurstville	3.20pm	60*	
		Sat						
		Sun						

\* More frequent in morning peak hour.

† Loop, from Hurstville via Park Rd, then return from Carss Park via Conway Rd.

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

B – Peak hours, Hurstville-Woids Av. Day, Hurstville-Park Rd 60.

C – Early morning, Hurstville-Park Rd. Later morning, Hurstville-Carss Park 20. Additional trips during summer afternoons, Hurstville-Carss Park via Park Rd.

H – To Hurstville.

W – To Woids Av.

## 16 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carss Park†	15	M-F	Carss Pk	6.40am	Hurstville	5.50pm	40	
		Sat		8.00am		11.46am	45	
		Sun						
Hurstville-George & West Sts	5	M-F	Hurstville	7.20am	West St	4.20pm	11 trips	
		Sat		9.30am		11.10am	3 trips	
		Sun						

† Loop, from Hurstville via Bellevue Pde & return via Woniora Rd.

## Route 110

### HURLSTONE PARK – MARRICKVILLE – LEICHHARDT

#### **Timeline**

**As at date of Govt Gazette 13 November 1925:** Being operated by (1) Joseph Northey, (2) WB Brady & (3) Mick Fitzgibbons (also trading as White Deluxe Bus Service).

**31 October 1931:** Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

#### **Streets**

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

**From Hurlstone Park** (Floss St at station) via Floss St, Garnet St, Ewart St, Beauchamp St, Warren Rd, Illawarra Rd (Marrickville), Marrickville Rd, Livingstone Rd, New Canterbury Rd, Palace [now Audley] St, Trafalgar St (Petersham), Crystal St, Croydon St, Railway St, Parramatta Rd to Norton St (Leichhardt).

**From Leichhardt** (Parramatta Rd at Norton St) via Parramatta Rd, Crystal St, then reverse route to Hurlstone Park station.

#### **Alteration**

*1920s?:* Undated timetable shows Hurlstone Park terminus at Terrace Rd (no other details listed).

#### **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		
Hurlstone Park-Leichhardt	23	M-F	Hurlstone Pk	7.55am	Leichhardt	11.20pm	AM 60 PM 30	
		Sat		7.55am		11.20pm	AM 60 PM 30	
		Sun		7.55am		11.20pm	AM 60 PM 30	

*Undated (1920s?)*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park-Leichhardt	40 round trip	M-F	Hurlstone Pk	8.20am	Leichhardt	10.47pm	30	
		Sat		8.20am		10.47pm	30	
		Sun		8.50am		10.47pm	AM 60 PM 30	

## Route 110

### HORNSBY – WAHROONGA

#### **Timeline**

**1947:** Commenced by Hornsby District Bus Co (AJ (Jack) Leighton).

**June 1967:** Hornsby District Bus Co transferred to Jim Knox. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.

**By May 1975:** Routes rearranged as:

Hornsby – Wahroonga via Burdett St

Hornsby – Wahroonga via King Rd.

**28 September 1987:** 107 & 110 reorganised and renumbered into the Sydney Region Route Number System as part of general reorganization of Hornsby Bus Group's routes (*see Private Route Histories - Contract Region 12*):

591 Hornsby – Hornsby Hospital – Wahroonga via Sherbrook Rd

592 Hornsby – Hornsby Hospital – Wahroonga via Jubilee St

#### **Streets**

*Circa 1948 (Source: Gregory's Street Directory)*

**From Hornsby** (station) via George St, Florence St, Albert St, Burdett St, Jubilee St, Sir Edgeworth David Av, Coonabarra Rd, Millewa Av (Wahroonga).

**1963** (Source: RGH notes)

**From Hornsby** (George St at station) via Burdett St, Hunter St, Linda St, Muriel St, Burdett St, Jubilee St, Edgeworth David Av, Coonanbarra Rd, Millewa Av to Wahroonga station.

**From Wahroonga** (Millewa Av at station) via Illoura Av, Stuart St, Coonanbarra Rd, then reverse route to Hunter St, then Florence St, George St to Hornsby station.

**1986** (Source: RGH notes)

#### **Via Burdett St**

**From Hornsby** (Station St at station) via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St, Jubilee St, Edgeworth David Av, Coonanbarra Rd, Millewa Av to Wahroonga station.

**From Wahroonga** (Millewa Av at station) via Illoura Av, Stuart St, Coonanbarra Rd, then reverse route to Burdett St, then Sherbrook Rd, Bridge Rd, Jersey St, Station St to Hornsby station.

#### **Via King Rd**

**From Hornsby** (Station St at station) via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St, Sherbrook Rd, King Rd, Burdett St, Jubilee St, Edgeworth David Av, Coonanbarra Rd, Millewa Av to Wahroonga station.

**From Wahroonga** (Millewa Av at station) via Illoura Av, Stuart St, Coonanbarra Rd, then reverse route to King Rd, then Bridge Rd, Jersey St, Station St to Hornsby station.

### **Timetable Summary**

#### **13 September 1960**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Wahroonga	12	M-F	Hornsby	7.20am	Wahroonga	6.40pm	60*	A
		Sat		9.00am		10.45am	30	B
		Sun						

\* More frequent in peak hours.

A – Gap in service. Selected peak hour trips ran Wahroonga-Palmerston Rd.

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

#### **September 1984**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Wahroonga	10	M-F	Hornsby	7.05am	Wahroonga	6.30pm	14 trips	A
		Sat						
		Sun						

A – Gap in service. Selected peak hour trips ran Wahroonga-Palmerston Rd.

### **Route 111**

#### **HURSTVILLE – MORTDALE – OATLEY (Rosa St) [now Oatley Bay]**

##### **Timeline**

As at date of Govt Gazette 13 November 1925: Being operated by Peters Ltd (Adolph Peters).

By date of Govt Gazette 17 December 1926: Ceased.

##### **Streets**

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

**From Hurstville** (Railway Square at station) via Forest Rd, Penshurst St, Victoria Av, Morts Rd (**Mortdale**), Pitt St, Woronora Pde, Wonoona Pde, Oatley Pde, Frederick St, Letitia St, Neville St, Rosa St to Algernon St (Oatley).

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		
Oatley-Hurstville	25	M-F	Oatley	9.15am	Hurstville	5.15pm	60	A
		Sat		9.15am		5.15pm	60	B
		Sun	Hurstville	2.10pm	Oatley	6.00pm	60	C

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

C – Plus 1 trip Sunday morning.

## Route 111

### **RAMSGATE – HURSTVILLE – KINGSGROVE via Kimberley Rd**

- **Extended from Kingsgrove to The Crescent Industrial Area (peak hours, from 1990)**

### **Timeline**

**By 8 October 1932:** Ramsgate – Hurstville commenced by Red Transit Co (Roy H Carpenter), also trading as Hurstville-Ramsgate Beach Bus Service.

**1939:** Transferred to Mrs Vivienne E Moreton.

**1942:** Amalgamated with 107 (Hurstville – Kingsgrove) as 111 Ramsgate – Hurstville – Kingsgrove.

**Late 1945:** Transferred to HT Saint.

**October 1946:** Transferred to HC (Cliff) Mallam & CA (Cec) Leach.

**November 1948:** Transferred to CA Leach & Sons. From about this time ran in conjunction with 194.

**26 May 1952:** Ramsgate – Hurstville transferred to HT Saint and amalgamated with 113, leaving 111 as Hurstville – Kingsgrove.

**November 1974:** Transferred to Heron Bus Lines (Ken Bradley) following death of Cec Leach.

**September 1977:** Transferred to Cumberland Coaches (Todd family).

**29 August 1981:** Transferred to Allways Bus Service (RNH (Ray) & MC (Margaret) Neal).

**By 11 February 1985:** Selected trips ran via combined routes 111/194 (originally Saturday afternoons, but later weekday off-peak & Thursday nights).

**By February 1990:**

- Allways Bus Service transferred to Marc Larsen and Stuart Fraser.
- Selected peak hour trips extended from Kingsgrove station to The Crescent Industrial Area.

**18 November 1991:** 111, 122 & 194 amalgamated and renumbered 455, Kingsgrove – Hurstville – Kogarah, in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

### **Streets**

#### **Ramsgate – Hurstville – Kingsgrove**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Ramsgate** via Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd (Hurstville), McMahon St, Park Rd, Queens Rd, The Avenue, Bristol Rd, Clevedon Rd, Kimberley Rd, Croydon Rd, Moore St, Taunton Rd, Louis Tce, Smiths Av, Stoney Creek Rd, Kingsgrove Rd, Kookaburra [now Shaw] St (Kingsgrove).

#### **Hurstville – Kingsgrove**

*1968 (Source: RGH notes)*

**From Hurstville** (Treacy St) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Bristol Rd, Clevedon Rd, Kimberley Rd, Croydon Rd, Moore St, Taunton Rd, Louis Tce, Smiths Av, Stoney Creek Rd, Kingsgrove Rd, Shaw St to Kingsgrove station.

**From Kingsgrove** (Shaw St at station) via reverse route to Forest Rd, then Alfred St, Treacy St to Hurstville.

### **Alterations**

*1986 (Source: RGH notes):*

- From Hurstville (Forest Rd at station) via Park Rd, Queens Rd.
- Ex Hurstville from Smiths Av via Barnards Av, Croydon Rd, Stoney Creek Rd, Kingsgrove Rd, Shaw St to Kingsgrove station. Return via reverse route to Queens Rd, then McMahon St, Forest Rd to Hurstville station.

## **Hurstville – Kingsgrove (extended to The Crescent Industrial Area in peak hours)**

1990 (Source: timetable)

**The Crescent Industrial Area extension** (peak hours): Extended from Kingsgrove station via Commercial Rd, Vanessa St, The Crescent and return to Kingsgrove station.

### **Timetable Summary**

8 October 1932

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Z
			From	Time	From	Time		
Ramsgate-Hurstville	19	M-F	Hurstville	8.10am	Ramsgate	10.00pm	30	A
		Sat		8.10am		10.00pm	30	
		Sun		8.07am		10.40pm	30	

A – Extra trips Friday night.

17 June 1967

See also 194

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Kingsgrove	16	M-F	Kingsgrove	6.42am	Kingsgrove	7.57pm	20*	A
		Sat		7.18am		7.40pm	20	A
		Sun	Hurstville	8.10am		6.40pm	40	

\* More frequent in peak hours.

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

3 September 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Kingsgrove	15	M-F	Kingsgrove	5.45am	Hurstville	6.30pm	40*	A
		Sat		6.45am		4.20pm	AM 20 PM 40	B
		Sun						

\* More frequent in peak hours.

A – Many trips ran via combined 111/194. Extra trips Thursday night.

B – Most trips ran via combined 111/194.

## **Combined routes 111/194**

### **HURSTVILLE – KINGSGROVE via Kimberley Rd & Hodge St**

#### **Timeline**

**By 11 February 1985:** Selected trips on 111 & 194 ran via a combined route (originally Saturday afternoons, but later weekday off-peak & Thursday nights).

**18 November 1991:** 111, 122 & 194 amalgamated and renumbered 455, Kingsgrove – Hurstville – Kogarah, in the Sydney Region Route Number System (see *Private Route Histories – Contract Region 10/11*).

#### **Streets**

1986 (Source: timetable)

**From Hurstville** (Forest Rd at station) via Park Rd, Queens Rd, The Avenue, Kimberley Rd, Croydon Rd, Moore St, Hodge St, Barnards Av, Smiths Av, Stoney Creek Rd, Kingsway, Glenwall St, Morgan St, Kingsgrove Rd, Shaw St to Kingsgrove station.

**From Kingsgrove** (Shaw St at station) via reverse route to Queens Rd, then McMahon St, Forest Rd to Hurstville station.

#### **Alteration**

1990 (Source: timetable) (selected trips): Ex Hurstville from Barnards Av via Croydon Rd, Stoney Creek Rd, instead of Smiths Av. Reverse on return.

## Route 112

### **BEVERLY HILLS – HURSTVILLE – ROCKDALE**

- **Extended from Rockdale to Brighton-le-Sands (until 1931)**

#### **Timeline**

**As at date of Govt Gazette 13 November 1925:** Hurstville – Rockdale – Brighton-le-Sands being operated by Con Iffland.

