



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 126 – 150

in the 1925 number system

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

All routes in this section have ceased.

Route 126

LILYFIELD – CENTRAL RAILWAY via Johnston St & Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Paddington Motor Service (WAG Jones).

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 Lilyfield (O'Neill St at Justin St) via O'Neill St, Grove St, Joseph St, Halloran St, New Abattoir [now Lilyfield] Rd, Catherine St, Moore St, Booth St, Johnston St (**Annandale**), 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 Lilyfield.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from O'Neill St/Justin St via O'Neill St, Lamb St (Lilyfield). 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		
Lilyfield-Central Railway	24	M-F	Lilyfield	6.28am	Central Rly	10.55pm	30	A
		Sat		6.28am		12.25am	30	
		Sun		9.58am		10.55pm	60	

A – Extra trips run Johnston St/Booth St-Central Railway in peak hours & on Friday night.

Route 126

BANKSTOWN – BASS HILLS [now Bass Hill] – SEFTON

Timeline

24 January 1938: Commenced.

19 May 1938: Ceased, as operator was unable to provide a bus for the service.

Route 126

GLADESVILLE – RYDE – WEST RYDE via Buffalo Rd

- **Ryde – Dress Circle Estate (1969-74)**
- **Ryde – Field of Mars Cemetery (Sundays, 1950s)**

(Dress Circle Estate is now known as East Ryde.)

Timeline

Circa 1948: Gladesville – Ryde via Buffalo Rd commenced by Fred Rohrs.

1949: Transferred to Hunters Hill Bus Co (John A Gilbert family, majority shareholder; CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

By early 1950s: Sunday afternoon trips Ryde – Field of Mars Cemetery renumbered from part of 205.

By 1953: Sunday afternoon trips Ryde – Field of Mars Cemetery ceased.

10 July 1969: New route, Ryde – Dress Circle Estate, commenced (initially on Saturdays, but from 4 December 1969 also on weekdays).

19 October 1974: Ryde – Dress Circle Estate ceased without replacement. 75 continued to serve Dress Circle Estate, although from Gladesville.

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

By 30 January 1979: Extended from (Top) Ryde to West Ryde.

23 July 1990: Ceased due to lack of patronage, as part of general reorganisation of North & Western's routes.

Streets

Gladesville – Ryde

1963 (Source: RGH notes)

From Gladesville (Victoria Rd at Pittwater Rd) via Victoria Rd, Monash Rd, Buffalo Rd, Aitchandar Rd, Nanbaree Rd, Abaroo St, Bidgee Rd, Gardener Av, Quarry Rd, Lane Cove Rd, Devlin St to Ryde shops.

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

Alteration

1969 (Source: RGH notes/timetable): Ex Gladesville from Aitchandar Rd via Bidgee Rd, Gardener Av, Quarry Rd, Woodbine Cr, Greene Av, Buffalo Rd, Lane Cove Rd. Reverse on return.

Gladesville – Ryde – West Ryde

Alteration

1979 (Source: timetable): Extended from Ryde via Devlin St, Victoria Rd, Hermitage St, Herbert St, Ryedale Rd, Marlow St bridge, West Pde to West Ryde interchange. Return via West Pde, Marlow St bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd.

Ryde – Dress Circle Estate

1969 (Source: RGH notes/timetable)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Aitchandar Rd, Bidgee Rd, Gardener Av, Quarry Rd, Boyce St, Twin Rd, Moncrieff Dr, Sager Pl to Dress Circle Estate shops.

From Dress Circle Estate (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

Timetable Summary

1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Ryde	14	M-F	Ryde	6.32am	Gladesville	7.00pm	60*	A
		Sat		7.39am		7.15pm	AM 30 PM 60	A
		Sun		1.40pm		8.16pm	60	B

* More frequent in peak hours.

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

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

28 August 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Ryde	17	M-F	Gladesville	6.58am	Ryde	6.15pm	40	
		Sat	Ryde	8.20am	Ryde	12.59pm	60	A
		Sun						

A – Service provided by diversion of 141 to Ryde-Quarry Rd part of route.

5 January 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Ryde	17	M-F	Ryde	7.15am	Gladesville	5.15pm	8 trips	A
		Sat						
		Sun						
Ryde-Dress Circle Estate	12	M-F	Ryde	9.25am	D/Circle Est	11.41am	3 trips	
		Sat	D/Circle Est	9.00am	Ryde	12.05pm	4 trips	
		Sun						

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

Route 127

LONGUEVILLE – CHATSWOOD

LONGUEVILLE – CITY (Wynyard)

LONGUEVILLE – LANE COVE WEST (Penrose St)

Timeline

As at date of Govt Gazette 13 November 1925: Longueville – Chatswood being operated by George H Newman.

16 February 1927: Extra route, Longueville – Lane Cove (Gentle St), commenced, as noted in Govt Gazette 27 May 1927. This route partly replaced 164, Northwood – Lane Cove (Gentle St), which had ceased on 31 December 1926.

1 September 1927: Operator incorporated as Longueville Motor Bus Co.

12 May 1932: Longueville – Lane Cove (Gentle St) extended in Lane Cove West from Gentle St to Penrose St, but service reduced to peak hours only.

23 December 1946: Extra route, Longueville – City (Wynyard), commenced in response to gradual cancellation of Circular Quay-Figtree ferry service. The ferry service was originally cancelled and the new bus route ran during the weekday off-peak and Saturday & Sunday afternoons. But the ferry service was gradually cut at other times and the bus service correspondingly expanded, until 10 November 1950, when the ferry ceased altogether & the bus service ran full time.

1949: Extra off-peak service, Lane Cove (Blaxlands Corner) – Lane Cove West (Penrose St), commenced.

8 July 1955: Longueville – Lane Cove West (Penrose St) (peak hour) & Lane Cove (Blaxlands Corner) – Lane Cove West (Penrose St) (off-peak) ceased, when 95 (over part of which the routes ran) was transferred from Longueville Motor Bus Co to Hunters Hill Bus Co.

February 1957: Longueville Motor Bus Co transferred to Mrs Elizabeth Newman upon the death of her husband, George Newman.

1 July 1968: Transferred to Longueville Bus Co (Ron Deane senior & Russell Poole, respectively proprietor & company secretary of Turramurra-Bobbin Head Bus Co, later known as Deane's Coaches).

19 July 1971: Selected night and Saturday City (Wynyard) – Longueville trips diverted via Northwood, as 127 & 224 were under common ownership.

7 December 1977: Transferred to Lane Cove Bus Service (Bernie Best).

February 1983: Use of route numbers 127, 169 & 224 rearranged to reflect actual usage as:

127 Northwood – Longueville – Chatswood

169 City (Wynyard) – Lane Cove – Tambourine Bay – Lane Cove West

224 City (Wynyard) – Northwood – Longueville.

30 July 1985: Lane Cove Bus Service transferred to Macquarie Towns Coach Lines.

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

7 September 1987: 52, 127, 169 & 224 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*):

261 City (Wynyard) – Northwood – Longueville – Lane Cove

264 Chatswood – Longueville.

Streets

Longueville – Chatswood

1925 (Source: Govt Gazette of 13 November 1925)

From Longueville (Stuart St at wharf) via Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Lane Cove Rd [now Pacific Hwy], Brown St, Railway St to Chatswood station.

From Chatswood (Railway St at station) via Railway St, Victoria Av, Lane Cove Rd [now Pacific Hwy] then reverse route to Longueville.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Ex Longueville from Lane Cove Rd [now Pacific Hwy] via Help St, Railway St.

Circa 1946 (Source: Gregory's Street Directory)

From Longueville [wharf] via Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Pacific Hwy, Help St, Railway St (Chatswood).

Alteration

From 3 July 1950 (Source: "Terminus Please", by Leon B Manny) (most trips): To approach Longueville from Stuart St via Arabella St, Lucretia Av, Poole St to Stuart St. Return via Stuart St.

From 7 July 1955 (Source: "Terminus Please", by Leon B Manny/RGH notes)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Spring St, Albert Av, Devonshire St, Mowbray Rd, Pacific Hwy, Longueville Rd (**Lane Cove**), Kenneth St, Stuart St, Arabella St, Lucretia Av, Poole St to Stuart St (Longueville).

From Longueville (Poole St at Stuart St) via Stuart St, then reverse route to Albert Av, then Anderson St, Victoria Av, Orchard Rd to Chatswood station.

Alterations

- *1969 (Source: RGH notes):* Ex Longueville from Pacific Hwy via Nelson St, Orchard Rd, Mowbray Rd.
- *1986 (Source: RGH notes):* From Chatswood (Orchard Rd at station) via Help St, Anderson St, Albert Av, Archer St, Mowbray Rd. Ex Longueville from Mowbray Rd via Orchard Rd to Chatswood station.

Longueville – Lane Cove (Gentle St)

1927 (Source: Govt Gazette of 27 May 1927)

From Longueville (Stuart St at wharf) via Stuart St, Kenneth St, Longueville Rd, Burns Bay Rd, Gentle St to near Burns Bay Rd (Lane Cove). Reverse on return.

Lane Cove (Blaxlands Corner) – Lane Cove West (Penrose St)

1949 (Source: "Terminus Please", by Leon B Manny)

From Lane Cove (Blaxlands Corner) (Longueville Rd/River Rd) via Longueville Rd (**Lane Cove**), Burns Bay Rd, Figtree St, Currawong Av, Cullen St, Burns Bay Rd, Cope St, Penrose St (**Lane Cove West**), Best St, Burns Bay Rd, Longueville Rd to River Rd (Blaxlands Corner, Lane Cove).

Chatswood – Longueville via Chatswood West (Colwell Cr) (Saturdays)

1986 (Source: RGH notes)

From Chatswood (Orchard Rd at station) via Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Pacific Hwy, Longueville Rd (**Lane Cove**), Kenneth St, Stuart St, Arabella St, Lucretia Av, Poole St to Stuart St (Longueville).

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

Longueville – City (Wynyard)

27 April 1948 (Source: timetable)

From Longueville (Poole St at Stuart St) via Stuart St, Kenneth St, River Rd, Fleming St [now part of River Rd], Shirley Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Erskine St (Wynyard, City).

From City (Wynyard) (Erskine St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route to Longueville.

1963 (Source: RGH notes)

From Longueville (Poole St at Stuart St) via Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Margaret St (Wynyard, City).

From City (Wynyard) (York St at Margaret St) via York St, Barrack St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Shirley Rd, River Rd, Northwood Rd, Kenneth St, Stuart St, Arabella St, Lucretia Av, Poole St to Stuart St (Longueville).