**31 October 1931:** Route classed as competitive under State Transport (Co-ordination) Act and split into two routes:

- Rockdale – Bexley (Mimosa St) remained as 112
- Willison Rd – Hurstville amalgamated with Harry Iffland's 118 as 118 Bexley (Waratah St) – Hurstville – East Dumbleton [now Hurstville] (Patrick St).
- Rockdale – Brighton-le-Sands ceased.

**December 1931:** Rockdale – Bexley (Mimosa St) extended to Croydon Rd, thus overlapping 118 Bexley (Waratah St) – Hurstville – East Dumbleton (Patrick St).

**February 1932:** 112 & 118 amalgamated as 112, Rockdale – Bexley – Hurstville – East Dumbleton (Patrick St).

**29 November 1934:** Operator incorporated as Pioneer Coaches.

**June 1949:** Extended from Patrick St to Beverly Hills.

**December 1986:** Pioneer Coaches transferred to the Harbridge family.

**1 April 1997:** Renumbered 452 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 10/11*).

#### **Streets**

### **Hurstville – Rockdale – Brighton-le-Sands**

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

**From Hurstville** (Railway Square at station) via Forest Rd (**Bexley**), Harrow Rd, Watkins St, Frederick St, Railway St (**Rockdale**), Frederick St, Bay St, Grand Pde to Bay St (Mondays to Saturdays) or near Princess St (Sundays & Public Holidays) (Brighton-le-Sands).

**From Brighton-le-Sands** (Grand Pde) via Grand Pde, Princess St, The Avenue [now Moate Av], Bay St, then reverse route to Hurstville station.

#### **Alteration**

*1927 (Source: Govt Gazette of 27 May 1927):* Extended from Hurstville station via Forest Rd, McMahon St to near Forest Rd. Reverse on return.

### **Rockdale – Hurstville – Hurstville (Patrick St)**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Rockdale** [station] via Railway St, Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley**), McMahon St, Patrick St (Hurstville).

### **Rockdale – Hurstville – Beverly Hills**

*Circa 1948 (Source: Gregory's Street Directory)\**

**From Rockdale** via Railway St, Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley, Hurstville**), McMahon St, Patrick St, Stoney Creek Rd, Gloucester Rd, Morgan St (Beverly Hills).

*\* The extension from Patrick St to Beverly Hills took place in June 1949, but the extension had probably been approved in advance, hence its appearance in the circa 1948 Gregory's Street Directory.*

*1970 (Source: RGH notes)*

**From Rockdale** (Railway St at station) via Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley, Hurstville**), McMahon St, Patrick St, Stoney Creek Rd, Lee Av, Morgan St to Beverly Hills station.

**From Beverly Hills** (Morgan St at station) via King Georges Rd, Stoney Creek Rd, then reverse route to Watkin St, then Walz St, Railway St to Rockdale station.

## Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Rockdale†	Fr Hurst 20R 26B	M-F	Rockdale	8.30amH	Hurstville	9.50pmR	30	
		Sat		8.30amH	Brighton	6.24pmH	A	
			Hurstville	1.53pmB				
		M-F		8.53amB		6.24pmH	30	

† Extended to Brighton-le-Sands on Saturday afternoons & Sundays.

A – Morning, Hurstville-Rockdale 30. Afternoon, Hurstville-Brighton-le-Sands 30.

B – To Brighton-le-Sands.

H – To Hurstville.

R – To Rockdale.

April 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Hurstville-Beverly Hills	27	M-F	Rockdale	6.02amP 8.40amB	Beverly Hills	11.10pmR	A	
		Sat		6.29amP 8.17amB		11.40pmR	C	
		Sun		7.17amB		10.47pmR	30	

\* More frequent in peak hours.

A – Morning peak hour, Rockdale-Patrick St. Most trips at other times, Rockdale-Beverly Hills 15\*.

B – To Beverly Hills.

C – Early morning, Rockdale-Patrick St. Most trips at other times, Rockdale-Beverly Hills: morning, 10; afternoon, 30.

P – To Patrick St.

R – To Rockdale.

Circa 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Hurstville-Beverly Hills	35	M-F	Rockdale	6.00am	Beverly Hills	6.30pm	30*	A
		Sat		8.00am		5.27pm	AM 30 PM 60	
		Sun						

\* More frequent in peak hours.

A – Extra trips Thursday night.

## Route 113

### RAMSGATE – HURSTVILLE – BEVERLY HILLS

- **Bankstown – Hurstville – Ramsgate (Sundays & Public Holidays)**
- **Hurstville – Peakhurst (Thurlow St) (1920s)**

*(Beverly Hills was known as Dumbleton before 1940.)*

*(Thurlow St, Peakhurst is in current Riverwood.)*

## Timeline

**As at date of Govt Gazette 13 November 1925:** Hurstville – Dumbleton – Peakhurst (Hymen St) via Gloucester Rd being operated by Peters Ltd (Adolph H Peters).

**1926:** Transferred to John W Preston.

**By end of 1926:** Ceased.

**By March 1927:** Resumed by William Spear.

**By date of Govt Gazette 22 June 1928:** Selected trips ran Hurstville – Peakhurst (Thurlow St) [now in Riverwood].

**By date of Govt Gazette 22 February 1929:** Hurstville – Peakhurst (Thurlow St) trips ceased.



**June 1929:** HT Saint commenced in competition with Spear.

**1929:** Saint became sole operator (later incorporated as HT Saints & Sons).

**November 1946:** Operated *either* via Carrington Av *or* via Gloucester Rd.

**26 May 1952:** Hurstville – Ramsgate section of CA Leach’s 111 transferred to HT Saint and amalgamated with 113 as 113, Ramsgate – Hurstville – Peakhurst.

**By March 1960:** Operator’s name changed to Peakhurst Bus Co (Saint family).

**1964:** On Sundays and Public Holidays 88 amalgamated with 113 as 113, Bankstown – Hurstville – Ramsgate.

**1 March 1989** (*date of transfer of 88 to Menai Bus Service*): Sundays & Public Holidays service reverted to Ramsgate – Hurstville – Peakhurst.

**By 1992:** All trips ran via Gloucester Rd. Service along Carrington Av not replaced.

**By April 1995:** Amalgamated with 32 as 32/113, Peakhurst – Hurstville – Ramsgate – Kogarah (*see entry for combined routes 32/113 following 32*).

## Streets

### Hurstville – Dumbleton – Peakhurst (Hymen St)

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

**From Hurstville** (Railway Square at station) via Forest Rd, Gloucester Rd, Stoney Creek Rd, Kingsgrove Rd [now part of Stoney Creek Rd ?], Forest Rd to Hymen St [now Henry Lawson Dr] (Peakhurst). Reverse on return.

### Alterations

- *1927 (Source: Govt Gazette of 27 May 1927):* Extended to start from Hurstville (Rose St at Forest Rd) via Rose St, Forest Rd. Reverse on return.
- *1929 (Source: Govt Gazette of 22 February 1929):* Extended from Hymen St/Forest Rd via Hymen St [now Henry Lawson Dr] to Belmore Rd (Peakhurst). Reverse on return.

### Hurstville – Peakhurst (Thurlow St)

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

**From Hurstville** (Rose St at Forest Rd) via Forest Rd, Gloucester Rd, Stoney Creek Rd, Baumans Rd, Bungalow Rd, Bonds Rd to Thurlow St (Peakhurst [now Riverwood]). Reverse on return.

### Hurstville – Beverly Hills – Peakhurst (Hymen St)

*Circa 1946 (Source: Gregory’s Street Directory)*

**From Hurstville** (station) via Tracey [now Treacy] St, Forest Rd, Gloucester Rd, Stoney Creek Rd (**Beverly Hills**), Forest Rd, Hymen St [now part of Henry Lawson Dr] (Peakhurst).

### Ramsgate – Hurstville – Peakhurst (Baumans Rd)

*1968 (Source: RGH notes)*

**From Ramsgate** (Ramsgate Rd at The Grand Pde) via Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd (**Hurstville**), then

- *either* Gloucester Rd
- *or* Carrington Av, then

Stoney Creek Rd to Baumans Rd (Peakhurst). Reverse on return.

*1986 (Source: RGH notes)*

**From Ramsgate** (Alfred St, south of Ramsgate Rd) via Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd (**Hurstville**), then

- *either* Gloucester Rd,
- *or* Gloucester Rd, Pearl St, Carrington Av,

then Stoney Creek Rd, then

- *either* Central Rd, Junction Rd, Baumans Rd to Stoney Creek Rd (Peakhurst),
- *or* Forest Rd, Holley Lane, Holley Rd to Stoney Creek Rd (Peakhurst).

**From Peakhurst** (Stoney Creek Rd at Baumans Rd/Holley Rd) via Stoney Creek Rd, then *either* Gloucester Rd *or* Carrington Av, then reverse route to Ramsgate.

## 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		
Hurstville-Peakhurst (Hymen St)	20	M-F	Hurstville	7.35am	Hymen St	7.05pm	60	
		Sat		7.35am		7.05pm	60	
		Sun						

15 September 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ramsgate-Hurstville-Peakhurst (Baumans Rd)	30	M-F	Peakhurst	5.52am	Ramsgate	7.30pm	15	A
					Hurstville	9.45pm		
		Sat		6.17am	Ramsgate	7.58pm	AM 15 PM 30	A
					Hurstville	9.45pm		
		Sun		8.40am	Ramsgate	8.02pm	45	
					Hurstville	9.45pm		

Day, Peakhurst-Ramsgate. Night, Peakhurst-Hurstville.

A – Plus picture bus Monday to Saturday nights.

17 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ramsgate-Hurstville-Peakhurst (Baumans Rd)	28	M-F	Peakhurst	5.57am	Ramsgate	6.50pm	20	A
		Sat		7.02am		6.30pm	AM 30 PM 60	
		Sun		9.00am		5.30pm	60	

A – Extra trip Thursday night.

## Route 114

**HURSTVILLE – SYLVANIA – MIRANDA – YOWIE POINT via Port Hacking Rd**

**HURSTVILLE – SYLVANIA HEIGHTS – SUTHERLAND (Kingsway)**

**HURSTVILLE – SYLVANIA HEIGHTS – MIRANDA – CARINGBAH**

**HURSTVILLE – SYLVANIA WATERS – MIRANDA**

- **Extended from Tom Uglys Point to Cronulla (Saturday afternoons & Sundays)**
- **Trips to/diversions via Bald Face**
- **Trips to/diversions via Kangaroo Point**

*(Yowie Point is now known as Yowie Bay. The 15 September 1949 timetable uses the name “Yowie Bay”).*

*General note: Route between Miranda & Yowie Bay operated as part of 220 until 1929.*

## Timeline

**As at date of Govt Gazette 13 November 1925:** Hurstville –Tom Uglys Point (extended from Tom Uglys Point to Cronulla on Saturday afternoons, Sundays & Public Holidays, at least for a period in 1925; when ceased?) being operated by Bill Walker.

**1929:** Transferred to Blakesley Bus Co (Jamieson family).

**April 1929 (opening date of Tom Uglys Bridge):** Extended from Tom Uglys Point to Garnet Rd, Miranda via Port Hacking Rd.

**June 1933:** Extended from Garnet Rd, Miranda to Yowie Point.

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

**By 1941:** Extra route, Hurstville – Sutherland (Kingsway/Princes Hwy), commenced.

**By 15 September 1949:**

- Hurstville – Sutherland (Kingsway/Princes Hwy) altered to become Hurstville – Sylvania Heights – Kangaroo Point (loop ex Hurstville via Sylvania Heights (Crystal St), then Kangaroo Point, then return to Hurstville).
- Off-peak & Saturday mornings trips diverted via Bald Face. Service in Bald Face shared with 64, which provided a more regular service until 28 May 1952, when 64 ceased. Service to Bald Face then provided by 121.

**September 1952:** Miranda – Yowie Point transferred to EL Bell and renumbered 130.

**By 5 December 1957:** At most times (but not at night) Hurstville – Sylvania Heights – Kangaroo Point split into:  
Hurstville – Sylvania Heights  
Hurstville – Kangaroo Point

**25 January 1960:**

- Hurstville – Sylvania Heights extended to Miranda.
- Selected Hurstville – Sylvania Heights – Miranda trips in weekday off-peak further extended from Miranda to Caringbah over part of 139. By 24 May 1962 selected Saturday morning trips also similarly extended. Service on 139 later correspondingly reduced.