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		
Longueville-Chatswood	22	M-F	Chatswood	7.10am	Longueville	10.05pm	45-80	
		Sat		7.10am		11.40pm	45-80	
		Sun		9.40am		6.51pm	60	

January 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Longueville-Chatswood	20	M-F	Longueville	6.50am	Chatswood	8.20pm	90*	A
		Sat		6.50am		10.30pm	45	A
		Sun		9.00am		7.15pm	60	
Longueville-Lane Cove (Gentle St)	10	M-F	Gentle St	8.00am	Longueville	6.46pm	7 trips	
		Sat		8.00am		1.20pm	4 trips	
		Sun						

* More frequent in peak hours.

A – Plus picture bus Monday-Saturday nights.

August 1940

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Longueville-Chatswood	20	M-F	Longueville	6.39am	Chatswood	9.17pm	30	A
		Sat		6.39am		8.00pm	AM 30 PM 40	A
		Sun		9.21am		9.41pm	60	
Longueville-Lane Cove (Gentle St)	10	M-F	Gentle St	7.46am	Longueville	6.22pm	Ph	
		Sat		6.57am		1.27pm	6 trips	
		Sun						

A – Plus picture bus Monday-Saturday nights.

Ph – Peak hours only.

July 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Longueville-Chatswood	20	M-F	Longueville	6.35am	Chatswood	10.10pm	40*	A
		Sat		7.25am		8.35pm	AM 30 PM 40	A
		Sun		8.10am		9.40pm	60	
Longueville-City (Wynyard)	25	M-F	Longueville	6.45am	Wynyard	11.15pm	60*	
		Sat		7.30am		11.10pm	60	
		Sun		10.30am		10.15pm	60	
L/Cove (Blaxlands Cnr)-Lane Cove West (Penrose St)	9	M-F	Blaxlands Cnr	9.01am	Penrose St	3.40pm	30	
		Sat						
		Sun						

* More frequent in peak hours.

A – Plus picture bus Monday-Saturday nights.

1 June 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Longueville-Chatswood	18	M-F	Longueville	6.40am	Chatswood	5.40pm	40*	
		Sat		7.40am		12.40pm	40	
		Sun						
Longueville-City (Wynyard)	25	M-F	Longueville	6.45am	Wynyard	11.15pm	60*	
		Sat		7.45am		6.15pm	60	
		Sun						

* More frequent in peak hours.

Route 128

LONG BAY BEACH – CENTRAL RAILWAY via Cleveland St

(Long Bay was gazetted as Malabar in 1933.)

(Daceyville is now known as Kingsford.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Frederick Fitzhenry.

By date of Govt Gazette 15 October 1926: Ceased. 131 remained in operation over a similar route.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Long Bay Beach (Bay St at Raglan St) via Bay St, Raglan St, Prince Edward St, Long Bay Rd [now Anzac Pde & Malabar Rd], Beauchamp Rd, Bunnerong Rd (**Daceyville**), Anzac Pde (**Kensington**), Cleveland St, Chalmers St, Eddy Av (Central Railway).

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

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		
Long Bay-Central Railway	48	M-F	Long Bay	6.26am	Central Rly	10.50pm	45-60	
		Sat		6.26am		10.50pm	45-60	
		Sun		7.26am		10.50pm	45-60	

Route 128

CROWS NEST – WILLOUGHBY – ARTARMON – CHATSWOOD – MOWBRAY RD WEST

- **Artarmon – Stafford Rd loop (1948-51 & 1961-62)**
- **Extended from Mowbray Rd West to Fullers Bridge (weekends, 1948-58)**

(Mowbray Rd West terminus is on the border of current Lane Cove North & Lane Cove West.)

Timeline

5 January 1948: St Leonards – Artarmon – Mowbray Rd West (terminating at Epping Rd) commenced by Wilfred Ernest (Bill) Nott. This absorbed the Artarmon – Hatfield St service of 53.

By August 1948: Extended from St Leonards to Crows Nest.

Later 1948 (?): Artarmon – Stafford Rd Loop peak hour service commenced.

14 November 1948: Sunday & holiday trips extended from Mowbray Road West to Fullers Bridge (selected Saturday trips were similarly extended as from 29 October 1949.)

April 1949: Transferred to Mosman Bus Service (WFJ (Bill) Read).

29 May 1949: Most trips curtailed from Epping Rd to Cumberland Av (peak hour trips to Epping Rd retained for industrial service).

21 August 1950: Selected trips ran Chatswood – Mowbray Rd West.

14 November 1950: Transferred to O Horsefield.

2 January 1951 to February 1951: 128 & 192 amalgamated as 128 Crows Nest – Artarmon – Mowbray Rd West, *either* via Willoughby *or* via Herbert St (including trips to Whiting St, Artarmon).

February 1951:

- Transferred to partnership of CM (Clarrie) Cole & Lloyd C Brewer (after 192 reverted to being a separate entity).
- Artarmon – Stafford Rd Loop peak hour service ceased.

Soon after February 1951:

- Selected Crows Nest – Mowbray Rd West trips diverted via Chatswood to replace separate Chatswood – Mowbray Rd West trips.
- More and more trips ran either via Chatswood or ran only Chatswood – Mowbray Rd West until 1974, by when only a limited service was provided Chatswood – Artarmon – Willoughby – St Leonards – Crows Nest.

21 January 1954: Partnership altered to Clarrie Cole & Moss L Ehret.

26 November 1956: Transferred to Brooks Brothers (Arthur & Harold).

Late 1950s: Arthur Brooks died and partnership became HL & EE Brooks. Also traded for a period as Blue & Cream Bus Service.

June 1958: Sunday & Public Holidays extension from Mowbray Rd West to Fullers Bridge ceased (this extension on Saturdays had ceased on 27 January 1953). Extension of industrial trips from Cumberland Av to Epping Rd probably ceased too.

25 November 1961: Artarmon – Stafford Rd Loop peak & off-peak service reinstated on trial for 3 months, after which ceased.

3 August 1964: Transferred to MO Sinclair (Mervyn Sinclair) (also trading as Chatswood Charter Bus Co).

4 September 1973: Transferred to Hunters Hill Bus Co (John A Gilbert family, majority shareholder; KA (Ken) Butt, Manager).

16 August 1974: Selected 43 trips rerouted via full length of Mowbray Rd West on Thursday nights, Saturday afternoons and Sundays (when 128 did not operate). By 17 October 1975, additional trips on 43 on weekdays, all Saturday afternoon and all Sunday trips ran via Mowbray Rd West.

26 September 1977:

- Chatswood – Mowbray Rd West fully absorbed into 43 (Chatswood – West Ryde).
- Chatswood – Artarmon – Willoughby renumbered part of 43, with limited weekday service only.
- Willoughby – Crows Nest ceased, although partly replaced by a twice-a-day diversion of 99 to Park Rd/Waters Rd, Naremburn.

Streets

Crows Nest – Willoughby – Artarmon – Mowbray Rd West (extended to Fullers Bridge at weekends)

1949 (Source: timetable)

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, River Rd, Duntroon Av, Canberra Av, Marshall Av, Berry Rd, Pacific Hwy, Christie St (**St Leonards**), Northcote St, Waters Rd, Park Rd, Ruth St, Northcote St, Willoughby Rd (**Willoughby**), Julian St, Edward St, Artarmon Rd, Tindale Rd, Elizabeth St

(**Artarmon**), Artarmon Rd, Tindale St, Mowbray Rd, Ralston St, Nundah St, Parklands Av, Kyong St, Karilla Av, Centennial Av, Mowbray Rd West to Cumberland Av (Mowbray Rd West).

From Mowbray Rd West (at Cumberland Av) via reverse route to River Rd, then Shirley Rd to Pacific Hwy (Crows Nest).

Fullers Bridge extension (*likely route*): Extended from Mowbray Rd West/Cumberland Av via Mowbray Rd West, Epping Rd, Delhi Rd to Fullers Bridge. Reverse on return.

Artarmon – Stafford Rd Loop

1950 (*Source: timetable*)

From Artarmon (Elizabeth St at station) via Tindale Rd, Stafford Rd, Godfrey Rd, Shepherd Rd, Smith Rd, Artarmon Rd, Tindale Rd to Artarmon station.

Crows Nest – Willoughby – Artarmon – Chatswood – Mowbray Rd West

1963 (*Source: RGH notes*)

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, River Rd, Duntroon Av, Canberra Av, Marshall Av, Berry Rd, Pacific Hwy, Christie St (**St Leonards**), Northcote St, Mitchell St, Waters Rd, Park Rd, Ruth St, Northcote St, Willoughby Rd (**Willoughby**), Julian St, Edward St, Artarmon Rd, Tindale Rd, Elizabeth St (**Artarmon**), Artarmon Rd, Tindale St, Stafford St, Mowbray Rd to Hinkler Cr (Mowbray Rd West).

From Mowbray Rd West (at Hinkler Cr) via Mowbray Rd, Stafford St, Tindale St, Elizabeth St (**Artarmon**), Artarmon Rd, then reverse route to River Rd, then Shirley Rd to Pacific Hwy (Crows Nest).

Trips to/diversions via Chatswood: From Mowbray Rd/Orchard Rd via Orchard Rd, Johnson St, Devonshire St, Albert Av, Anderson St, Victoria Av, Orchard Rd to Chatswood station. Return via Help St, Anderson St, Victoria Av, Spring St, Albert Av, Devonshire St, Johnson St, Orchard Rd to Mowbray Rd.

Hart St diversion: Ex Crows Nest from Mowbray Rd/Felton Av via Felton Av, Hart St, Hatfield St to Mowbray Rd. Reverse on return.

Chatswood – Mowbray Rd West

1974 (*Source: timetable*)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Albert Av, Devonshire St, Johnson St, Orchard Rd, Mowbray Rd to Fitzsimmons Av (Mowbray Rd West). [Return route not listed.]

Chatswood – Artarmon – Willoughby – Crows Nest

1974 (*Source: RGH notes/timetable*)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Albert Av, Devonshire St, Tindale Rd (**Artarmon**), Elizabeth St, Artarmon Rd, Edward St, Penkivil St, Willoughby Rd (**Willoughby**), Ruth St, Park Rd, Waters Rd, Dalleys Rd, Northcote St, Christie St (**St Leonards**), Pacific Hwy, Hume St, Nicholson St, Shirley Rd to Pacific Hwy (Crows Nest).

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, Nicholson St, Christie St, then reverse route to Tindale Rd, then Mowbray Rd, Orchard Rd to Chatswood station.