**31 July 1961:** Hurstville – Bald Face, recommenced on trial. Service to Bald Face shared between 114 and 121 (from Kogarah), until 121 curtailed from Bald Face to Kogarah Bay/Carss Park by September 1963.

**24 May 1962:** Hurstville – Bald Face service made permanent.

**By 2 November 1964:**

- New route, Hurstville – Sylvania Waters North – Miranda via Port Hacking Rd, commenced.
- Hurstville – Bald Face & Hurstville – Kangaroo Point amalgamated as Hurstville – Bald Face – Kangaroo Point.

**By January 1965:** Selected Hurstville – Sylvania Waters (North or South?) – Miranda trips ran via Bellingara Rd

**By 5 May 1968:** Service to Bald Face and Kangaroo Point mainly provided by diversions of various Hurstville – Miranda trips.

**By 16 September 1971:** Main routes rearranged as:

Hurstville – Bald Face (peak hours only); service at other times on weekdays provided by diversions of Hurstville – Miranda trips and on Saturdays by diversions of Hurstville – Kangaroo Point trips  
Hurstville – Kangaroo Point (peak hours and Saturdays only); service at other times provided by diversions of Hurstville – Miranda trips  
Hurstville – Sylvania Heights – Miranda – Caringbah  
Hurstville – Sylvania Waters North – Miranda via Bellingara Rd  
Hurstville – Sylvania Waters South – Miranda via Port Hacking Rd

**1970s(?):** Kogarah Bus Service transferred to Keith Dodd.

**20 May 1976:** Transferred to Hurstville Bus Lines (Max Holman).

**By 1978:** Trips via Sylvania Waters South ceased. Routes rearranged as:

Hurstville – Bald Face (peak hours only); service at other times provided by diversions of Hurstville – Miranda trips  
Hurstville – Kangaroo Point (peak hours only); service at other times provided by diversions of Hurstville – Miranda trips  
Hurstville – Miranda via Port Hacking Rd  
Hurstville – Sylvania Heights – Miranda – Caringbah  
Hurstville – Sylvania Waters North – Miranda via Bellingara Rd

**October 1979:** Operator's name changed to South Western Coach Lines.

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

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

**28 January 1992:** Following discussions between Department of Transport and affected operators:

- Hurstville – Sylvania Heights – Miranda, Hurstville – Sylvania Waters – Miranda & trips to/diversions via Kangaroo Point transferred to Southtrans (RR (Ron) Deane)
- Miranda – Caringbah transferred to Caringbah Bus Service and incorporated into its 50
- Hurstville – Bald Face transferred to Carss Park Charter Tours (O'Nains family) & (probably at the same time) renumbered 959.

**12 October 1992:** As part of general reorganisation of Southtrans' Hurstville/Miranda/Sutherland/Menai area routes, Hurstville – Miranda routes renumbered into the Sydney Region Route Number System (*see Private Route Histories - Contract Region 10/11*):

970 Hurstville – Sylvania Heights – Miranda  
971 Hurstville – Sylvania Waters – Miranda  
972 Hurstville – Sylvania Heights.

## **Streets**

### **Hurstville – Tom Uglys Point**

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

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniora Rd [incl current Connells Point Rd, King Georges Rd & Princes Hwy] to the Sea Breeze Hotel (Tom Uglys Point).

**From Tom Uglys Point** (Woniora Rd [now Princes Hwy] at the Sea Breeze Hotel) via Woniora Rd [incl current Princes Hwy, King Georges Rd & Connells Point Rd], Butlers Rd, Ormonde Pde to Hurstville station.

### **Hurstville – Sylvania – Miranda – Yowie Point**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Butler Rd, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd, Princes Hwy, Georges River [now Tom Uglys] Bridge, Princes Hwy (**Sylvania**), Mадiera Rd [now Port Hacking Rd], Port Hacking Rd, Kiora Rd (**Miranda**), Warrah Rd, Attunga Rd (Yowie Point).

*Circa 1948 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Railway St, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd (**Blakehurst**), Princes Hwy, Georges River [Tom Uglys] Bridge, Princes Hwy (**Sylvania**), Mадiera Rd [now Port Hacking Rd], Port Hacking Rd, Kiora Rd (**Miranda**), Warrah Rd, Attunga Rd (Yowie Point).

### **Hurstville – Sylvania Heights – Kangaroo Point**

*By 15 September 1949 (Source: timetable & Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Railway St, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd (**Blakehurst**), Princes Hwy, Georges River [Tom Uglys] Bridge, Princes Hwy to Crystal St (**Sylvania**), then Princes Hwy, Birdwood St, Tara St, Kangaroo Point Rd to Ilma Av (**Kangaroo Point**), then Kangaroo Point Rd, Tara St, Corea Rd, Princes Hwy, Georges River [Tom Uglys] Bridge & return to Hurstville station.

**Bald Face diversion** (*off-peak*): Ex Hurstville from King Georges Rd via Stuart St, Joseph St, Gold St, Castle St, Townson St, Princes Hwy, King Georges Rd. Reverse on return.

### **Hurstville – Sylvania Heights – Miranda – Caringbah**

*1968 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy, Crystal St (**Sylvania Heights**), Sylvania Rd, The Boulevard, Wandella Rd, Kingsway, Kiora Rd (**Miranda**), Karimbla Rd, Miranda Rd, President Av, Mackay St, Hay St to Caringbah station.

**From Caringbah** (Hay St at station) via Kingsway, President Av, then reverse route to Woniora Rd, then Greenbank St to Hurstville station.

**Kangaroo Point diversion:** Ex Hurstville from Princes Hwy via Corea St, Tara St, Kangaroo Point Rd to Ilma Av (Kangaroo Point), then Kangaroo Point Rd, Tara St, Birdwood St to Princes Hwy. Reverse on return.

**Trips terminating at Miranda:** Ex Hurstville from Kingsway via Jackson Av, Urunga Pde to Kiora Rd (Miranda). Return via Kiora Rd, Kingsway.

### **Alteration**

*1983 (Source: RGH notes):* Ex Hurstville from Princes Hwy via Box Rd, Macfarlane Pde, Crystal St. Reverse on return.

### **Hurstville – Sylvania Waters North – Miranda via Port Hacking Rd**

*1968 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy, Ellis St, Belgrave Esp (**Sylvania Waters**), Richmond Rd, Evelyn St, Melrose Av, Canberra Rd, Pembroke St, Port Hacking Rd, Kiora Rd, Kingsway, Jackson Av, Urunga Pde to Kiora Rd (Miranda).

**From Miranda** (Urunga Pde at Kiora Rd) via Kiora Rd, then reverse route to Woniora Rd, then Greenbank St to Hurstville station.

### **Hurstville – Sylvania Waters South – Miranda via Port Hacking Rd**

*1969 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy, Ellis St, Belgrave Esp, Roper Cr, Cordeaux Cr, Roper Cr (**Sylvania Waters South**), Belgrave Esp, Box Rd, Port Hacking Rd, Kiora Rd, Kingsway, Jackson Av, Urunga Pde to Kiora Rd (Miranda).

**From Miranda** (Urunga Pde at Kiora Rd) via Kiora Rd, Kingsway, then reverse route to Woniora Rd, then Greenbank St to Hurstville station.

## Hurstville – Sylvania Waters North – Miranda via Bellingara Rd

### Alterations

- **1983** (*Source: RGH notes*): Ex Hurstville from Princes Hwy via Belgrave Esp, Box Rd, Port Hacking Rd, Bellingara Rd. Reverse on return.
- **1990** (*Source: timetable*): Ex Hurstville from Princes Hwy via Port Hacking Rd, Box Rd, Belgrave Esp, Evelyn St, Port Hacking Rd, Bellingara Rd. Ex Miranda from Bellingara Rd via Port Hacking Rd, Box Rd, Belgrave Esp, Evelyn St, Port Hacking Rd, Princes Hwy.

## Hurstville – Bald Face – Kangaroo Point

**1968** (*Source: RGH notes*)

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Phillip St, Joseph St, Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Princes Hwy, Corea St, Tara St, Kangaroo Point Rd to Ilma Av (Kangaroo Point).

**From Kangaroo Point** (Kangaroo Point Rd at Ilma Av) via reverse route to Woniora Rd, then Greenbank St to Hurstville station.

## Hurstville – Bald Face (*peak hours*)

**1968** (*Source: RGH notes*)

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Phillip St, Joseph St, Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Church St, Princes Hwy, King Georges Rd, Connells Point Rd, Woniora Rd, Greenbank St to Hurstville 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		
Hurstville-Tom Uglys Point-Cronulla	Fr Hurst 22T 53C	M-F	Tom Uglys Pt	6.15am	Hurstville	7.30pm	60	A
		Sat	Hurstville	6.15amT	Cronulla	8.45pmH	60	B
		Sun		8.40am		8.45pm	60	D

A – Extra trip Wednesday night. Extra trips Friday night.

B – Morning, Hurstville-Tom Uglys Point. Afternoon, Hurstville-Cronulla. Extra night trips Hurstville-Tom Uglys Point.

C – To Cronulla.

D – Extra night trips Hurstville-Tom Uglys Point.

H – To Hurstville.

T – To Tom Uglys Point.

15 September 1949

### Hurstville-Sylvania routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Hurstville-Miranda-Yowie Bay†	28	M-F	Yowie Bay	6.00am	Hurstville	9.40pm	60*	
		Sat		6.27am		11.15pm	60	A
		Sun		8.09am		9.40pm	60	B
Hurstville-Sylvania Heights-Kangaroo Point§	58 round trip	M-F	Sylvania Hts‡	5.44am	Hurstville‡	8.10pm	60*	C
		Sat		6.17am		8.10pm	60	D
		Sun		9.36am		8.15pm	60	

# Average day frequencies along common route:

M-F Hurstville-Sylvania 30.

Sat AM: Hurstville-Tom Uglys Point 15.

AM: Hurstville-Sylvania 30.

PM: Hurstville-Sylvania ) 30.

Sun Hurstville-Sylvania 30.

\* More frequent in peak hours.

† Via Port Hacking Rd.

‡ These trips ran from Hurstville to Sylvania Heights, then returned to Hurstville via Kangaroo Point.

§ Via Bald Face in off-peak & Saturday mornings.

A – Morning, plus additional trips Hurstville-Tom Uglys Point 30. Plus short-working/s after last trip shown.

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

C – Via Bald Face in off-peak. Extra trip Wednesday night.

D – Via Bald Face on Saturday mornings. Plus late night trip (picture bus) from Hurstville.

5 December 1957

### Hurstville-Sylvania routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Hurstville-Miranda via Port Hacking Rd	26	M-F	Miranda	5.46am	Hurstville	11.50pm	60*	
		Sat		6.09am		11.05pm	30	
		Sun		8.24am		11.25pm	60	
Hurstville-Sylvania Heights	23	M-F	Sylvania Hts	5.30am	Hurstville	10.24pm	30*	
		Sat		5.42am		12.19am	AM 20 PM 60	
		Sun		6.44am		10.24pm	60	
Hurstville-Kangaroo Point	23	M-F	Kangaroo Pt	5.59am	Hurstville	11.10pm	60*	
		Sat		6.15am		11.10pm	AM 60 PM 90	
		Sun		8.47am		8.24pm	60	A

# Average day frequencies along common route:

M-F Hurstville-Sylvania (trips to Sylvania Heights, Kangaroo Point & Miranda) 15.

Sat AM: Hurstville-Sylvania (trips to Sylvania Heights, Kangaroo Point & Miranda) 10.

PM: Hurstville-Sylvania (trips to Kangaroo Point & Miranda) 30.

Sun Hurstville-Sylvania (trips to Kangaroo Point & Miranda) 30.

\* More frequent in peak hours.

A – Gap in service.

2 November 1964

### Hurstville-Sylvania routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Hurstville-Sylvania Heights-Caringbah	Fr Hurst 30M 39C	M-F	Miranda	5.55amH	Hurstville	2.21pmC	A	
			Caringbah	8.52amH		11.17pmM		
		Sat	Miranda	7.32amH		11.21amC	B	
			Caringbah	8.02amH		11.20pmM		
		Sun	Miranda	9.16amH		9.36pmM	60	
Hurstville-Miranda via Port Hacking Rd	26	M-F	Miranda	5.50am	Hurstville	6.28pm	60*	
		Sat		6.15am		6.17pm	60	
		Sun		8.43am		6.17pm	60	
Hurstville-Kangaroo Point	23	M-F	Kangaroo Pt	6.16am	Hurstville	6.47pm	60*	D
		Sat		7.26am		12.44pm	60	D
		Sun						
Hurstville-Bald Face	29 round trip	M-F	Bald Face	6.22am	Hurstville	6.40pm	60*	D
		Sat		7.46am		12.48pm	60	D
		Sun						

# Average day frequencies along common route:

M-F Hurstville-Sylvania 15.