Timetable Summary

1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Leonards-Mowbray Rd West	29	M-F	Epping Rd	6.40am	St Leonards	11.00pm	80*	
		Sat		7.00am		11.30pm	30-60	
		Sun		7.30am		10.30pm	60	

* More frequent in peak hours.

21 August 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Crows Nest-Mowbray Rd West	Fr M Rd West 25S 29N	M-F	M'bray Rd W	6.25amS 8.15amN	Crows Nest	7.25pmM	A	
		Sat	Crows Nest	7.58amM 1.25pmF	Fullers Bge M'bray Rd W	5.45pmN 10.20pmN	B	
		Sun	Crows Nest	10.00amM		9.35pmN	C	
Chatswood-Mowbray Rd West	12	M-F	M'bray Rd W	9.56am	Chatswood	3.30pm	4 trips	
		Sat		9.26am		10.55am	2 trips	
		Sun						
Artarmon-Stafford Rd Loop	8 round trip	M-F	Artarmon	7.38am	Stafford Rd	6.30pm	Ph	
		Sat	Stafford Rd	8.12am	Artarmon	12.35pm	D	
		Sun						

* More frequent in peak hours.

A – Peak hours, St Leonards-Mowbray Rd West. Day, Crows Nest-Mowbray Rd West 30*. 1 trip extended to Northern Suburbs Cemetery. Plus picture buses to Crows Nest.

B – Morning, Crows Nest-Mowbray Rd West 20-40. Afternoon, Crows Nest-Fullers Bridge 80. Night, Crows Nest-Mowbray Rd West. Plus picture buses to Crows Nest.

C – Day, Crows Nest-Fullers Bridge 40-80. Night, Crows Nest-Mowbray Rd West.

D – Service provided by diversion of Crows Nest-Mowbray Rd West trips (1 trip from Stafford Rd, 1 trip from Artarmon).

F – To Fullers Bridge.

M – To Mowbray Rd West.

N – To Crows Nest.

Ph – Peak hours only.

S – To St Leonards.

27 January 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Crows Nest-Mowbray Rd West	30	M-F	M'bray Rd W	6.30amS 8.30amN	Crows Nest	8.10pmM	A	
		Sat		7.20amN		5.32pmM	80	B
		Sun		6.50amN		9.32pmM	7 trips	D

* More frequent in peak hours.

A – Morning peak hour, Mowbray Rd West-St Leonards. Day, Mowbray Rd West-Crows Nest 90*. Plus picture bus Wednesday, Thursday & Friday nights to Crows Nest.

B – Gap in service. Plus picture bus Saturday night to Crows Nest.

D – 2 trips extended to Fullers Bridge.

M – To Mowbray Rd West.

N – To Crows Nest.

S – To St Leonards.

28 June 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Crows Nest- Chatswood- Mowbray Rd West	Fr Mow Rd West 13C 43N	M-F	M'bray Rd W	6.30amS	Crows Nest	2.30pmM	A	
				6.55amC	St Leonards	5.15pmM		
				8.10amN	Chatswood	6.55pmM		
		Sat		7.45amC	Chatswood	12.50pmM	30	
		Sun						

* More frequent in peak hours.

A – Peak hours, Mowbray Rd West-Chatswood or Mowbray Rd West-St Leonards. Day, Mowbray Rd West-Crows Nest 60*

C – To Chatswood.

M – To Mowbray Rd West.

N – To Crows Nest

S – To St Leonards.

16 August 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Mowbray Rd West	13	M-F	M'bray Rd W	6.00am	Chatswood	7.07pm	30-90*	
		Sat		7.35am		7.12pm	AM 30 PM 60	B
		Sun		7.48am	M'bray Rd W	7.47pm	120	C
Chatswood-Crows Nest		M-F	Chatswood	8.25am	Crows Nest	11.30am	D	
					Frenchs Rd	4.21pm		
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

B – Afternoon service provided by diversion of 43.

C – All service provided by diversion of 43.

D – Morning, 3 trips from Chatswood to Crows Nest; 2 trips from Crows Nest to Chatswood. Afternoon, Chatswood or Artarmon-Willoughby (Frenchs Rd). Plus short-working/s before first trip shown.

Route 129

LIDCOMBE – REGENTS PARK

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by ARB (Archie) McVicar.

1929: Absorbed into 124.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Lidcombe (Railway Pde at station) via Railway Pde, Joseph St, Kerrs Rd, Nottinghill Rd, Hyde Park Rd, Kingsland Rd, Amy St, Park Rd to near Amy St (Regents Park). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Lidcombe via Mark St, Taylor St, Joseph St. Ex Regents Park 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-Regents Park	14	M-F	Lidcombe	9.00am	Regents Pk	7.20pm	60	A
		Sat		9.00am		12.15am	60	
		Sun		8.50am		10.15pm	60	

A – Extra trips Friday night.

Route 129

ROCKDALE – TEMPE – ENMORE – LILYFIELD – ROZELLE (Alfred St)

Timeline

December 1931: Rockdale – Tempe commenced by Thornton E Harrigan.

Possibly 1949: Rerouted via Arncliffe, after 5 ceased.

August 1954: Rerouting via Arncliffe ceased.

August 1955: Transferred to Arthur L Appleby & RD (Ray) Nelson (later trading as Tempe Bus Service) (Nelson was Harrigan's nephew).

6 December 1965: 120, 129 & 227 amalgamated as 129 Rockdale – Tempe – Enmore – Lilyfield – Rozelle (Alfred St). Peak hour trips continued to run Sydenham – Stanmore [later known as Petersham] Fire station (as 227 had run).

By 1975: Peak hour trips to Petersham Fire station ceased.

1 July 1980: Doug Nelson (Ray's son) assumed complete control of Tempe Bus Service.

16 November 1987: Renumbered 450 in the Sydney Region Route Number System & rerouted via Marrickville Metro shopping centre, coincident with the opening of that centre (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Rockdale – Tempe (Lymerston St)

Circa 1946 (Source: Gregory's Street Directory)

From Rockdale via King St, Princes Hwy, Bestic St, Gibbes St, Tabrett St, West Botany St, Princes Hwy to Lymerston St (Tempe).

Alteration

By 1962 (Collins Street Directory): Ex Rockdale from Bestic St via Farr St, Tabrett St. Reverse on return.

Rockdale – Tempe – Enmore – Lilyfield – Rozelle (Alfred St)

1968 (Source: RGH notes)

From Rockdale (King St at Market St) via Market St, York St, Bestic St, Farr St, Tabrett St, West Botany St, Princes Hwy (**Tempe**), Lymerston St, Unwins Bridge Rd, Railway Rd, Burrows Av (**Sydenham**), Gleeson Av, Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd, Fitzroy St, Edinburgh Rd, Edgeware Rd, Stanmore Rd (**Enmore**), Liberty St, Railway Av (**Stanmore**), Douglas St, Percival Rd, Parramatta Rd, Catherine St (**Lilyfield**), Abattoirs Rd [now Lilyfield Rd], Storey St [now Lilyfield Rd], Gordon St, Alfred St to near Gordon St (Rozelle).

From Rozelle (Alfred St at Gordon St) via Alfred St, Denison St, Abattoirs Rd [now Lilyfield Rd], then reverse route to Sydenham Rd, then Railway Pde, Gleeson Av, Unwins Bridge Rd, then reverse route to York St, then Bryant St, Princes Hwy, King St to Market St (Rockdale).

Alteration

Later (Source: RGH notes): Ex Rozelle from Alfred St via Cheltenham St, O'Neill St, Grove St, Abattoirs Rd [now Lilyfield Rd].

Timetable Summary

16 November 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Tempe	13	M-F	Rockdale	7.00am	Tempe	8.20pm	30	A
		Sat		7.00am		8.20pm	AM 20 PM 40	B
		Sun						

A – Extra trips Friday night.

B – Plus picture bus Saturday night.

6 December 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Rozelle (Alfred St)	37	M-F	Rockdale	5.45am	Rozelle	7.40pm	20	A
		Sat		7.40am		7.00pm	AM 20 PM 40	B
		Sun						

A – Plus trips Sydenham-Petersham Fire Station in peak hours. Plus short-working/s before first trip & after last trip shown.

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

14 July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Rozelle (Alfred St)	43	M-F	Rockdale	5.45am	Rozelle	6.45pm	45*	A
		Sat		7.30am		12.45pm	45	
		Sun						

* More frequent in peak hours.

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

Route 130

LIDCOMBE (Railway Pde) – CENTRAL RAILWAY via John St & Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by DW Coz.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Lidcombe (Railway Pde) (at Livingstone Rd) via Railway Pde, Livingstone Rd, Milton St, Railway Pde, railway subway, Church St, John St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Route 130

MAROUBRA JUNCTION – CENTRAL RAILWAY

Timeline

By 1929: Commenced by South Sydney Bus Co (T Stalker & W Langford).

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

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

Route 130

MIRANDA – CARINGBAH – TAREN POINT – SANS SOUCI

MIRANDA – YOWIE POINT

- **Caringbah – North Caringbah Industrial Area (peak hours)**

(The locality of Yowie Point was officially assigned the suburb name Yowie Bay in 1973.)

Timeline

September 1952: Miranda – Yowie Point section of Kogarah Bus Co's 114 transferred to EL Bell and renumbered 130.

?: Extended from Miranda to Box Rd.

December 1952: Transferred back to Kogarah Bus Co (Brian W LeQuesne).

April 1953: Transferred to Sutherland Bus Service (Allan Small).

May 1955: The Miranda – Taren Point part of Caringbah Bus Service's 50 was added to 130. Routes were then:

Miranda – Yowie Point

Miranda – Caringbah – Taren Point.

March 1957: Industrial journeys, Caringbah – North Caringbah industrial area (Cawarra & Willarong Rds) commenced. Originally served the Parke Davis factory, later also other establishments.

May 1959: Transferred to Sutherland Bus Service Pty Ltd (Moore family), becoming part of the Harris Park Transport group.

31 May 1965:

- Extended from Taren Point to Sans Souci across newly opened Captain Cook Bridge, which replaced the car ferry between those two points.
- Caringbah – Sans Souci shared with Department of Government Transport 302 & 303, which were extended over a similar route in peak hours from the same date. As a result, 130 was later revised to operate mainly in the off-peak over that part of the route.
- Saturday service Caringbah-Sans Souci ceased from 18 September 1978.

27 August 1990:

- Curtailed from Sans Souci to Taren Point (with only a limited service Miranda/Caringbah – Taren Point) due to extension on 5 August 1990 by State Transit Authority (STA) of its 477 from Sans Souci to Caringbah.
- Trips to North Caringbah industrial area ceased (replaced by a diversion of STA 477).

15 December 1990: Remaining services transferred to Southtrans (Deane family).

13 January 1992: Miranda/Caringbah – Taren Point replaced by temporary STA 474 & 475 (themselves replaced permanently by 478 from 28 January 1992), leaving 130 as Miranda – Yowie Bay.

12 October 1992: As part of general reorganisation of Southtrans' Hurstville/Miranda/Sutherland/Menai area routes, Miranda – Yowie Bay renumbered 973 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

Miranda – Yowie Point

1970 (Source: RGH notes)

From Miranda (Kiora Rd at station) via Kiora Rd, Warrah Rd, Attunga Rd to end (**Yowie Point**), then Attunga Rd, Kiora Rd to Miranda station.

Miranda – Caringbah – Taren Point – Sans Souci

1970 (Source: RGH notes)

From Miranda (Kiora Rd at station) via Kiora Rd, Kingsway, Kareena Rd, The Boulevarde, Cawarra Rd, Denman Av (**Caringbah**), Kingsway, Taren Point Rd, Holt Rd, Frederick St, Old Taren Point Rd (**Taren Point**), Woodlands Av, Taren Point Rd, Captain Cook Bridge, Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd (Sans Souci).

From Sans Souci (Wellington St at Rocky Point Rd) via Rocky Point Rd, Captain Cook Bridge, Holt Rd, Frederick St, Old Taren Point Rd (**Taren Point**), Woodlands Av, Taren Point Rd, Kingsway, Banksia Av (**Caringbah**), then reverse route to Miranda station.

Yathong Rd diversion: Ex Miranda from Cawarra Rd/Taronga Pde via Taronga Pde, Yathong Rd, Drake Av to Cawarra Rd. Reverse on return.

Alteration

1986 (Source: timetable): Ex Miranda from Caringbah station via Cawarra Rd, The Boulevarde, Taren Point Rd. Reverse on return.

Miranda – Yowie Bay

From 13 January 1992 (Source: timetables)

From Miranda (Kiora Rd at station) via Kiora Rd, Warrah Rd, Attunga Rd to end (**Yowie Bay**), then Attunga Rd, Kiora Rd to Miranda station.

Timetable Summary

23 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Yowie Point-Miranda-Caringbah-Taren Pt (see also below)	Fr Y Bay 6M 32T	M-F	Yowie Pt	5.43amC 8.57amT	Taren Pt Yowie Pt	3.12pmY 6.52pmM	A	
		Sat		8.03amT		12.52pmT	60	B
		Sun						
Caringbah-Taren Point (additional to above)†	10	M-F	Caringbah	6.25am	Taren Pt	6.32pm	Ph	
		Sat						
		Sun						

† Includes Caringbah-North Caringbah Industrial Area (Parke Davis).

A – Peak hours, Miranda-Yowie Point (selected trips extended from Miranda to Caringbah). Off-peak, Yowie Point-Miranda-Caringbah-Taren Point 70.

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

C – To Caringbah.

M – To Miranda.

Ph – Peak hours only. Includes separate trips, Caringbah-North Caringbah Industrial Area (Parke Davis).

T – To Taren Point.

Y – To Yowie Point.

18 September 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Yowie Bay-Miranda-Caringbah-S/Souci (see also below)	Fr Y Bay 6M 27S	M-F	Miranda	6.22amY	Sans Souci	3.18pmC	A	
			Yowie Bay	9.35amS	Miranda	6.25pmY		
		Sat	Miranda	7.54amY	Yowie Bay	12.09pmM	4 trips	B
Caringbah-Sans Souci (additional to above)†		M-F	Caringbah	7.18amN 7.46amS	Sans Souci	4.36pmCn	Ph	
		Sat						
		Sun						

† Includes Caringbah-North Caringbah Industrial Area.

A – Peak hours, Miranda-Yowie Bay. Off-peak, Yowie Bay-Miranda-Caringbah-Sans Souci 60.

B – Some trips extended from Miranda to Caringbah.

C – To Caringbah.

Cn – To Caringbah via North Caringbah Industrial Area.

Ph – Peak hours only. Includes separate trips, Caringbah-North Caringbah Industrial Area.

M – To Miranda.

N – To North Caringbah Industrial Area.

S – To Sans Souci.

Y – To Yowie Bay.

15 December 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Miranda-Yowie Bay	8	M-F	Yowie Bay	7.35am	Miranda	5.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 131

LONG BAY (various termini) – CENTRAL RAILWAY via Bunnerong Rd & Darlinghurst

- **Post 31 October 1931 feeder: LONG BAY – DACEYVILLE**

(Long Bay was gazetted as Malabar in 1933.)

(The Long Bay terminus at Beauchamp Rd/Long Bay [now Malabar] Rd is in current Maroubra.)

Timeline

As at date of Govt Gazette 13 November 1925: Long Bay (Beauchamp Rd/Long Bay [now Malabar] Rd) being operated by The Doncaster & Rosebery White Transit Co (T Stalker & W Langford).

By date of Govt Gazette 15 October 1926: Extended in Long Bay from Beauchamp Rd/Long Bay [now Malabar] Rd to Long Bay Beach.

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

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

November 1931(?): Feeder service authorised, Daceyville – Long Bay.

1932: Ceased. 138 served part of the route along Bunnerong Rd.

Streets

Long Bay (Beauchamp Rd) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Long Bay (Beauchamp Rd) (at Long Bay [now Malabar] Rd) via Beauchamp Rd, Bunnerong Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Kensington**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Long Bay Beach – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Long Bay Beach (Dacre St at Raglan St) via Dacre St, Raglan St, Prince Edward St, Long Bay Rd [now Anzac Pde & Malabar Rd], Beauchamp Rd, Bunnerong Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Kensington**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Long Bay-Central Railway	45	M-F	Long Bay	6.02am	Central Rly	10.30pm	100-120	
		Sat		6.02am		10.30pm	100-120	
		Sun		9.02am		11.50pm	100-120	

Route 131

CAMPBELLTOWN – APPIN

Timeline

September 1952: Commenced by LH Butler.

January 1957: Transferred to B&H Transport Services (B&H being the initials of the proprietors, RJ Baker & NH Howell), then or later trading as Campbelltown Bus Service.

13 May 1967: Transferred to Campbelltown Transit Co (RW (Dick) Rowe, Jim Newport & Roger L Graham).

August 1967: Renumbered as part of 93, probably to amalgamate Campbelltown Transit Co's services under a single licence.

Timetable Summary

5 January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Appin	20	M-F	Campbelltown	6.09am	Appin	4.58pm	4 trips	
		Sat						
		Sun						

Route 132

KENSINGTON (Ingram St) – CENTRAL RAILWAY via Crown St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by G Rell.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Kensington (Ingram St) (at Dowling St) via Ingram St, Virginia St, Lenthall St, McDougall St, Baker St, Todman Av, Dowling St, Phillip St, Baptist St, Crown St (**Surry Hills**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

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		
Kensington (Ingram St)-Central Railway	25	M-F	Ingram St	6.26am	Central Rly	11.01pm	60	
		Sat		6.26am		12.59pm	60	
		Sun		1.00pm		11.10pm	60	

Route 132

BOTANY (Wilson St) – CENTRAL RAILWAY via Maloney St, Eastern Av & Day Av

Timeline

By date of Govt Gazette 22 February 1929: Commenced by South Sydney Bus Co (T Stalker & W Langford).

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

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Botany (Wilson St) (at Botany Rd) via Wilson St, Swinbourne St, Stephen Rd, Ocean St, Banksia St, Botany Rd, Hollingshed St (**Mascot**), Sutherland St, Brussels St, Hicks Av, King St, Maloney St, Gardeners Rd, Eastern Av (**Kensington**), Day Av, Doncaster Av, Anzac Pde, Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Route 132

MERRYLANDS – MAYS HILL – WENTWORTHVILLE

(Mays Hill is also known as Hilltop.)

Timeline

December 1953: Commenced as Merrylands – Mays Hill, operated by Merrylands Bus Co (Try family).

December 1955: Extended from Mays Hill to Wentworthville.

January 1961: Transferred to Berala Bus Co (Carl N Tattam).

29 August 1963: Transferred to Cleary Bros (Parramatta).

15 December 1976: Transferred to Western Road Bus Service (Trevor Thornley).

2 April 1982: Renumbered 810 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*).

Streets

1968 (Source: *RGH notes*)

From Merrylands (Terminal Pl at station) via Pitt St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd (**Mays Hill**), Coleman St, Friend St, Frances St, Bartlett St, Richmond St, Hollywood St, Monterey St, Hamilton St, Berkeley St (**South Wentworthville**), Great Western Hwy, Bransgrove St, Fullagar Rd, Lytton St, Veron St, Lane St, Dunmore St, Freame St, The Kingsway to Wentworthville station.

From Wentworthville (The Kingsway at station) via Station St, Dunmore St, then reverse route to Pitt St, then Merrylands Rd, Terminal Pl to Merrylands station.

Alteration

By January 1977: Same or similar to 810 (see *Private Route Histories – Contract Region 3*).

Timetable Summary

16 October 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Wentworthville	Fr Merry 12H 18W	M-F	Mays Hill	5.20amM	Wentw'thville	4.40pmM	A	
			Merrylands	5.35amW	Merrylands	8.35pmH		
		Sat	Mays Hill	7.20amM	Wentw'thville	12.10pmM	B	
			Merrylands	7.30amH	Merrylands	7.34pmH		
		Sun	Mays Hill	8.25amM		7.05pmH	30	C

* More frequent in peak hours.

A – Merrylands-Mays Hill 30*, Merrylands-Wentworthville 60.

B – Morning, Merrylands-Mays Hill 20, Merrylands-Wentworthville 40. Afternoon, Merrylands-Mays Hill 30.

C – Gap in service.

H – To Mays Hill.

M – To Merrylands.

W – To Wentworthville.

January 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Mays Hill (selected trips extended to Wentworthville)	Fr Merry 28MHR 19W	M-F	Mays Hill	5.08amM	Wentw'thville	4.00pmM	A	
			Merrylands	6.20amW	Merrylands	7.35pmH		
		Sat	Mays Hill	7.04amM	Wentw'thville	1.00pmM	B	
			Merrylands	8.30amW	Merrylands	1.20pmH		
		Sun						

A – Morning peak hour, Merrylands-Mays Hill (selected trips extended to Wentworthville). Day, Merrylands-Mays Hill 3 trips per hour, Merrylands-Wentworthville 60. Afternoon peak hour, Merrylands-Mays Hill. Extra trips Thursday night.

B – Merrylands-Mays Hill 3 trips per hour, Merrylands-Wentworthville 4 trips.