Sat AM: Hurstville-Sylvania 15.

PM: Hurstville-Sylvania 30.

Sun Hurstville-Sylvania 30.

\* More frequent in peak hours.

A – Peak hours & night, Hurstville-Miranda. Day, Hurstville-Miranda 30\*, Hurstville-Caringbah 60.

B – Morning, Hurstville-Miranda 30; Hurstville-Caringbah 60. Afternoon, Hurstville-Miranda 60.

C – To Caringbah.

D – Most Kangaroo Point trips diverted via Bald Face in M-F off-peak & on Saturday morning.

H – To Hurstville.

M – To Miranda.



## 2 August 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Sylvania Heights-Caringbah	Fr Hurst 26M 36C	M-F	Hurstville	5.45amM 8.15amC	Caringbah Miranda	3.20pmH 7.55pmH	40*	A
		Sat		7.30amM		5.00pmH	AM 30 PM 60	
		Sun		8.47amM		5.18pmH	B	
Hurstville-Miranda via Port Hacking Rd	23	M-F	Miranda	6.05am	Hurstville	6.35pm	60*	D
		Sat		8.15am	Miranda	6.00pm	60**	
		Sun		9.18am	Hurstville	4.47pm	E	
Hurstville-Kangaroo Point	15	M-F	Hurstville	6.00am	Kangaroo Pt	6.30pm	Ph	
		Sat						
		Sun						
Hurstville-Bald Face	24 round trip	M-F	Bald Face	7.00am	Hurstville	6.30pm	Ph	
		Sat						
		Sun						

\* More frequent in peak hours.

\*\* Less frequent in afternoon.

A – Peak hours & night, Hurstville-Miranda. Day, Hurstville-Caringbah 40. Plus short-working/s before first trip shown.

B – 4 trips from Hurstville, 3 trips from Miranda.

C – To Caringbah.

D – Selected trips diverted via Sylvania Waters South.

E – 3 trips from Hurstville, 2 trips from Miranda.

H – To Hurstville.

M – To Miranda.

Ph – Peak hours only.

## 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Sylvania Heights-Caringbah	Fr Hurst 25B 30M 38C	M-F	The Boulev'de	5.30amH	Hurstville	2.15pmC	A	
			Miranda	6.50amH		6.55pmM		
			Caringbah	8.45amH		8.30pmB		
		Sat	Miranda	8.30amH		5.50pmM	45	D
		Sun		9.18amH		5.47pmM	60	E
Hurstville-Sylvania Waters-Miranda	32	M-F	Miranda	6.20am	Hurstville	6.35pm	75	F
		Sat		8.00am		3.40pm	60	E
		Sun						
Hurstville-Bald Face	30 round trip	M-F	Bald Face	7.00am	Hurstville	6.15pm	Ph	
		Sat						
		Sun						

\* More frequent in peak hours.

A – Early morning & night, Hurstville-Miranda (The Boulevard). Peak hours, Hurstville-Miranda. Day, Hurstville-Caringbah 45\*. Selected trips diverted via Kangaroo Point.

B – To Miranda (The Boulevard).

C – To Caringbah.

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

E – Gap in service.

F – Off-peak trips diverted via Bald Face.

H – To Hurstville.

M – To Miranda station.

Ph – Peak hours only. Off-peak service provided by diversions of Hurstville-Sylvania Waters-Miranda.

## Route 115

### **HURSTVILLE – MORTDALE – OATLEY**

### **HURSTVILLE – OATLEY (Waitara Pde) – OATLEY – OATLEY WEST**

- **Extended from Hurstville to Brighton-le-Sands (weekends 1929-31)**

*(Waitara Pde, Oatley is in current Hurstville Grove.)*

#### **Timeline**

As at date of Govt Gazette 13 November 1925: Hurstville – Mortdale – Oatley being operated by:

- Arthur Ashover
- H Dale.

By date of Govt Gazette 17 December 1926: Altered to run Hurstville – Oatley (Waitara Pde).

By date of Govt Gazette 22 February 1929: Extended from Hurstville to Brighton-le-Sands on Saturday afternoons, Sundays and Public Holidays.

1931: Brighton-le-Sands extension ceased as competitive under State Transport (Co-ordination) Act, leaving route as Hurstville – Hurstville Grove.

1930-1: Transferred to Jack Iffland.

By 1941: Transferred to Red Transit Co (Roy H Carpenter, who had been Jack Iffland's manager and related to the Ifflands by marriage).

1957 or later: Red Transit Co transferred to Mrs Rodda.

1 July 1979: Transferred to Moore's Tours (Trevor Moore).

By 20 February 1986: Extra route, Hurstville – Oatley commenced. Selected trips ran Hurstville – Hurstville Grove – Oatley.

29 December 1987: Hurstville – Oatley extended from Oatley to Oatley West to replace part of Harris Park Transport's 146, which ceased at the same time.

By October 1988: Hurstville – Oatley – Oatley West trips renumbered 146, leaving 115 as Hurstville – Hurstville Grove again. Selected trips provided by combined 115/146.

1 April 1996:

- 115, 146 & combined 115/146 renumbered 954 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 5*).
- Night and Sunday trips on AJ Moore's 74/106 and Moore's Tours' 115, combined as 950, Hurstville – Connells Point – Hurstville Grove – Oatley, in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 5*).

#### **Streets**

### **Hurstville – Mortdale – Oatley**

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

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Landsdowne St, Princes St, Grove St, Railway Pde (**Mortdale**), Morts Rd [now Coleborne Av], Judd St, Rosa St to Neville St (Oatley).

**From Oatley** (Rosa St at Neville St) via reverse route to Woniora Rd, then Butlers Rd, Ormonde Pde to Hurstville station.

### **Hurstville – Oatley (Waitara Pde)**

1926 (*Source: Govt Gazette of 17 December 1926*)

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Landsdowne St, Waitara Pde to The Crescent (Oatley) [now Hurstville Grove].

**From Oatley** (Waitara Pde at The Crescent) via reverse route to Woniora Rd, then Butlers Rd, Ormonde Pde to Hurstville station.

### **Hurstville – Oatley (Waitara Pde) (extended from Hurstville to Brighton-le-Sands on weekends & Public Holidays)**

1929 (*Source: Govt Gazette of 22 February 1929*)

**Brighton-le-Sands extension:** Extended from Hurstville station via Ormonde Pde, Railway Pde, Elizabeth St, Balfour St, Norman St, Augusta St [prior to realignment of Elizabeth St/Park Rd along Swanns Lane], Park Rd, Kogarah Rd [now Princes Hwy], Rocky Point Rd, President Av, The Esplanade [now The Grand Pde] to Bay St (Brighton-le-Sands). Return via The Grand Pde, Bay St, Trafalgar St, Duke St, The Grand Pde, then reverse route to Hurstville.

## Hurstville – Hurstville Grove

*Circa 1946 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Butler Rd, Woniara Rd, Hillcrest Av, Lansdowne St, Waitara Pde (Hurstville Grove).

*Circa 1948 (Source: Gregory's Street Directory)*

**From Hurstville** (station) via Ormonde Pde, Railway Pde, Woniara Rd, Hillcrest Av, Lansdowne St, Waitara Pde (Hurstville Grove).

*1968 (Source: RGH notes)*

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniara Rd, Hillcrest Av, Lansdowne St, Waitara Pde to Whitfield Pde (Hurstville Grove).

**From Hurstville Grove** (Waitara Pde at Whitfield Pde) via Waitara Pde, Lansdowne St, Hillcrest Av, Woniara Rd, Greenbank St, Ormonde Pde to Hurstville station.

## Hurstville – Oatley

*1986 (Source: timetable)*

**From Hurstville** (Ormonde Pde at station) via Ormonde Pde, Railway Pde, Woniara Rd, Hillcrest Av, Hurstville Rd, Rosa St, Wonoona Pde, Frederick St, Oatley Pde to Oatley station.

**From Oatley** (Oatley Pde at station) via reverse route to Hillcrest Av, then Woniara Rd, Greenbank St, Ormonde Pde to Hurstville station.

**Hurstville Grove diversion:** Ex Hurstville from Hillcrest Av/Lansdowne St via Lansdowne St, Waitara Pde to Whitfield Pde, then Waitara Pde, Lansdowne St to Hillcrest Av.

### Timetable Summary

*September 1925*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Oatley (Waitara Pde†)	20	M-F	Waitara Pde	6.25am	Hurstville	6.50pm	60	A
		Sat		6.50am		7.16pm	60	B
			Hurstville	9.15am	Oatley	6.55pm		
		Sun	Waitara Pde	6.40pm	Hurstville	8.45pm	2 trips	

† Shown in timetable as Landsdowne St.

A – Extra trip Thursday night. Extra trips Friday night.

B – Plus picture bus Saturday night.

*October 1943*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Hurstville Grove	Approx 10	M-F	Hurstville Grv	6.07am	Hurstville	11.41pm	60*	
		Sat		6.10am		11.57pm	AM 30 PM 60	
		Sun		12.55pm		9.11pm	60	

\* More frequent in peak hours.

*25 December 1966*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Hurstville Grove	Approx 10	M-F	Hurstville Grv	5.53am	Hurstville	9.45pm	30*	
		Sat		6.00am		9.45pm	AM 15 PM 30	
		Sun		8.55am		6.45pm	30	

\* More frequent in peak hours.

*Circa 1995*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Hurstville Grove	Approx 10	M-F	Hurstville Grv	5.42am	Hurstville	6.40pm	30*	A
		Sat		7.25am		6.15pm	30	
		Sun						

\* More frequent in peak hours.

A – Extra trips Thursday night. Includes combined 115/146 in inter-peak & afternoon peak hour.

## Combined routes 115/146

### HURSTVILLE – HURSTVILLE GROVE – OATLEY – OATLEY WEST

#### Timeline

**10 October 1988:** Selcted trips on 115 & 146 ran via a combined route (trips *from* Hurstville to Oatley station only, trips *to* Hurstville from Oatley West). Operated by Moore's Tours (Trevor Moore).

**1 April 1996:** Renumbered 954 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 10/11*).

#### Streets

*From 10 October 1988 (Source: timetable)*

**From Hurstville** (Ormonde Pde at station) via Railway Pde, Woniora Rd, Hillcrest Av, Lansdowne St, Waitara Pde to Whitfield Pde (**Hurstville Grove**), then Waitara Pde, Lansdowne St, Hillcrest Av, Hurstville Rd, Rosa St, Frederick St, Oatley Pde to Oatley station.

**From Oatley West** (Lansdowne Pde/Baker St) via (Lansdowne Pde loop?) Baker St, Douglas Haig Av, Short St, Lloyd St, Gungah Bay Rd, Mulga St, railway underpass, (?), Hurstville Rd, then reverse route to Woniora Rd, then Greenbank St, Ormonde Pde to Hurstville station.

## Route 116

### HURSTVILLE – DUMBLETON – LAKEMBA

*(Dumbleton was renamed Beverly Hills in 1940.)*

#### Timeline

As at date of Govt Gazette 13 November 1925: Being operated by William S Hall.

By date of Govt Gazette 15 October 1926: Ceased. 34 was rerouted as Burwood – Lakemba – Hurstville at about the same time as 116 ceased.

#### Streets

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

**From Hurstville** (Railway Square at station) via Forest Rd, Belmore [now King Georges] Rd (**Dumbleton** [now Beverly Hills], Canarys [now King Georges] Rd, Shorter Av, Penshurst Rd, Canarys Rd [part now King Georges Rd], Canterbury Rd, Haldon St, Godfrey St [now The Boulevarde] to Haldon St (Lakemba). 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		
Hurstville-Lakemba	28	M-F	Lakemba	6.30am	Hurstville	5.40pm	30-90	A
		Sat		6.30am		4.17pm	30-90	B
		Sun		9.25am		8.15pm	6 trips	

A – Plus later trips from Hurstville to Shorter Av. Extra trips Wednesday night.

B – Plus later trips from Hurstville to Shorter Av.