H – To Mays Hill.

M – To Merrylands.

MHR – Round trip, Merrylands-Mays Hill-Merrylands.

W – To Wentworthville.

Route 133

MASCOT AERODROME – MASCOT EAST – KENSINGTON – CENTRAL RAILWAY via Darlinghurst

(Mascot Aerodrome is now known as Sydney Airport.)

Timeline

As at date of Govt Gazette 13 November 1925: Kensington (Day Av/Eastern Av) – Central Railway in operation (possibly being operated by The Doncaster & Rosebery White Transit Co (T Stalker & W Langford), whose name was changed to South Sydney Bus Co from 26 September 1927). Short-working of 132, Botany (Wilson St) – Central Railway via Maloney St, Eastern Av & Day Av.

By date of Govt Gazette 15 October 1926: Extended in Mascot East from Day Av/Eastern Av, Kensington to Maloney St/King St.

By date of Govt Gazette 17 December 1926: Extended in Mascot East from Maloney St/King St to Hollingshed St/Botany Rd, Mascot East.

By 1931: Noted as running to “[Mascot] Aerodrome”.

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

Streets

Kensington (Day Av) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Kensington (Day Av) (at Eastern Av) via Day Av, Doncaster Av, Anzac Pde, Flinders St, Oxford St (Darlinghurst), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Mascot East – Kensington – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

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

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Extended from Maloney St at King St via King St, Hicks Av, Brussels St, Sutherland St, Hollingshed St to Botany Rd (Mascot East). 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		
Kensington-Central Railway	26	M-F	Kensington	7.00am	Central Rly	12.30am	60	
		Sat		7.00am		12.30am	60	
		Sun						

Route 133

LINDFIELD – GORDON – PYMBLE (east side)

- **Gordon – East Gordon (Eucalyptus St) (1960s)**
- **Killara – East Killara (peak hours, 1968-69)**

Timeline

1 August 1935: Lindfield – Pymble commenced by EJ Macdonald.

13 August 1955: Ceased.

January 1956: Recommended by Pymble-Lindfield Community Bus Service.

March 1958: Transferred to HF Connolly.

Circa 1965: Extra peak hour route, Gordon – East Gordon (Eucalyptus St), commenced.

1 February 1966: Transferred to Turrumurra-Bobbin Head Bus Service (RR (Ron) Deane), who was Connolly’s brother-in-law.

26 September 1966: Transferred to East Killara Bus Service (Basil E Lombe).

26 August 1968:

- 133 & 134 amalgamated as 133 Lindfield – East Gordon (Elgin St) (curtailed from Pymble). Routes were:
Lindfield – East Gordon (Elgin St) (weekday daytime)
Killara – East Killara (peak hours).
- Off-peak trips travelled through parts of East Killara, previously served by 134.
- Gordon – East Gordon (Eucalyptus St) had ceased by this date, replaced by St Ives Bus Services’ Gordon – Barra Brui – St Ives route (part of 191), which had commenced on 29 March 1967.

3 March 1969: East Killara Bus Service delicensed and route split:

- Lindfield – Killara – East Killara transferred to Chalmers Coaches and renumbered 28.
- These parts of 133 transferred to St Ives Bus Services and renumbered part of 191:
 Gordon – Clifford & McIntosh Sts
 Gordon – East Gordon (Rosedale Rd/Cameron St) (extended from this date to Cameron St/Kulgoa Rd)
 Service in various streets between these three parts not replaced.

Streets

Lindfield – Gordon – Pymble

Circa 1946 (Source: Gregory's Street Directory)

From Lindfield (station) via Lindfield Av, Tryon Rd, Nelson Rd, Stanhope Rd, Werona Av (**Killara**), Powell St, Wattle St, Kylie Av, Arthur St, McIntosh St, Clifford St, Nelson St, Rosedale Rd, Robert St, Werona Av (**Gordon**), Park Av, Pearson Av, Mt William St [before construction of Rosedale Rd bridge], Rosedale Rd, Cameron St, Kulgoa St, Woodlands Av, Stoney Creek [now Mona Vale] Rd, Church St, Wellesley Av, Grandview St (Pymble).

1967 (Source: RGH notes)

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah Rd, Nelson Rd, Smith St, McKenzie St, Northcote Rd, Nelson Rd, Stanhope Rd, Rosebery Rd, Wattle St, Karranga Av, Locksley Av, Werona Av (**Killara**), Powell St, Wattle St, Kylie Av, Arthur St, McIntosh St, Clifford St, Nelson St, Rosedale Rd, Robert St, Werona Av (**Gordon**), Park Av, Pearson Av, Mt William St [before construction of Rosedale Rd bridge], Rosedale Rd, Lennox St, Waugoola St, Mt Ida St, Darnley St, Rosedale Rd, Cameron Rd, Kulgoa Rd, Woodlands Av, Mona Vale Rd, Church St, Wellesley Rd, Mocatta Av, King Edward St, Station St, Grandview St to Pymble station.

From Pymble (Grandview St at station) via reverse route to Wattle St, then Karranga Av, Locksley Av, Werona Av (**Killara**), Powell St, Wattle St, then reverse route to Smith St, then Nelson Rd, Tryon Rd, Lindfield Av to Lindfield station.

Lindfield – Gordon – East Gordon (Elgin St)

From 26 August 1968 (Source: timetable)

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah Rd, Nelson Rd, Smith St, McKenzie St, Northcote Rd, Nelson Rd, Stanhope Rd, Rosebery Rd, Springdale Rd, Yirgella Av, Churchill Rd (**East Killara**), Koola Av, Wattle St, Kylie Av, Arthur St, McIntosh St, Clifford St, Nelson St, Rosedale Rd, Robert St, Werona Av (**Gordon**), Park Av, Rosedale Rd to Elgin St (East Gordon).

From East Gordon (Elgin St) (at Rosedale Rd) via Elgin St, Baldwin Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, then reverse route to Smith St, then Nelson Rd, Tryon Rd, Lindfield Av to Lindfield station.

Killara station diversion: From Rosebery Rd/Wattle St via Rosebery Rd, Arnold St, Locksley St, (?).

Killara – East Killara

From 26 August 1968 (Source: timetable)

From East Killara (Deakin Pl/Koola Av) via Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Rosebery Rd, Arnold St, Locksley St to Killara station. Return via Werona Av, Arnold St, then reverse route.

Gordon – East Gordon (Eucalyptus St)

1966 (Source: RGH notes)

From Gordon (Werona Av at station) via Werona Av, Park Av, Rosedale Rd, Minns Rd, Mt William St, Rosedale Rd, Sage St, Eucalyptus St to Eastern Arterial Rd (East Gordon).

From East Gordon (Eucalyptus St) (at Eastern Arterial Rd) via reverse route to Minns Rd, then Rosedale Rd, Robert St, Werona Av to Gordon station.

Timetable Summary

1 April 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Pymble	37	M-F	Pymble	7.18am	Lindfield	6.12pm	40	
		Sat		7.18am		4.05pm	AM 40 PM 75	A
		Sun						

A – Plus picture bus Saturday night to Gordon.

1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-East Gordon (Eucalyptus St)	7	M-F	Gordon	7.07am	Gordon	6.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

26 August 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-East Gordon (Elgin St)	25	M-F	East Gordon	7.05am	Lindfield	6.27pm	60*	A
		Sat						
		Sun						
Killara-East Killara	9	M-F	East Killara	7.15am	Killara	6.42pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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

Ph – Peak hours only.

Route 134

KILLARA – EAST KILLARA

- Extended from East Killara to Lindfield (1926-27)

Timeline

As at date of Govt Gazette 13 November 1925: Killara – East Killara (Killara Park) being operated by JL Gospel.

By date of Govt Gazette 15 October 1926: Ran via *either* Springdale Rd *or* Arnold St.

By date of Govt Gazette 17 December 1926: Extended from East Killara (Killara Park) to Lindfield.

By date of Govt Gazette 27 May 1927: Curtailed to run Killara – East Killara (Killara Park) again.

By October 1935: Transferred to Mrs J Tuohy.

By 1938: Transferred to EJ Macdonald.

June 1953: Transferred to WG Ashe.

April 1956: Ceased.

January 1957: Recommenced by CO (Clive) Chamberlain, then or later running Killara – East Killara (Yirgella Av).

June 1958: Selected trips extended to East Killara (Deakin Pl) on trial (made permanent from January 1959).

August 1962: Transferred to Basil E Lombe.

September 1964: Operator's name changed to East Killara Bus Service.

26 August 1968: 133 & 134 amalgamated as 133 Lindfield – East Gordon (Elgin Rd) (curtailed from Pymble) (all day weekdays) and Killara – East Killara (peak hours). Off-peak trips on 133 rerouted through parts of East Killara, previously served by 134.

Streets

Killara – Killara Park via Springdale Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Killara (station, Locksley St at Werona Av) via Locksley St, Florence St [now Karranga Av], Springdale Rd to Fairlight Av (Killara Park, Killara). Reverse on return.

Killara – Killara Park via Arnold St

1926 (Source: Govt Gazette of 15 October 1926)

From Killara (station, Locksley St at Werona Av) via Locksley St, Arnold St, Rosebery Rd, Springdale Rd to Fairlight Av (Killara Park, Killara). Reverse on return.

Killara – Killara Park – Lindfield

1926 (Source: Govt Gazette of 17 December 1926)

Via Arnold St

From Killara (station, Locksley St at Werona Av) via Locksley St, Arnold St, Rosebery Rd, Springdale Rd to Fairlight Av (**Killara Park**), then Springdale Rd, Redgum Av, Stanhope Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield station. Reverse on return

Via Springdale Rd

From Killara (station, Locksley St at Werona Av) via Locksley St, Florence St [now Karranga Av], Springdale Rd to Fairlight Av (**Killara Park**), then Springdale Rd, Redgum Av, Stanhope Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield station. Reverse on return.

Killara – Killara Park via Arnold St

Killara – Killara Park via Springdale Rd

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Resumed previous routes.

Killara – East Killara (Springdale Rd)

Circa 1946 (Source: Gregory's Street Directory)

Via Arnold St, then Springdale Rd

From Killara (station) via Werona Av, Locksley St, Arnold St, Rosebery Rd, Koola Av, Birdwood Av, Springdale Rd (**East Killara**), Karranga Av, Arnold St, Werona Av (Killara).

Via Springdale Rd, then Arnold St

Circa 1946 (Source: Gregory's Street Directory)

From Killara (station) via Werona Av, Locksley St, Karranga Av, Springdale Rd (**East Killara**), Birdwood Av, Koola Av, Rosebery Rd, Arnold St, Werona Av (Killara).

Killara – East Killara (Deakin Pl)

Circa 1963 (Source: RGH notes)

From Killara (Locksley Av at Werona Av at station) via Werona Av, Stanhope Rd, Springdale Rd, Rosebery Rd, The Crest, Rosetta Av, Fairlight Av, Birdwood Av, Springdale Rd to Yirgella Av, then Springdale Rd, Birdwood Av, Koola Av to Deakin Pl (**East Killara**), then Koola Av, Wattle St, Nyora St, Arnold St, Locksley Av to Killara station.

Alteration

Circa 1967 (Source: RGH notes): From Springdale Rd/Yirgella Av via Yirgella Av, Churchill Rd, Koola Av to Deakin Pl.

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		
Killara-Killara Park	5	M-F	Killara Pk	7.55am	Killara	6.55pm	60*	
		Sat		7.55am		6.53pm	20-60	
		Sun						

* More frequent in peak hours.

1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Killara-East Killara (Deakin Pl)	18 round trip	M-F	Deakin Pl	7.03am	Killara	6.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours, plus limited off-peak service.

Route 135

MANLY – BOWER ST, MANLY

MANLY – MANLY HOSPITAL – BOWER ST, MANLY

- **Extended from Manly Hospital to North Head (*selected trips*)**

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Cliff St (at corner of Bower St) being operated by AE Curtis. (A list dated October 1935 shows the operator as Miss VB Curtis.) May have also been operated by North Harbour Bus Co for a period.

By date of Govt Gazette 15 October 1926: Trips ran:

- Via Addison Rd direct, *or*
- Via Addison Rd, Osborne Rd & Marshall St, *or*
- Via Victoria St & Darley Rd

1928 or later: Selected trips ran to/diverted via Manly Hospital following opening of hospital on current site.

24 September 1933: Extended from Manly Hospital to North Head on Sundays (when ceased?).

Later: Operator incorporated as Manly Transport Service.

By 1960s: Most trips ran Manly – Manly Hospital – Bower St – Manly. For a period (at least 1960s & 1970s), separate trips ran Manly – Manly Hospital and Manly – Bower St in the afternoon peak hour.

1975: Transferred to Neil E Smith.

By 14 April 1976: Selected trips extended from Manly Hospital to North Head Army Barracks.

30 October 1978: Transferred to Manly Bus Service (CJ (Chris) Brownlee).

By October 1979: Selected weekend (also weekdays by 1992) trips extended from Manly Hospital to North Head lookout.

19 July 1998: Transferred to State Transit Authority (trading as Sydney Buses).

Note re route number: No renumbering required as this number also suited the Sydney Region Route Number System.

Streets

Manly – Cliff St [corner of Bower St]

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (wharf, East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley St, Addison Rd, Reddall St, Cliff St, Bower St to near Cliff St. Reverse on return.

Manly – Bower St

1926 (Source: Govt Gazette of 15 October 1926)

Via Addison Rd direct

From Manly (wharf, East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley St, Addison Rd, Reddall St, Cliff St, Bower St to College St. Reverse on return.

Selected trips: Ex Manly from Marshall St via Darley St, Addison Rd, Stuart St, East Esplanade to Manly Wharf.

Via Addison Rd, Osborne Rd & Marshall St

From Manly (wharf, East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Reddall St, Cliff St, Bower St to College St. Reverse on return.

Via Victoria St & Darley Rd

From Manly (wharf, East Esplanade at The Corso) via East Esplanade, Victoria Pde, Darley Rd, Addison Rd, Reddall St, Cliff St, Bower St to College St. Reverse on return.

Manly – Bower St

Circa 1946 (Source: Gregory's Street Directory)

From Manly (wharf) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd, Addison Rd, Reddall St, Cliff St, Bower St.

Manly – Manly Hospital

Circa 1946 (Source: Gregory's Street Directory)

From Manly (wharf) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd (Manly Hospital).

Manly – Manly Hospital – Bower St

1963 (Source: RGH notes/timetable)

From Manly (East Esplanade at wharf) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd to **Manly Hospital**, then Darley Rd, Addison Rd, Reddall St, College St, Bower St, Cliff St, Reddall St, Addison Rd, Stuart St, East Esplanade to Manly wharf.

Top Bower St extension: Extended from College St/Bower St via Bower St to near end. Reverse on return.

Carey St diversion: Ex Manly from Stuart St via Carey St, Wood St, Addison Rd. Reverse on return.

Manly – Manly Hospital – Bower St (selected trips extended to North Head Army Barracks)

Alteration

By 14 April 1976 (Source: timetable): Extended from Manly Hospital via North Head Scenic Dr to North Head Army Barracks. Reverse on return.

Manly – Manly Hospital – Bower St (selected trips extended to North Head lookout)

Alteration

By October 1979 (Source: timetable): Extended from Manly Hospital via North Head Scenic Dr (loop) and 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		
Manly-Cliff St	8	M-F	Manly	9.43am	Cliff St	11.50pm	30	
		Sat		9.43am		11.50pm	30	
		Sun		6.00pm		11.50pm	30	

30 September 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly-Manly Hospital-Bower St	Fr Manly 10H 8B	M-F	Manly	7.20am	Manly	11.30pm	A	
		Sat	Manly Hosp	7.28am		12.02am	C	
		Sun	Manly	10.10am		7.55pm	D	

* More frequent in peak hours.

A – Morning peak hour, day & night, Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30*. Afternoon peak hour, separate trips Manly Wharf-Bower St & Manly Wharf-Manly Hospital. Selected trips extended to top Bower St.

B – To Bower St direct.

C – Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30. 1 trip extended to top Bower St.

D – Morning, Manly-Manly Hospital only, plus early morning church trip Bower St-Catholic Church. Afternoon, Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30.

H – To Bower St via Manly Hospital.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly-Manly Hospital-Bower St†	5MH 9HBM	M-F	Manly	6.50am	Manly	8.06pm	A	
		Sat		8.15am	Manly Hosp	4.15pm	B	
		Sun		2.10pm		4.15pm	C	

* More frequent in peak hours.

† Selected trips extended from Manly Hospital to North Head Army Barracks or North Head.

A – Other than afternoon peak hour, Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30*, generally alternate trips extended to North Head Army Barracks. Afternoon peak hour, Manly Wharf-Bower St-Manly Hospital-Manly Wharf. Selected trips extended to top Bower St.

B – Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30, generally alternate morning trips extended to North Head Army Barracks. Most afternoon trips extended to North Head. Selected trips extended to top Bower St.

C – Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30. Most trips extended to North Head.

HBM – Manly Hospital-Bower St-Manly Wharf.

MH – Manly Wharf-Manly Hospital.

Route 136

MANLY – BROOKVALE – CURL CURL

MANLY – BROOKVALE – DEE WHY SOUTH

MANLY – CURL CURL via Queenscliffe Bridge

- **Post 31 October 1931 feeder: BROOKVALE – CURL CURL – DEE WHY**

(In the 1920s, Queenscliffe was spelt with a final 'e'.)

(Termini in the Pitt St/Robertson Rd, Curl Curl area are in current North Curl Curl.)

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Curl Curl via Queenscliffe bridge and Brookvale – Curl Curl being operated by Herbert F Slocombe (then or later incorporated as Diggers Motor Service).

By date of Govt Gazette 15 October 1926: Routes combined to become Manly – Brookvale – Curl Curl.

By date of Govt Gazette 22 February 1929: Additional route, Manly – Brookvale – Dee Why South, commenced.

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

1931-32: Authorised as a feeder, Brookvale – Curl Curl – Dee Why, operated by Cook's Motor Service/Cook's Garage (Charles WB Cook) (also Ellesmore?).

27 May 1933: Operator relinquished licence due to competition from Department of Road Transport & Tramways 136, which ran via Harbord.

Streets

Manly – Curl Curl via Queenscliffe Bridge

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Pine St, North Steyne, Queenscliff bridge, Bridge Rd (**Queenscliffe**), Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Abbott Rd, Pitt Rd to Robertson Rd (Curl Curl).

From Curl Curl (Pitt Rd at Robertson Rd) via reverse route to Pine St, then Pittwater Rd, Belgrave St, The Corso to Manly Wharf.

Brookvale – Curl Curl

1925 (Source: Govt Gazette of 13 November 1925)

From Brookvale (Winbourne Rd at Pittwater Rd) via Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd to Robertson Rd (Curl Curl). Reverse on return.

Manly – Brookvale – Curl Curl

1926 (Source: Govt Gazette of 15 October 1926)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Winbourne Rd (**Brookvale**), Harbord Rd, Abbott Rd, Pitt Rd to Robertson Rd (Curl Curl).

From Curl Curl (Pitt Rd at Robertson Rd) via reverse route to Belgrave St, then The Corso to Manly Wharf.

Alteration

1927 (Source: Govt Gazette of 27 May 1927) (Mondays to Saturdays): Curl Curl terminus curtailed to Pitt Rd near Griffin Rd. On Sundays & Public Holidays continued to terminate at Pitt Rd at Robertson Rd.

Manly – Brookvale – Dee Why South

1929 (Source: Govt Gazette of 22 February 1929)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Winbourne Rd (**Brookvale**), Harbord Rd, Abbott Rd, Pitt Rd, Griffin Rd, Banksia St to near Griffin Rd (Dee Why South).

From Dee Why South (Banksia St at Griffin Rd) via reverse route to Belgrave St, then The Corso to Manly Wharf.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly-Curl Curl	55	M-F	Curl Curl	5.45am	Manly	7.00pm	60	A
		Sat		5.45am		7.00pm	60	A
		Sun		10.15am		7.45pm	60	A

A – Most trips ran “direct”, but selected trips ran via Brookvale in middle of day.

Route 136

KILLARA – GORDON (west side)

Timeline

19 January 1953: Commenced by William D Hoiness for the Killara Co-operative Bus Service (formed by residents of the area), as a reaction to curtailment of 221 from Killara to Bradfield Park in March 1952.

August 1953: Transferred to FH Cadman.

1959: Transferred to EE Gibbs.

November 1959: Transferred to LJ Mitchell.

April 1964: Transferred to Basil E Lombe, then or soon after trading as East Killara Bus Service.

1 August 1966: Transferred to Barnes Coaches (JD (Doug) Barnes).

6 March 1967: Selected trips through-routed with 221.

By October 1967: Ceased without replacement.

Streets

1963 (Source: RGH notes)

From Killara (Culworth Av at station) via Marian St, Pacific Hwy, Spencer Rd, Norfolk St, Mildura St, Calvert Av, Fitzroy St, Norfolk St, Cecil St, Browns Rd, Bushlands Av, Pacific Hwy, St Johns Av to Gordon station.