## Route 116

### **KOGARAH – RAMSGATE BEACH via Rocky Point Rd & Ramsgate Rd**

#### **Timeline**

**Circa December 1928:** Commenced by Thornton E Harrigan, as noted in Govt Gazette of 22 February 1929.

**Probably late 1931:** Ceased, as it probably would have been considered competitive with the Koragah-Sans Souci steam tram line under State Transport (Co-ordination) Act.

#### **Streets**

**1929** (Source: Govt Gazette of 22 February 1929)

**From Kogarah** (Railway Pde at Montgomery St) via Railway Pde, Belgrave St, Kensington St, Queens Av, Ocean St, Shaw St, Rocky Point Rd, Ramsgate Rd to Carruthers Dr [now The Grand Pde] (Ramsgate Beach). Reverse on return.

#### **Timetable Summary**

**December 1928**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Ramsgate Beach	Approx 15	M-F	Ramsgate Bch	6.15am	Kogarah	9.45pm	40	A
		Sat		7.50am		7.50pm	AM 40 PM 60	A
		Sun		8.20am		10.45pm	40	

A – Plus picture bus Monday-Saturday.

## Route 116

### **ALLAWAH – HURSTVILLE – OATLEY – OATLEY WEST**

#### **Timeline**

**By early 1946:** Hurstville – Oatley commenced by Roy H Carpenter.

**January 1947:** Transferred to HW Colson.

**March 1947:** Transferred to FA Wallis.

**October 1951:** Transferred to Sandy Beach Bus Co (AJ (Archie) Moore) (later part of the Harris Park Transport group).

**At or after transfer to Sandy Beach Bus Co:**

- Extended from Oatley to Oatley West (Lansdowne Pde)
- Extended from Hurstville to Allawah (Illawarra St/Mona St)
- Became a mainly off-peak & Saturday service.
- After 146 was extended from Mortdale to Allawah, 116 worked in conjunction with 146, sharing Mortdale – Hurstville – Allawah.

**June 1957:** Absorbed into 146.

#### **Streets**

#### **Hurstville – Mortdale – Oatley**

**Circa 1946** (Source: Gregory's Street Directory)

**From Hurstville** (station) via Ormonde Pde, Butler Rd, Woniora Rd, Greenbank St, Belmore [now King Georges] Rd, Penshurst Av, Laycock St, The Strand, The Broadway, Laycock St, Princes St, Coleborne Av to **Mortdale** station, then return via Coleborne Av, Judd St, Hurstville Rd, Rosa St, Frederick St, Oatley Av, Oatley Pde (Oatley).

**Circa 1948** (Source: Gregory's Street Directory)

**From Hurstville** (station) via Ormonde Pde, Railway St, Woniora Rd, Greenbank St, Belmore [now King Georges] Rd, Penshurst Av, Laycock St, The Strand, The Broadway, Laycock St, Princes St, Coleborne Av to **Mortdale** station, then return via Coleborne Av, Judd St, Hurstville Rd, Rosa St, Frederick St, Oatley Av, Oatley Pde (Oatley).

## Timetable Summary

1950s

See also 146

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Allawah-Hurstville-Oatley-Oatley West	25	M-F	Oatley	8.45am	Allawah	4.12pm	60	
			Oatley West	10.05am				
		Sat		8.35am		11.30am	60	
		Sun						

## Route 116

### AUBURN – BERALA

#### Timeline

**September 1960:** Renumbered from Auburn – Berala section of 239, operated by Stone Bros Transport (Arthur & Jim Stone).

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

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

**31 July 1985:** In a general reorganization & renumbering of Auburn Passenger Transport's routes, 116 became part of 917 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 13*).

#### Streets

1968 (*Source: RGH notes*)

**From Auburn** (South Pde at station) via Auburn Rd, Norval St (Auburn Hospital), Cockthorpe Rd, Water St, Graham St, Clarke St, Elizabeth St, Woodburn Rd to Berala station.

**From Berala** (Woodburn Rd at station) via Woodburn Rd, Tilba St, Graham St, then reverse route to Auburn Rd, then Queen St, Park Rd, South Pde to Auburn station.

## Timetable Summary

18 May 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Berala	12	M-F	Auburn	6.15am	Berala	7.57pm	30	
		Sat		7.25am		12.56pm	20	A
		Sun						

A – Plus later trip Auburn-Auburn Hospital.

November 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Berala	12	M-F	Auburn	6.11am	Berala	5.47pm	45*	
		Sat		8.20am		12.18pm	45	A
		Sun						

\* More frequent in peak hours.

A – Auburn-Auburn Hospital service on Saturday afternoon provided by 13.

## Route 117

### LAKEMBA – CANTERBURY – CENTRAL RAILWAY

- Lakemba – Campsie (1926)

#### Timeline

As at date of Govt Gazette 13 November 1925: Lakemba – Canterbury – Central Railway being operated by Hoskins Bros.

By date of Govt Gazette 15 October 1926: Curtailed/alterd to run Lakemba – Campsie.

By date of Govt Gazette 17 December 1926: Ceased.

## Streets

### Lakemba – Canterbury – Petersham – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

**From Lakemba** (Railway Pde at Haldon St) via Railway Pde, Haldon St, Gillies St, Peel St, Gladstone St, Bridge Rd, Burwood Rd, Canterbury Rd (**Canterbury**), New Canterbury Rd, Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

### Lakemba – Campsie

1926 (Source: Govt Gazette of 15 October 1926)

**From Lakemba** (Railway Pde at Haldon St) via Railway Pde, Haldon St, Gillies St, Peel St, Gladstone St, Bridge Rd, Burwood Rd, Canterbury Rd, Beamish St, North Pde to Beamish St (Campsie). 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		
Lakemba-Central Railway	58	M-F	Lakemba	6.20am	Central Rly	11.11pm	30	
		Sat						
		Sun		8.10am		11.11pm	30	

## Route 117

### OATLEY – GUNGAH BAY

(Gungah Bay is located in South Oatley.)

## Timeline

**May 1946:** Commenced by Percy M Gay.

**1948:** Transferred to Percy Gay & Bill Kinkad.

**1949:** Transferred to WJ Rogers.

**Circa 1955:** The operators of 117 & 118 came to an agreement whereby each would operate the other's route during slack/off-peak periods. Transport requirements required the two operators' names to appear together as owners. As Lind was the operator of 118 from 1955 to 1968, his name was shown as operator jointly with each of the operators of 117 below from 1955 to 1969, when Sanders became sole operator of both routes.

**December 1955:** Transferred to Pillar.

**?:** Transferred to Balafas.

**By August 1962:** Transferred to Alan Edmund Street.

**May 1963:** Transferred to FJ Tranter.

**1968:** Transferred to WJ (Bill) Sanders.

**February 1969:** 117 & 118 operated as a single entity at all times (see following entry for combined route 117/118).

## Streets

**Circa 1948** (Source: Gregory's Street Directory)

**From Oatley** (station) via Oatley Pde, Mimosa St, Llewellyn St (Gungah Bay).

1968 (Source: RGH notes)

**From Oatley** (Oatley Pde at station) via Oatley Pde, Mimosa St, Yarran Rd to Southern St (**Gungah Bay**), then Yarran Rd, Victory Rd, Llewellyn St, Mimosa St, Oatley Pde to Oatley station.

## Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Gungah Bay	7	M-F	Oatley	6.13am	Gungah Bay	6.34pm	60*	
		Sat						
		Sun						

\* More frequent in peak hours.



## Combined routes 117/118

### **MORTDALE – OATLEY – GUNGAH BAY – OATLEY BAY**

*(Gungah Bay is located in South Oatley.)*

#### **Timeline**

**February 1969:** 117 & 118 combined to run as a single entity, Oatley – Gungah Bay – Oatley Bay, operated by WJ (Bill) Sanders.

**February 1971:** Transferred to KW & JF Gibbons.

**June 1971:** Transferred to Oatley Bus Service (partnership of D Mead & W O'Donnell).

**August/September 1975:** Transferred to Yellow Band Bus Service (Terry Cole).

**August 1984:** Transferred to Vorbach's Bus & Coach Service (Phillip Vorbach).

**10 September 1984:** Transferred to Challenge Travel (Bob Stephens).

**By 1988:** Transferred to Oatley Bus Service (Bob Ellis).

**By 1989:** Operator's name altered to Premier Coaches.

**By 29 March 1993:** Extended from Oatley to Mortdale.

**1 April 1996:** Trips between peaks on weekdays, late afternoon weekday peak trips and Saturday trips transferred to Moore's Tours and renumbered 953 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 5*). Premier Coaches continued operating remaining peak trips as 117/118.

**5 December 1999:** Remaining trips operated by Premier Coaches transferred to Moore's Tours (Trevor Moore) & route renumbered part of 954 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 5*).

#### **Streets**

*1986 (Source: RGH notes)*

**From Oatley** (Oatley Pde at station) via Oatley Pde, Frederick St, Letitia St, Neville St, Russell St, Annette St, Herbert St, Clifton St (**Oatley Bay**), Algernon St, Rosa St, Neville St, Oatley Pde, Mimosa St, Yarran Rd to Southern St (**Gungah Bay**), then Yarran Rd, Victory Rd, Llewellyn St, Mimosa St, Oatley Pde to Oatley station.

#### **Timetable Summary**

*3 November 1969*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Gungah Bay-Oatley Bay	17	M-F	Gungah Bay	6.10am	Oatley	6.36pm	60*	A
		Sat						
		Sun						

\* More frequent in peak hours.

A – Selected off-peak trips, either Oatley-Gungah Bay *or* Oatley-Oatley Bay.

*Circa 1986*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Gungah Bay-Oatley Bay	20	M-F	Oatley	6.45am	Oatley	6.08pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Morning peak hour, *either* Oatley-Gungah Bay *or* Oatley-Oatley Bay. Afternoon peak hour, Oatley-Gungah Bay-Oatley Bay, as required.

## Route 118

### **CLOVELLY – CENTRAL RAILWAY via Anzac Pde & Darlinghurst**

#### **Timeline**

**As at date of Govt Gazette 13 November 1925:** Being operated by HD Bremner.

**By date of Govt Gazette 15 October 1926:** Ceased.



## Route 118

### **LEICHHARDT (Perry St) – CENTRAL RAILWAY via Catherine St & Parramatta Rd**

*(Perry St, Leichhardt is in current Lilyfield.)*

#### **Timeline**

**By date of Govt Gazette 15 October 1926:** Commenced by Sydney Safety Coach Co.

**Early 1931:** Ceased.

#### **Streets**

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

**From Leichhardt (Perry St)** (at Mary St) via Mary St, Augustus St, Austenham Rd [last two now Lilyfield Rd], Balmain Rd, Brennan St, Catherine St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

## Route 118

### **BEXLEY – HURSTVILLE – HURSTVILLE (Patrick St)**

#### **Timeline**

**Late 1930:** Hurstville – Hurstville (Patrick St) commenced by Harry Iffland.

**31 October 1931:** Due to 112 being classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act, Bexley (Waratah St) – Hurstville of 112 was amalgamated with 118, making 118 Bexley (Waratah St) – Hurstville – Hurstville (Patrick St).

**December 1931:** Extended from Waratah St to Bexley shops.

**February 1932:** 112 & 118 amalgamated as 112, Rockdale – Hurstville – Hurstville (Patrick St).

#### **Streets**

#### **Hurstville – Hurstville (Patrick St)**

*1930 (Source: "The Blue Buses of Forest Rd" by John Birchmeier)*

**From Hurstville** (Rose St at Forest Rd) via Forest Rd, McMahon St, Patrick St to Stoney Creek Rd. Reverse on return.

## Route 118

### **OATLEY – OATLEY BAY**

- **Extended from Oatley Bay to Oatley Park (Sundays)**

*(Oatley Bay is also known as Oatley Point.)*

#### **Timeline**

**22 August 1934:** Commenced.

**11 November 1934:** Ceased due to lack of patronage.

**29 April 1935:** Recommenced by S (or S & LM) Roberts.

**7 October 1935:** Extended to Oatley Park on Sundays & Public Holidays (when ceased?).

**February 1952:** Transferred to WJ Rogers.

**June 1955:** Transferred to EE (Ted) Lind.

**Circa 1955:** The operators of 117 & 118 came to an agreement whereby each would operate the other's route during slack/off-peak periods. Transport requirements required the two operators' names to appear together as owners. As Lind was the operator of 118 from 1955 to 1968/9, his name was shown as operator jointly with each of the operators of 117 above from 1955 to 1969, when Sanders became sole operator of both routes.