From Gordon (St Johns Av at station) via Henry St, Ravenswood Av, Pacific Hwy, Bushlands Av, then reverse route to Spencer Rd, then Lorne Av, Culworth Av to Killara station.

Timetable Summary

1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Killara-Gordon	Fr Kill 11B 15G	M-F	Gordon	7.06amK	Gordon	5.33pmK	A	
					Killara	6.45pmB		
		Sat						
		Sun						

A – Day, Gordon-Killara 8 trips. Plus morning shopping trips Tuesdays & Fridays, Gordon-Mildura St-Gordon. Late afternoon, Killara-Browns Rd/Bushlands Av. Gap in service.

B – To Browns Rd/Bushlands Av.

G – To Gordon.

K – To Killara.

Route 137

MANLY – BALGOWLAH (New St) via Lauderdale Av

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Balgowlah (Woodland St) being operated by North Harbour Bus Co (Henry J Curtis).

By date of Govt Gazette 17 December 1926: Extended in Balgowlah from Woodland St to Seaview St/Beach St.

By date of Govt Gazette 22 June 1928: Extended in Balgowlah from Seaview St/Beach St to Seaview St/New St.

Possibly late 1931: Curtailed to run Manly Wharf – Balgowlah (Condamine St). (The route appears to have been curtailed to avoid the part of the route along Sydney Rd from being regarded as competitive with the Manly – The Spit tram service under State Transport (Co-ordination) Act.).

6 May 1933: Taken over by Department of Road Transport & Tramways & re-extended in Balgowlah from Condamine St to New St.

Streets

Manly – Balgowlah (White St)

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (West Esplanade at wharf) via West Esplanade, The Crescent, Lauderdale Av, White St to Woodland St (Balgowlah). Reverse on return.

Manly – Balgowlah (Seaview St)

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Extended from Balgowlah (White St/Woodland St) via Woodland St, Sydney Rd, Seaview St to Beach St (Balgowlah). Return via Seaview St, White St.

Manly – Balgowlah (New St)

1928 (Source: Govt Gazette of 22 June 1928)

From Manly (West Esplanade at wharf) via West Esplanade, The Crescent, Lauderdale Av, White St, Woodland St, Sydney Rd, Seaview St to New St (Balgowlah). 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		
Manly-Balgowlah (White St)	10	M-F	White St	7.28am	Manly	12.10am	30	A
		Sat		7.28am		12.10am	30	
		Sun		9.25am		12.10am	30	

A – Extra trips ran Manly-Rosedale Av in afternoon peak hour.

Route 137

PADSTOW – REVESBY – PANANIA – EAST HILLS

Timeline

1937: Revesby – East Hills commenced.

By 10 September 1955: Operated by AC O'Regan.

12 November 1955: Extended from Revesby to Padstow.

August 1958: Selected trips diverted via south side of railway between East Hills & Panania.

February 1960: Transferred to McVicar's Bus Services (AA (Archie junior) McVicar).

13 July 1964: Curtailed to run Padstow – Revesby – Panania. 23 already provided a service in nearby streets between East Hills & Panania.

5 March 1978: Transferred to Bankstown Bus Lines (Max Holman).

October 1979: Operator's name altered to South Western Coach Lines (still Max Holman).

27 February 1984: As part of general reorganization of South Western Coach Lines' South Bankstown routes, partly replaced by 925, Milperra Bridge – Revesby Heights, in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

Padstow – Revesby – Panania – East Hills

Circa 1962 (Source: Collins Street Directory)

From Padstow (station) via Cahors Rd [part now Memorial Dr], Sphinx Av, Doyle Rd, The River Rd, Marco Av (**Revesby**), Polo St, Bransgrove Rd, Benfield Pde, Horsley Rd, Panania Av, Marco Av, Anderson St, Braesmere Rd (**Panania**), Batchelor Av, Cammarlie St, McEvitte Av, Enright St, Cheattle St, Park Rd to East Hills station.

Trips via Horsley Rd direct: Direct via Horsley Rd from Polo St to Panania Av.

Padstow – Revesby – Panania

1969 (Source: RGH notes)

From Padstow (Howard Rd at station) via Howard Rd, Faraday Rd, Padstow Pde, Cahors Rd [part now Memorial Dr], Sphinx Av, Doyle Rd, The River Rd, Marco Av (**Revesby**), Polo St, Horsley Rd, Carson St, Bransgrove Rd, Queen St, Beaconsfield St, Horsley Rd, Bransgrove Rd, Benfield Pde, Horsley Rd, Panania Av, Marco Av, Anderson St, Braesmere Rd to Panania station.

From Panania (Braesmere Rd at station) via Braesmere Rd, Topping St, Panania Av, then reverse route to Polo St, then Selems Pde, Simmonds St (**Revesby**), Marco Av, The River Rd, then reverse route to Cahors Rd [part now Memorial Dr], then Howard Rd to Padstow station.

Timetable Summary

13 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Padstow-Panania	26	M-F	Panania	6.11am	Padstow	6.53pm	60*	A
		Sat		7.34am		1.01pm	60	B
		Sun						

* More frequent in peak hours.

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

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

29 March 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Padstow-Panania	24	M-F	Panania	6.15am	Panania	6.30pm	60*	A
		Sat		8.34am		12.01pm	60	
		Sun						

* More frequent in peak hours.

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

Route 138

MANLY – QUEENSCLIFFE BRIDGE via Collingwood St

(In the 1920s, Queenscliffe was spelt with a final 'e'.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Herbert F Slocombe (then or later incorporated as Diggers Motor Service).

1926: May have been operated by Manly Warringah Tourist & Bus Co (possibly an amalgamation of several Manly operators).

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Pine St, North Steyne to Queenscliffe Bridge (south side).

From Queenscliffe Bridge (south side) via North Steyne, Collingwood St, Pittwater Rd, Belgrave St, The Corso to Manly Wharf.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly-Queenscliffe Bridge	7	M-F	Queenscliffe	7.25am	Manly	7.20pm	30	A
		Sat		7.25am		7.20pm	20-30	
		Sun		6.52pm		9.59pm	15	

A – Gap in service.

Route 138

KENSINGTON (Doncaster Av) – DACEYVILLE JUNCTION – BOTANY TOWN HALL

KENSINGTON (Doncaster Av) – DACEYVILLE JUNCTION – MATRAVILLE – BOTANY CEMETERY

- **Extended in Kensington from Doncaster Av to Raleigh Park Industrial Area (selected peak hour trips)**
- **Extended from Botany Cemetery to Old Botany tram terminus (Saturday afternoons)**
- **Sundays & Public Holidays services:**

Botany Town Hall – Maroubra Beach

Botany Town Hall – Prince Henry Hospital (also limited service on Tuesdays & Fridays)

Old Botany tram terminus (Springvale) – La Perouse

Old Botany tram terminus (Springvale) – Prince Henry Hospital

(Daceyville Junction was located at Gardeners Rd/Anzac Pde in current day Kingsford.)

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

(Old Botany tram terminus (also known as Springvale) was at corner of Botany & Beauchamp Rds, prior to the diversion of the south end of Beauchamp Rd. It is in the current suburb of Banksmeadow.)

(Prince Henry Hospital was located at the intersection of Anzac Pde/Pine Av, Little Bay.)

Timeline

22 November 1931: Daceyville Junction – Matraville commenced as a feeder, replacing 131 & 148, which had ceased on 31 October 1931.

By about 1932: Operated by Mick Sullivan.

By August 1934:

- Extended from Matraville to Botany Cemetery
- Extended from Daceyville Junction to Kensington (Doncaster Av)

15 August 1934: Peak hour trips further extended in Kensington from Doncaster Av to Raleigh Park Industrial Area (Todman Av).

16 March 1935:

- New Sundays & Public Holidays routes commenced, replacing discontinued tram services:
Old Botany tram terminus (Springvale) – La Perouse (all day service)
Old Botany tram terminus (Springvale) – Prince Henry Hospital (selected trips)
- These buses connected with Circular Quay trams at Old Botany tram terminus.

11 June 1937: Extra route, Kensington (Doncaster Av) – Botany Town Hall, commenced after requests by Botany Council to the Department of Road Transport & Tramways to start the service were met with refusal.

By 4 August 1941: Saturday afternoon trips on Kensington (Doncaster Av) – Botany Cemetery route extended from Botany Cemetery to Old Botany tram terminus (Springvale).

1946-47: Transferred to Reo Motors (John A Gilbert).

(?) (when run by Reo Motors?):

- Operator traded as Matraville Bus Service.
- Extra route Botany Town Hall – Maroubra Beach commenced on Sundays.
- Old Botany tram terminus (Springvale) – Prince Henry Hospital extended as Botany Town Hall – Prince Henry Hospital (Sunday afternoons, plus limited service Tuesdays & Fridays).

10 August 1952: Following representations over the previous four years:

- Taken over by Department of Government Transport.
- Extended from Kensington (Doncaster Av) to City (Macquarie St) at selected times.
- Renumbered as:
 - 335 Kingsford – Prince Henry Hospital – Botany Cemetery – La Perouse (Sundays)
 - 336 City (Macquarie St) – Kingsford – Bunnerong Power House (limited service)
 - 337 City (Macquarie St) – Kingsford – Prince Henry Hospital – Botany Cemetery – La Perouse
 - 338 City (Macquarie St) – Kingsford – Botany Town Hall.

Streets

Botany Cemetery – Matraville – Kensington (Doncaster Av) (extended to Raleigh Park Industrial Area in peak hours)

Circa 1946 (Source: Gregory's Street Directory)

From Botany Cemetery via Military Rd, Bunnerong Rd (**Matraville, Pagewood**), Anzac Pde (**Daceyville Junction**), Day Av, Doncaster Av to Anzac Pde (Kensington).

Kensington (Raleigh Park Industrial Area) extension: Extended from Kensington (Anzac Pde/Doncaster Av) via Anzac Pde, Todman Av to Raleigh Park industrial area (Kensington).

Botany Town Hall – Kensington (Doncaster Av)

Circa 1946 (Source: Gregory's Street Directory)

From Botany Town Hall via Edward St, Daniel St, Banksia St, William St, Swinbourne St, Stephen Rd, Smith [now Page] St, Page St (**Pagewood**), Maroubra [now Heffron] Rd, Bunnerong Rd, Anzac Pde (**Daceyville Junction**) [Day Av, Doncaster Av to near Anzac Pde] (Kensington).