**February 1969:** Transferred to WJ (Bill) Sanders. 117 & 118 then operated as a single entity at all times (*see entry for combined route above*).

#### **Streets**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Oatley** (station) via Oatley Pde, Oatley Av, Frederick St, Rosa St, Herbert St, Phipps St, Algernon St (Oatley Bay).

1968 (Source: RGH notes)

**From Oatley** (Oatley Pde at station) via Oatley Pde, Frederick St, Rosa St, Neville St, Annette St, Herbert St, Clifton St (**Oatley Bay**), Algernon St, Rosa St, Neville St, Letitia St, Frederick St, Oatley Pde to Oatley station.

### Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Oatley Bay		M-F	Oatley Bay	6.14am	Oatley	6.30pm	60*	
		Sat						
		Sun						

\* More frequent in peak hours.

### Route 119

#### **LEICHHARDT – SOUTH ANNANDALE – NEWTOWN BRIDGE**

- **Post 31 October 1931 feeder (& later extensions): NEWTOWN BRIDGE – WHITE BAY via Johnston St**
- **Extended from White Bay to Lilyfield (Sundays, 1940s)**

#### **Timeline**

As at date of Govt Gazette 13 November 1925: Leichhardt – Newtown being operated by T Brien *or* Brien & Brien (?).

**Latter half of 1930:** Transferred to Rozelle-Newtown Bus Co (a group of Brien's employees).

**31 October 1931:** Declared as partly competitive with trams under State Transport (Co-ordination) Act.

**1931/2:** Restored as a feeder, Newtown – Johnston St, Annandale.

**1932/3:** Extended from Johnston St, Annandale to Rozelle Bay.

**16 August 1933:** Extended from Rozelle Bay to White Bay (Barnes St/Commercial Rd [now Victoria Rd/The Crescent]).

**15 September 1938:** Transferred to WJ Brien, by 1941 trading as Briens Bus Service. By 1960s, Charlie Westwood was manager. (A list dated October 1935 shows the operator as WJ Brien.)

**By 1944:** Sunday & Public Holiday service extended from White Bay to Lilyfield.

**1950 or after:** Sunday & Public Holiday extension from White Bay to Lilyfield ceased.

**1 August 1987:** Transferred to ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Charlie Westwood).

**16 November 1987:** Extended from Newtown to Marrickville Metro (shopping centre) upon its opening and renumbered into the Sydney Region Route Number System (*see Private Route Histories - Routes transferred to State Transit Authority*):

451 Marrickville Metro – White Bay

452 Marrickville Metro – Annandale (Pritchard St, short diversion of 451).

#### **Streets**

##### **Newtown Bridge – Leichhardt**

1925 (Source: Govt Gazette of 13 November 1925)

**From Newtown Bridge** (Australia St at King St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Renwick St, Marion St to Norton St (Leichhardt). Reverse on return.

##### **Newtown Bridge – White Bay – Lilyfield**

Circa 1946 (Source: Gregory's Street Directory)

**From Newtown Bridge** via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Johnston St (**Annandale**), The Crescent, Commercial Rd [now The Crescent], Victoria Rd (**White Bay**), Storey St [now Lilyfield Rd], Burt St, Denison St, Storey St [now Lilyfield Rd], New Abattoirs Rd, Austenham Rd, Augustus St [last three now part of Lilyfield Rd] to Norton St (Lilyfield).

##### **Newtown Bridge – White Bay**

1968 (Source: RGH notes)

**From Newtown Bridge** (Australia St at Bedford St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Johnston St (**Annandale**), The Crescent, Commercial Rd, Victoria Rd, Robert St to Mullens St (White Bay).

**From White Bay** (Robert St at Mullens St) via reverse route to Australia St, then Lennox St, Denison St, Bedford St, Australia St to Bedford St (Newtown).

### Alteration

**1986** (Source: *RGH notes*): Extended in White Bay from Robert St/Mullens St via Robert St to Buchanan 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		
Newtown Bridge-Leichhardt	14	M-F	Leichhardt	6.30am	Newtown	10.35pm	20	
		Sat		6.30am		10.35pm	20-30	
		Sun						

#### *1944-1950s period*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown Bridge-White Bay†		M-F	White Bay	6.40am	Newtown	11.20pm	20	
		Sat		6.40am		11.20pm	20	
		Sun	Lilyfield	10.00am		10.30pm	AM 60 PM 30	

† Extended to Lilyfield (referred to in timetable as Leichhardt) on Sundays & Public Holidays.

#### *March 1983*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown Bridge-White Bay	20	M-F	White Bay	6.40am	Newtown	6.20pm	40*	
		Sat		6.40am		2.00pm	40	
		Sun						

\* More frequent in peak hours.

### **Route 120**

#### **LEICHHARDT (various termini) – CITY (York St) via Pyrmont Bridge**

- ***Post 31 October 1931 feeder: ASHFIELD – LEICHHARDT***

### **Timeline**

**As at date of Govt Gazette 13 November 1925:** Leichhardt (Marion St) –City (York St) being operated by Angus Chisholm.

**By date of Govt Gazette 27 May 1927:** Extended from Marion St to Allen & Flood Sts, Leichhardt.

**31 October 1931:** Ceased as competitive with trams under State Transport (Co-ordination) Act.

**1932:** Recommenced as a feeder, Leichhardt – Ashfield, operator unknown.

**31 May 1933:** Ceased due to lack of patronage.

### **Streets**

#### **Leichhardt (Marion St) – City (York St)**

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

**From Leichhardt (Marion St)** (at Norton St) via Marion St, Renwick St, Parramatta Rd, Pyrmont Bridge Rd, Pyrmont Bridge, Market St, York St to near Market St (City).

**From City (York St)** (at Market St) via York St, Druitt St, Clarence St, Market St, then reverse route to Leichhardt.

#### **Leichhardt (Allen St) – City (York St)**

### Alteration

*1927* (Source: *Govt Gazette of 27 May 1927*): Extended in Leichhardt from Marion St/Renwick St via Marion St, Cromwell St, Allen St to Flood 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		
Leichhardt (Marion St)-City (York St)		M-F	Marion St	6.55am	York St	6.10pm	60	A
		Sat		6.55am		1.05pm	60-90	
		Sun						

A – Extra trips Friday night.

## Route 120

### ENMORE – STANMORE – LILYFIELD – ROZELLE (Alfred St)

#### Timeline

**30 March 1937:** Stanmore – Lilyfield commenced by Tom Brien.

**26 July 1937:** Extended from Stanmore to Enmore.

**March 1953:** Transferred to Spencer Lowe.

**August 1955:** Transferred to Roy A Berglund.

**July 1957:** Extended from Lilyfield to Rozelle (Alfred St).

**May 1963:** Transferred to Arthur L Appleby & RD (Ray) Nelson (later trading as Tempe Bus Service).

**6 December 1965:** 120, 129 & 227 amalgamated as 129 Rockdale – Enmore – Lilyfield – Rozelle (Alfred St).

#### Streets

#### Enmore – Lilyfield

*Circa 1946 (Source: Gregory's Street Directory)*

**From Enmore** (tram terminus [Stanmore Rd/Enmore Rd]) via Stanmore Rd, Liberty St, Railway Av, Douglas St (Stanmore), Percival Rd, Parramatta Rd, Catherine St to Brenan St (Lilyfield).

*Circa 1956 (Source: timetable)*

**Lilyfield terminus** in Justin St [timetable claims Justin St was in Rozelle, but street directories show it in Lilyfield].

## Timetable Summary

Circa 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Enmore-Lilyfield	20	M-F	Enmore	6.00am	Lilyfield	7.30pm	20	
		Sat		6.30am	Enmore	7.30pm	AM 20 PM 40	
		Sun						

## Route 121

### LEICHHARDT (William St) – CENTRAL RAILWAY via Parramatta Rd

#### Timeline

**As at date of Govt Gazette 13 November 1925:** Being operated by Sydney Safety Coaches and/or Mrs Meyer (?).

**By date of Govt Gazette 27 May 1927:** Ceased.

#### Streets

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

**From Leichhardt (William St)** (at Elswick St) via William St, Flood St, Allen St, Cromwell St, Marion St, Renwick St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

## 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		
Leichhardt (William St)- Central Railway	24	M-F	Leichhardt	6.39am	Central Rly	11.52pm	15-30	A
		Sat		6.39am		11.52pm	15-30	A
		Sun		1.24pm		12.52am	30	

A – Extra trips Friday & Saturday night.

## Route 121

### KOGARAH – CARSS PARK

- Extended from Carss Park to Bald Face (1952-63)

#### Timeline

**Late 1920s:** Kogarah – Carss Park via Carwar Av commenced.

**By October 1935:** Being operated by AG Harrigan.

**By the late 1930s:** Transferred to D Scott.

**August 1943:** Transferred to Kogarah Bus Service (Brian W LeQuesne).

**28 May 1952:** Amalgamated with 195 & extended as 121, Kogarah – Carss Park – Bald Face, following completion of connecting bridge over drain in Carss Park, as part of a general reorganisation of Kogarah Bus Service's 64, 121 & 195. The extension partly replaced 64, which ceased at the same time.

**By September 1963:** Curtailed to run Kogarah – Kogarah Bay – Carss Park (loop around Kogarah Bay/Carss Park operated anti-clockwise till about 11am, then clockwise). Service to Bald Face then entirely provided by diversion of 114 from Hurstville (114 had provided a Hurstville – Bald Face service since 31 July 1961).

**1970s(?):** Kogarah Bus Service transferred to Keith Dodd.

**May 1978:** Kogarah Bus Service transferred to LW (Len) Reynolds.

**June 1989:** Transferred to EH Blythe (Neville Blythe), also trading as Kogarah-Carss Park Bus Service.

**2 April 1994:** Transferred to Southtrans (Ron Deane).

**26 September 1994:** Amalgamated with 958, Hurstville – Carss Park, as 958 Hurstville – Carss Park – Kogarah, in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 10/11*).

#### Streets

#### Kogarah – Carss Park

*Circa 1946 (Source: Gregory's Street Directory)*

**From Kogarah** (station) via Railway Pde, Bowns Rd, Princes Hwy, Carwar Av (Carss Park).

#### Kogarah – Carss Park – Bald Face

*Circa 1962 (Source: Collins Street Directory)*

**From Kogarah** (Railway Pde at station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St, Wharf Rd, Carlton Cr (**Carss Park**), Carwar Av, Princes Hwy (**Blakehurst**), Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Church St, Princes Hwy, Carwar Av, then reverse route to Kogarah station.

**Trips direct via Princes Hwy:** Via Princes Hwy direct between Park Rd & Carwar Av.

#### Kogarah – Carss Park – Kogarah Bay

*1968 (Source: RGH notes/timetable)*

##### Mornings

**From Kogarah** (Railway Pde at station) via Railway Pde, Bowns Rd, Princes Hwy, Carwar Av, Carlton Cr (**Carss Park**), Wharf Rd, Wyee St (**Kogarah Bay**), Park Rd, Princes Hwy, Bowns Rd, Railway Pde to Kogarah station.

##### Afternoons

**From Kogarah** (Railway Pde at station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St (**Kogarah Bay**), Wharf Rd, Carlton Cr (**Carss Park**), Carwar Av, Princes Hwy, Bowns Rd, Railway Pde to Kogarah station.

##### Alteration

*1986 (Source: RGH notes):* To approach Kogarah from Railway Pde via Regent St, Gladstone St, Railway Pde to Regent St.

## Timetable Summary

15 September 1949

See 64

18 December 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Blakehurst-Bald Face	Fr Kog 19B 25F	M-F	Blakehurst	5.11amK	Kogarah	11.46pmF	A	
			Bald Face	6.13amK				
		Sat	Blakehurst	5.56amK		11.49pmF	C	
			Bald Face	7.09amK				
		Sun	Blakehurst	6.05amK		10.28pmF	D	
			Kogarah	7.33amF				

A – Early morning & night, Kogarah-Blakehurst. Day, Kogarah-Blakehurst 30, Kogarah-Bald Face 90. Last trip Kogarah-Bald Face.

B – To Blakehurst.

C – Early morning & most night trips, Kogarah-Blakehurst. Later morning, Kogarah-Blakehurst 20, Kogarah-Bald Face 7 trips. Afternoon, Kogarah-Blakehurst 60, Kogarah-Bald Face 120. Last trip Kogarah-Bald Face.

D – Day, Kogarah-Blakehurst 60, Kogarah-Bald Face 120. Night, Kogarah-Blakehurst. Last trip Kogarah-Bald Face.

F – To Bald Face.

K – To Kogarah.

30 September 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Carss Park	15	M-F	Carss Pk	5.41am	Kogarah	11.48pm	30*	
		Sat		5.56am		11.28pm	AM 30 PM 40	
		Sun		6.08am		7.15pm	60	

\* More frequent in peak hours.

1 March 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Carss Park	24 round trip	M-F	Carss Pk	6.55am	Kogarah	6.16pm	30*	
		Sat		8.15am		12.30pm	30	
		Sun						

\* More frequent in peak hours.

## Route 122

### LANE COVE (Mowbray Rd) – MILSONS POINT

#### **Timeline**

As at date of Govt Gazette 13 November 1925: Lane Cove (Mowbray Rd) – Milsons Point via Lane Cove Rd [now Pacific Hwy], Falcon & Miller Sts being operated by HFJ Barnes.

By date of Govt Gazette 15 October 1926: Rerouted to run via Lane Cove Rd direct.

By date of Govt Gazette 27 May 1927: Ceased (probably as from 1 January 1927, when regulations prohibited buses from having solid tyres and perimeter seating).

#### **Streets**

1925 (Source: Govt Gazette of 13 November 1925)

**From Lane Cove (Mowbray Rd)** (at Beaconsfield Rd) via Mowbray Rd, Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

#### Alteration



**1926** (Source: Govt Gazette of 15 October 1926): Ex Lane Cove from Lane Cove Rd [now Pacific Hwy] via Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

## Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove (Mowbray Rd)-Milsons Point	38	M-F	Mowbray Rd	6.42am	Milsons Pt	11.51pm	40	
		Sat		6.42am		11.51pm	40	
		Sun		8.23am		11.05pm	40	

## Route 122

### KOGARAH – HURSTVILLE via Percival St

#### Timeline

**10 September 1929:** Kogarah – Shirley St, Bexley commenced (then or later operated by P Spaulding).

**End of 1931:** Extended from Shirley St to Locksley Rd.

**4 September 1933:** Extended from Locksley Rd to Hurstville.

**1941:** Transferred Edward H Blythe.

**25 August 1949:** Operator incorporated (as EH Blythe Pty Ltd).

**October 1957:** Extended from Kogarah to Kogarah Hospital.

**3 September 1973:** Transferred to South Bexley Buses (partnership of SJ (John) Brown & VJ (Vic) Hayes).

**7 October 1975:** John Brown assumed full control.

**20 October 1976:** Transferred to Carlton Bus Service (Warren King & Ross Smith).

**8 November 1976:** Transferred to Ambassador Coaches (Alf Innes, Brian Walsh & ? Vandervort; later Walsh & Vandervort only). By 1977 trading as Ambassador Bus & Coach.

**August 1979:** Transferred to Crossways (Uniting Church in Australia Property Trust; manager, Geoff Tegel).

**18 November 1991:**

- Transferred to Allways Bus Service (Marc Larsen & Stuart Fraser).
- 111, 122 & 194 amalgamated & renumbered 455, Kingsgrove – Hurstville – Kogarah, in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 10/11*).

#### Streets

**Circa 1946** (Source: Gregory's Street Directory)

**From Kogarah** (station) via Station St, Railway St, Union St, Grantham St, Percival St, Rawson Av, Willison Rd, Forest Rd, Regent St (**Bexley**), Gloucester St, Haig St, Locksley Rd, Queens Rd, Wright St, Cross St, Rose St, Forest Rd, Carrington Av (Hurstville).

**1968** (Source: RGH notes/timetable)

**From Kogarah Hospital** (Kensington St) via Montgomery St, Railway Pde, Station St, Taylor St, Guinea St, Kitchener St, Union St, Grantham St, Percival St, Rawson Rd, Willison Rd, Forest Rd, Albert St, Westbourne St, Regent St (**Bexley**), Gloucester St, Haig St, Locksley Rd, Queens Rd, Park Rd, McMahon St, Forest Rd to Hurstville station.

**From Hurstville** (Forest Rd at station) via Forest Rd, Rose St, Cross St, Wright St, Queens Rd, then reverse route to Railway Pde, then Belgrave St, Kensington St to Kogarah Hospital.

**1986** (Source: RGH notes)

**From Kogarah Hospital** (Kensington St) via Montgomery St, Railway Pde, Station St, Union St, Grantham St, Percival St, Rawson Rd, Willison Rd, Forest Rd, Albert St, Westbourne St, Regent St (**Bexley**), Gloucester St, Haig St, Kenyon Rd, Croydon Rd, Queens Rd, Patrick St, McMahon St, Forest Rd to Hurstville station.

**From Hurstville** (Forest Rd at station) via Forest Rd, Park Rd, Cross St, Wright St, Queens Rd, then reverse route to Railway Pde, then Derby St, Kensington St to Kogarah Hospital.

**Selected trips:** Ex Hurstville from Union St via Warialda St, Guinea St, Station St.

#### Alteration

**1989** (Source: timetable): Ex Hurstville via Forest Rd, Park Rd, Queens Rd.

### Timetable Summary

16 July 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Hurstville	19	M-F	Hurstville	7.14am	Kogarah	10.41pm	30*	A
		Sat		8.00am		10.41pm	AM 15 PM 30	B
		Sun		10.32am		9.11pm	60	B

\* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Plus picture buses M-F nights to Hurstville & Kogarah.

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

13 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Hurstville	20	M-F	Kogarah	6.05am	Hurstville	6.15pm	30*	A
		Sat	Hurstville	8.00am		1.00pm	30	
		Sun						

\* More frequent in peak hours.

A – Extra trips Thursday night.

### Route 123

#### LANE COVE (Landers Rd) – MILSONS POINT

##### Timeline

**As at date of Govt Gazette 13 November 1925:** Listed as a route. Leon Manny in *Terminus Please* says the route was operated by George H Newman from 15 December 1924 to 17 October 1925.

**17 October 1925:** Ceased, as noted in Govt Gazette 15 October 1926.

##### Streets

1925 (Source: “*Terminus Please*”, by Leon B Manny)

**From Lane Cove (Landers Rd)** (at Centennial Av) via Landers Rd, Parklands Av, Longueville Rd, Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

### Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove (Landers Rd)-Milsons Point	35	M-F	Landers Rd	7.17am	Milsons Pt	11.07pm	70-80	
		Sat		7.17am		11.07pm	70-80	
		Sun		1.12pm		9.40pm	70-80	

### Route 123

#### HURLSTONE PARK – ASHBURY – CROYDON PARK

##### Timeline

**November 1931:** Feeder service commenced by operator unknown.

**30 April 1933:** Ceased due to competition by Department of Road Transport & Tramways 65, which commenced on 9 April 1933.



## Route 123

### **LIDCOMBE – BERALA (Park Rd/Clarke St area)**

### **LIDCOMBE – REGENTS PARK – POTTS HILL – BANKSTOWN**

#### **Timeline**

**27 July 1934:** Lidcombe – Berala (Park Rd) commenced by ARB (Archie) McVicar, similar to equivalent parts of 124 which had ceased in 1931.

**15 June 1936:** Lidcombe – Regents Park (Walters Rd) [now in Berala] also recommenced, similar to equivalent part of 124, which had ceased in 1931.

**By 1948:** Lidcombe – Regents Park (Walters Rd) extended from Walters Rd/Kingsland Rd to Regents Park station.

**July 1959:** Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

**By 8 November 1965:** Berala terminus altered from Park Rd to Clarke St.

**1 February 1978:** Transferred to Drummond Transit (RJ (Ron) Drummond).

**July 1979:** Lidcombe – Berala (Clarke St) reduced to a limited service.

**2 February 1981:** Bankstown – Potts Hill section of 73 transferred from Chester Hill-Bankstown Bus Service to Drummond Transit and amalgamated with 123 as 123, Lidcombe – Regents Park – Potts Hill – Bankstown (limited service continued to run Lidcombe – Berala (Clarke St)).

**September 1984:** Transferred to Highway Tours (JD (Jim) Hill).

**28 October 1984:** Service on Sundays & Public Holidays provided by 499.

**31 July 1985:** Part of 123 became part of 917 in the Sydney Region Route Number System as part of general reorganization & renumbering of Highway Tours/Auburn Passenger Transport's routes (*see Private Route Histories - Contract Region 13*). (From 12 March 1986, further parts of former 123 became part of new route 921.)

#### **Streets**

### **Lidcombe West [Berala (Park Rd)] – Lidcombe – Regents Park (Walters Rd)**

*Circa 1946 (Source: Gregory's Street Directory)*

**From Lidcombe West** via Mount Auburn Rd, Cambridge St, Vaughan St, Woodburn Rd, Water St, Bridge St, Joseph St, Railway Pde [now St] (**Lidcombe**), Mark St, Taylor St, Joseph St, Kerrs Rd, Nottinghill Rd, Walters Rd.

*Circa 1948 (Source: Gregory's Street Directory)*

**From Lidcombe West** via Mount Auburn Rd, Cambridge St, Vaughan St, Woodburn Rd, Water St, Bridge St, Joseph St, Railway Pde [now St] (**Lidcombe**), Mark St, Taylor St, Joseph St, Kerrs Rd, Nottinghill Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottinghill Rd, Amy St (Regents Park).

### **Lidcombe – Berala (Clarke St)**

*1968 (Source: RGH notes)*

**From Lidcombe** (Railway St at station) via Mark St, Taylor St, Joseph St, Bridge St, Samuel St, Water St, Woodburn Rd, Vaughan St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clarke St (**Berala**), Harrow Rd, Mt Auburn Rd, then reverse route to Bridge St, then Tooheys Lane, Railway St to Lidcombe station.

### **Lidcombe – Regents Park (Auburn Rd)**

*1968 (Source: RGH notes)*

**From Lidcombe** (Railway St at station) via Mark St, Taylor St, Joseph St, Kerrs Rd, Nottinghill Rd, Allan St, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottinghill Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottinghill Rd, Amy St, Auburn Rd to King St [former street opposite Magney Reserve] (Regents Park).

**From Regents Park** (Auburn Rd at King St) via reverse route to Joseph St, then Railway St to Lidcombe station.

### **Berala (Clarke St) – Lidcombe – Regents Park – Bankstown**

*From 2 February 1981 (Source: timetable)*

**From Berala** (Clarke St at Harrow Rd) via Harrow Rd, Mt Auburn Rd, Cambridge St, Vaughan St, Dudley St, Water St, Woodburn Rd, Vaughan St, Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St (**Lidcombe**), Joseph St, Kerrs Rd, Nottinghill Rd, Allan St, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottinghill Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottinghill Rd, Amy St (**Regents Park**), Auburn Rd, Rodd St, railway bridge, Rodd St, Cooper Rd, Brunner Rd, Anthony St, McMillan St (**Potts Hill**), Ashby Av, Woodbine St, Palomar Pde, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Kitchener Pde, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square (shops).

**From Bankstown Square** (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to Kerrs Rd, then Bede St, Raymond St, Joseph St, James St, Mark St, Railway St

(**Lidcombe**), Joseph St, Kerrs Rd, Bede St [now part of Olympic Dr], then reverse route to Mt Auburn Rd, then Auburn Rd, Clarke St (Berala).

**Potts Hill loop trips:** From Bankstown Square via normal route to Brunker Rd, then Cooper Rd, Hume Hwy & return to Bankstown Square.

*1984 (Source: timetable)*

**From Berala** (Clarke St at Harrow Rd) via Harrow Rd, Mt Auburn Rd, Cambridge St, Vaughan St, Dudley St, Water St, Woodburn Rd, Kerrs Rd, Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St (**Lidcombe**), Joseph St, Kerrs Rd, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (**Regents Park**), Auburn Rd, Ferrier Rd, Brunker Rd, Cooper Rd, Palomar Pde, Woodbine St, Ashby Av, McMillan St (**Potts Hill**), Powell St, George St, The Boulevard, Meredith St, Rickard Rd, Kitchener Pde, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square (shops).

**From Bankstown Square** (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to Kerrs Rd, then Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St (**Lidcombe**), Joseph St, Kerrs Rd, Woodburn Rd, then reverse route to Mt Auburn Rd, then Auburn Rd, Clarke St (Berala).

### Timetable Summary

*27 July 1934*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Park Rd)	10	M-F	Lidcombe	8.02am	Park Rd	7.23pm	60*	A
		Sat		7.56am		9.05pm	60	B
		Sun		1.10pm		10.20pm	60	
Lidcombe-Regents Park (Walters Rd)	8	M-F	Lidcombe	8.35am	Walters Rd	7.00pm	60*	A
		Sat		8.35am		9.33pm	60	
		Sun		1.40pm		10.50pm	60	

\* More frequent in afternoon peak hour.

A – Additional trips (including picture bus to Berala (Park Rd)) Friday night.

B – Plus picture bus Saturday night.

*8 November 1965*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Clarke St)	9	M-F	Lidcombe	6.20am	Clarke St	7.14pm	60*	
		Sat		7.29am		6.51pm	AM 30 PM 60	
		Sun		8.11am		5.49pm	60	
Lidcombe-Regents Park	18	M-F	Lidcombe	6.41am	Regents Pk	7.16pm	60*	
		Sat		7.50am		7.21pm	AM 30 PM 60	
		Sun		7.35am		6.21pm	60	

*January 1979*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Clarke St)	9	M-F	Clarke St	6.59am	Clarke St	5.55pm	A	
		Sat	Lidcombe	8.50am		11.59am	60	
		Sun						
Lidcombe-Regents Park	18	M-F	Regents Pk	7.04am	Lidcombe	6.05pm	60*	
		Sat	Lidcombe	9.10am	Regents Pk	12.30pm	60	
		Sun						

\* More frequent in afternoon peak hour.

A – 8 trips from Berala (Clarke St), 7 trips from Lidcombe.

2 February 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Regents Park-Bankstown†	Fr Banks 13P 34L	M-F	Lidcombe	7.40amB	Bankstown	5.12pmL	70*	A
		Sat	Potts Hill	8.55amB		12.17pmP	30	C
		Sun						

\* More frequent in peak hours.

† Plus limited service Lidcombe – Berala (Clarke St).

A – Main service Lidcombe-Bankstown. Extra trips Bankstown-Potts Hill loop. Limited service (mainly school trips) Lidcombe – Berala (Clarke St). Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

C – Most trips, Bankstown-Potts Hill. 2 trips extended from Potts Hill to Regents Park (Amy St/Nottingham Rd).

L – To Lidcombe.

P – To Potts Hill.

## Route 124

### **LIDCOMBE – BERALA (Park Rd)**

### **LIDCOMBE – REGENTS PARK**

#### **Timeline**

As at date of Govt Gazette 13 November 1925: Lidcombe – Berala (Park Rd) being operated by ARB (Archie) McVicar.

1929: 129 Lidcombe – Regents Park renumbered part of 124.

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

*General note: Revived in 1934-36 as 123.*

#### **Streets**

### **Lidcombe – Berala (Park Rd)**

1925 (Source: Govt Gazette of 13 November 1925)

**From Lidcombe** (Railway Pde at station) via Railway Pde, Joseph St, Bridge St, Water St, Woodburn Rd, Vaughan St, Cambridge St, Mt Auburn Rd, Graham St, Clarke St, Park Rd to York St (Berala). Reverse on return.

#### **Alteration**

1928 (Source: Govt Gazette of 22 June 1928): Ex Lidcombe via Mark St, Taylor St, Joseph St. Ex Berala unaltered.

#### **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		
Lidcombe-Berala (Park Rd)	12	M-F	Lidcombe	9.10am	Park Rd	6.55pm	60	A
		Sat		9.10am		12.00mn	60	
		Sun		8.50am		10.00pm	60	

A – Extra trips Friday night.

## Route 124

### **KOGARAH – BEXLEY NORTH – BARDWELL PARK**

#### **Timeline**

March 1931: Kogarah – Bexley North (Alston St) commenced by Edward H Blythe.

By early 1932: Extended in Bexley North from Alston St to Ellerslie Rd.

1932:

- Transferred to Alfred Denner.
- Extended in Bexley North from Ellerslie Rd to station.

1939/40: Possibly transferred to FW (Frank) Raines.

By 1941: Transferred to JC Hatcher.

1941: Extended from Bexley North to Bardwell Park.

**By February 1942:** Transferred back to Edward H Blythe.  
**By 12 February 1948:** Curtailed to run Kogarah – Bexley North.  
**25 August 1949:** Operator incorporated (as EH Blythe Pty Ltd).  
**By November 1951:** Ran in peak hours only.  
**August 1952:** Ceased, as area was covered by Blythe's 68 & 122.

## Streets

### Kogarah – Bexley North – Bardwell Park

*Circa 1946 (Source: Gregory's Street Directory)*

**From Kogarah** (station) via Station St, Taylor St, Guinea St, Warialda St, Verdun St, Caledonian St, Shirley St, Glenfarne St, Lewis St, Forest Rd, Mimosa St (**Bexley**), Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd, Tempe [now Slade] Rd, Stotts Av, Barnsbury Grove, Bardwell Rd, Devon Rd, Slade Rd, Hartill-Law Av (Bardwell Park).

### Kogarah – Bexley North

*By 12 February 1948 (based on Gregory's Street Directory & timetable)*

**From Kogarah** (station) via Station St, Taylor St, Guinea St, Warialda St, Verdun St, Caledonian St, Shirley St, Glenfarne St, Lewis St, Forest Rd, Mimosa St (**Bexley**), Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd to Bexley North station.

## Timetable Summary

*12 February 1948*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Bexley North	14	M-F	Kogarah	6.33am	Bexley Nth	10.26pm	30*	A
		Sat		6.50am		10.26pm	30	A
		Sun	Bexley Nth	9.26am	Kogarah	10.00pm	30	B

\* More frequent in peak hours.

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

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

*November 1951*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Bexley North	14	M-F	Bexley Nth	7.08am	Kogarah	6.04pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Plus short-working/s before first trip & after last trip shown.

## Route 124

### LINDFIELD – ROSEVILLE – CHATSWOOD (west side)

## Timeline

**April 1954:** The Lindfield – Roseville (including Alexander Pde loop) section of 221 transferred from AJ Wagg to Roy A Berglund & renumbered 124.

**August 1954:** Extended from Roseville (Alexander Pde loop) to Chatswood.

**January 1955:** Transferred to Fulton's Service Station (CA Fulton).

**July 1955:** Transferred to Roy Glass, who had been the driver for Berglund and Fulton.

**April 1959:** Transferred to J StClair Smith.

**18 March 1968:** Transferred to Barnes Coaches (JD (Doug) Barnes).

**9 October 1970:** Transferred to Deane's Coaches (RR (Ron) Deane).

**17 November 1981:** Through-routed with 221 Lindfield – Macquarie Centre, when Macquarie Centre opened.

**12 November 1982:** Through-routing with 221 ceased.

**1 July 1987:** Renumbered 564 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 12*).

## Streets

**1968** (Source: *RGH notes*)

**From Lindfield** (Pacific Hwy at station) via Pacific Hwy, Gladstone Pde, Norwood Av, Napier St, Bent St, Grosvenor Rd, Ortona Rd, Eton Rd, Abingdon Rd, Longford St, Shirley Rd, Pacific Hwy (**Roseville**), McLaurin Pde, Kings Av, Alexander Pde, Findlay Av, Pacific Hwy, Ashley St, Anderson St, Victoria Av, Orchard Rd to Chatswood station.

**From Chatswood** (Orchard Rd at station) via Help St, Anderson St, then reverse route to Alexander Pde, then Corona Av, Pacific Hwy, then reverse route to Gladstone Pde, then Strickland Av, Lindfield Av, Havilah Rd, Pacific Hwy to Lindfield station.

**Trips terminating at Roseville (Alexander Pde loop):** Ex Lindfield from Shirley Rd via Pacific Hwy, McLaurin Pde, Kings Av, Alexander Pde, Findlay Av, (left) Pacific Hwy, then return to Lindfield.

## Alterations

- **1970** (Source: *RGH notes*): To approach Chatswood station from Pacific Hwy via Railway St to Chatswood station. Return via Victoria Av, Pacific Hwy.
- **1984** (Source: *RGH notes*): Either direction from Eton Rd/Abingdon Rd via Kuring-gai College of Advanced Education [later University of Technology Sydney Kuring-gai] bus bay.
- **1984** (Source: *RGH notes*): To approach Chatswood from Pacific Hwy via Victoria Av, Railway St to Chatswood station. Return via Railway St, Pacific Hwy.

## Timetable Summary

**1950s**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Roseville-Chatswood	Fr Lind 20R 24C	M-F	Lindfield	7.30amR 9.45amC	Chatswood Roseville	4.58pmL 6.13pmL	A	
		Sat						
		Sun						

\* More frequent in peak hours.

A – Peak hours, Lindfield-Roseville (Alexander Pde loop). Day, Lindfield-Chatswood 60\*. Plus short-working/s before first trip shown.

C – To Chatswood.

L – To Lindfield.

R – To Roseville (Alexander Pde loop).

## Route 125

### LIDCOMBE – BANKSTOWN via Rookwood Rd & Lidcombe State Hospital

## Timeline

**As at date of Govt Gazette 13 November 1925:** Being operated by ARB (Archie) McVicar.

**July 1959:** Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

**5 March 1978:** Transferred to Bankstown Bus Lines (Max Holman).

**October 1979:** Operator's name altered to South Western Coach Lines (still Max Holman).

**6 March 1985:** Transferred to Highway Tours (JD (Jim) Hill).

**31 July 1985:** Renumbered 920 in the Sydney Region Route Number System (*see Private Route Histories - Contract Region 13*). 919 also commenced running via part of 125.

## Streets

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

**From Lidcombe** (Railway Pde at station) via Railway Pde, Joseph St, Rookwood Rd, Chapel St, North Tce to Bankstown station. Reverse on return.

## Alteration

**1928** (Source: *Govt Gazette of 22 June 1928*): From Lidcombe via Mark St, Taylor St, Joseph St. Ex Bankstown unaltered.

*Circa 1946 (Source: Gregory's Street Directory)*

### **Via Cemetery Gates**

**From Lidcombe** via Railway Pde [now St], Mark St, Taylor St, Joseph St, James St, East St, Victoria St, Joseph St, through **Lidcombe State Hospital**, entering at the main gate and leaving by the gate near the Medical Superintendent's quarters, Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Appian Way, North Tce to Bankstown station.

**Trips via Joseph St direct:** Did not enter Lidcombe State Hospital, but proceeded direct along Joseph St.

### **Via Joseph St (not via Cemetery Gates)**

**From Lidcombe** via Railway Pde [now St], Mark St, Taylor St, Joseph St, through **Lidcombe State Hospital**, entering at the main gate and leaving by the gate near the Medical Superintendent's quarters, Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Appian Way, North Tce to Bankstown station.

*1968 (Source: RGH notes)*

**From Lidcombe** (Railway St at station) via Railway St, Mark St, Taylor St, Joseph St, **Lidcombe State Hospital** internal roadways, Joseph St, Rookwood Rd, Hume Hwy, Meredith St, Marion St, North Tce to Bankstown station.

**From Bankstown** (North Tce at station) via reverse route to Joseph St, then Railway St to Lidcombe 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		
Lidcombe-Bankstown	Fr Lid 8H 24B	M-F	Lidcombe	6.20am	Bankstown	7.05pm	60-90	
		Sat		6.20am		7.05pm	60-90	
		Sun		9.30am		10.05pm	60-90	A

A – Extra trips in afternoon, Lidcombe-Lidcombe State Hospital.

B – To Bankstown.

H – To Lidcombe State Hospital.

*19 March 1960*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	21	M-F	Lidcombe	5.53am	Bankstown	9.49pm	30*	A
		Sat		6.20am		9.49pm	30	B
		Sun		7.09am		10.40pm	30	

\* More frequent in peak hours.

A – Plus short-working/s after last trip shown. Plus picture bus Wednesday & Friday nights.

B – Plus picture bus Saturday night.

*1984*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	20	M-F	Lidcombe	5.50am	Lidcombe	8.13pm	30*	
		Sat		6.20am		8.10pm	AM 30 PM 60	
		Sun		6.20am		5.00pm	60	

\* More frequent in peak hours.