Circa 1948 (Source: Gregory's Street Directory)

From Botany Town Hall via Edward St, Daniel St, Banksia St, William St, Swinbourne St, Stephen Rd, Smith [now Page] St, Page St (**Pagewood**), Maroubra [now Heffron] Rd, Bunnerong Rd, Anzac Pde (**Daceyville Junction**), Day Av, Doncaster Av to Anzac Pde (Kensington).

Old Botany tram terminus – La Perouse

1935 (based on replaced tram route)

From Old Botany tram terminus (Botany Rd/Beauchamp Rd) via Beauchamp Rd, Perry St (**Matraville**), Bunnerong Rd, Anzac Pde to La Perouse. Reverse on return.

Old Botany tram terminus – Prince Henry Hospital

1935 (based on replaced tram route)

From Old Botany tram terminus (Botany Rd/Beauchamp Rd) via Beauchamp Rd, Perry St (**Matraville**), Bunnerong Rd, Anzac Pde to Prince Henry Hospital. Reverse on return.

Timetable Summary

4 August 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kensington (Doncaster Av)-Botany Town Hall	22	M-F	Botany T/Hall	7.03am	Doncaster Av	8.05pm	60*	A
		Sat		7.47am		8.05pm	60	B
		Sun						
Kensington (Doncaster Av)-Botany Cemetery†	Fr Kens 19M 22C 27T	M-F	Botany Cem	7.05amK	Doncaster Av	4.50pmC 11.40pmM	D	
		Sat		7.05amK		5.05pmC 12.15amM	E	
		Sun		8.00amK		5.36pmC 11.35pmM	30**	
Old Botany tram terminus-La Perouse or Prince Henry Hospital	Fr Old Bot tram 12P 14L	M-F						
		Sat						
		Sun	Old Botany tram terminus	9.00amG	La Perouse	6.15pmT	AM 30 PM 15	F

* More frequent in peak hours.

** More frequent during afternoon.

† Extended from Kensington (Doncaster Av) to Raleigh Park Industrial Area (peak hours) & from Botany Cemetery to Old Botany tram terminus (Saturday afternoons).

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

B – Plus picture bus Saturday night.

C – To Botany Cemetery.

D – Day, Kensington (Doncaster Av)-Botany Cemetery 60*. Night, Kensington (Doncaster Av)-Matrville, plus late night trip Kensington (Doncaster Av)-Botany Cemetery. Selected peak hour trips extended from Kensington (Doncaster Av) to Raleigh Park. Extra trips Friday night. Plus short-working/s before first trip shown.

E – Day, Kensington (Doncaster Av)-Botany Cemetery 30. Night, Kensington (Doncaster Av)-Matrville, plus late night trip Kensington (Doncaster Av)-Botany Cemetery. Afternoon trips extended from Botany Cemetery to Old Botany tram terminus. Plus short-working/s before first trip shown.

F – Most trips ran Old Botany tram terminus-La Perouse, but 5 afternoon trips ran Old Botany tram terminus-Prince Henry Hospital.

G – To La Perouse. First trip on wet Sundays 12.30pm from Old Botany tram terminus.

K – To Kensington (Doncaster Av).

L – To La Perouse.

M – To Matrville.

P – To Prince Henry Hospital.

T – To Old Botany tram terminus.

Unknown date (post World War II?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kensington (Doncaster Av)-Botany Town Hall	22	M-F	Botany T/Hall	7.03am	Doncaster Av	10.25pm	60*	
		Sat	Doncaster Av	7.05am		8.05pm	60	A
		Sun						
Kensington (Doncaster Av)-Botany Cemetery	Fr Kens 19M 22C	M-F	Matrville	5.10amK	Botany Cem	4.55pmK	B	
			Doncaster Av	6.30amC	Doncaster Av	11.40pmM		
		Sat		6.30amC		12.15amM	D	
		Sun		7.00amC		5.36pmC 11.34pmM	E	
Old Botany tram terminus-La Perouse	14	M-F						
		Sat	Old Botany tram terminus	1.00pm	La Perouse	6.15pm	30	
		Sun		9.00am		6.15pm	30	
Botany Town Hall-Maroubra Beach	22	M-F						
		Sat						
		Sun	Botany T/Hall	9.00am	Maroubra Bch	5.30pm	30	
Botany Town Hall-Prince Henry Hospital	20	M-F	Botany T/Hall	1.20pm	Pr Henry Hosp	4.05pm	1 trip	T
		Sat						
		Sun		1.40pm		4.45pm	3 trips	

* More frequent in peak hours.

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

B – Day, Kensington (Doncaster Av)-Botany Cemetery 30*. Night, Kensington (Doncaster Av)-Matrville, plus late night trip Kensington (Doncaster Av)-Botany Cemetery.

C – To Botany Cemetery.

D – Day, Kensington (Doncaster Av)-Botany Cemetery 30. Night, Kensington (Doncaster Av)-Matrville, plus late night trip Kensington (Doncaster Av)-Botany Cemetery.

E – Morning, Kensington (Doncaster Av)-Botany Cemetery 30. Afternoon, Kensington (Doncaster Av)-Botany Cemetery 15. Night, Kensington (Doncaster Av)-Matrville, plus late night trip Kensington (Doncaster Av)-Botany Cemetery.

K – To Kensington (Doncaster Av).

M – To Matrville.

T – Tuesdays & Fridays only.

Route 138

EASTWOOD – BEECROFT – PENNANT HILLS

Timeline

October 1955: Eastwood – Beecroft split off Eric J Barton's 87, transferred to JL Adams and renumbered 138.

November 1955: Ceased due to lack of patronage.

December 1959: Recommenced by AJ (Jim) Griffiths.

March 1968: Operator's name changed to Griffiths Bus Service.

6 July 1973: Griffiths Bus Service transferred to Jim Knox (becoming part of the Hornsby Bus Group).

By December 1975: Extended from Beecroft to Pennant Hills to become Eastwood – Beecroft – Pennant Hills.

3 July 1987: Ceased without replacement.

Streets

Eastwood – Beecroft

1963 (Source: RGH notes)

From Eastwood (West Pde at station) via West Pde, Rutledge St, East Pde, Railway Pde, May St, Ball Av, Doomben Av, Blaxland Rd, Brigg Rd, Essex St, Abuklea Rd, Muriel Av, Donald Av, Winifred Av, Abuklea Rd, Essex St, Brucedale Rd, Stanley Rd, Crandon Rd, Epping Rd, Beecroft Rd (**Epping**), Hannah St, Railway Pde [now Wongala Cr] to Beecroft station.

From Beecroft (Railway Pde [now Wongala Cr] at station) via Beecroft Rd, then reverse route to Brucedale Rd, then Essex St, Abuklea Rd, Muriel Av, Donald Av, Winifred Av, Abuklea Rd, Essex St, Brigg Rd, then reverse route to Eastwood station.

Eastwood – Beecroft – Pennant Hills

Alterations

- *By December 1975 (Source: RGH notes):* Extended from Beecroft station via Beecroft Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station. Reverse on return.
- *By 1977 (Source: RGH notes):* Eastwood terminus altered from West Pde to Railway Pde.

Timetable Summary

1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Beecroft	25	M-F	Eastwood	7.25am	Beecroft	5.40pm	60	A
		Sat		8.30am		12.35pm	75	
		Sun						

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

December 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Pennant Hills	30	M-F	Pennant Hills	7.30am	Eastwood	5.50pm	60	A
		Sat						
		Sun						

A – Gap in service.

Route 139

MANLY – QUEENSCLIFFE – HARBORD via North Steyne

- **Post 31 October 1931 feeder: MANLY – QUEENSCLIFFE**

(In the 1920s, Queenscliffe was spelt with a final ‘e’.)

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Queenscliffe being operated by Herbert F Slocombe (then or later incorporated as Diggers Motor Service).

1926: May have been operated by Manly Warringah Tourist & Bus Co (possibly an amalgamation of several Manly operators).

By date of Govt Gazette 22 February 1929: Extended from Queenscliffe to Harbord

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

January 1932: Relicensed as Manly to Queenscliffe, operated by North Steyne Bus Co.

29 May 1934: Taken over by Department of Road Transport & Tramways & merged into its 136.

Streets

Manly – Queenscliff

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Pine St, North Steyne, Queenscliff bridge, Bridge St, Queenscliff Rd, Pavilion St, Bridge St to Crown Rd (Queenscliff).

From Queenscliff (Bridge St at Crown Rd) via reverse route to Pine St, then Pittwater Rd, Belgrave St, The Corso to Manly Wharf.

Manly – Queenscliff – Harbord

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Bridge St/Crown Rd via Crown Rd, Dowling St, Lawrence St, Oliver Rd to Johnston St (Harbord). 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		
Manly-Queenscliffe	7	M-F	Queenscliffe	6.10am	Manly	12.17am	30	
		Sat		6.10am		12.17am	30	
		Sun		10.00am		11.10pm	30	

Route 139

CARINGBAH – MIRANDA – GYMEA

Timeline

February 1956: Commenced by WE Meredith.

June 1959: Transferred to Kogarah Bus Service (Brian W Le Quesne).

25 January 1960: Selected weekday off-peak 114 Hurstville – Sylvania Heights trips extended from Sylvania Heights to Caringbah via Miranda over part of 139. Selected Saturday morning trips similarly also extended by 24 May 1962. As a result, 139 reduced to run in peak hours only by 24 May 1962.

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

1975: Ceased. Not replaced between Miranda & Gymea, but 114 continued to run over Miranda – Caringbah section.

Streets

1968 (Source: RGH notes)

From Caringbah (Hay Av at station) via Kingsway, President Av, Miranda Rd, Karimbla Rd, Kiora Rd (**Miranda**), Kingsway, Wandella Rd, The Boulevarde, Sylvania Rd, Dwyer Rd, Manchester Rd, Kingsway, Gymea Bay Rd to North St (Gymea station)

From Gymea (station, Gymea Bay Rd at North St) via North St, Chapman St, Kingsway, Manchester Rd, then reverse route to President Av, then Cawarra Rd [now Mackay Av], Hay Av to Caringbah station.

Timetable Summary

25 January 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Caringbah-Gymea	19	M-F	Gymea	6.32am	Gymea	6.05pm	9 trips	A
		Sat		8.15am	Caringbah	12.15pm	60	
		Sun						

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

January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Caringbah-Gymea	19	M-F	Gymea	6.27am	Caringbah	5.58pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Plus short-working/s before first trip & after last trip shown.

Route 140

MANLY – BALGOWLAH – MANLY VALE (Osborne Rd) via Balgowlah Rd

- **Post 31 October 1931 feeder: MANLY – BALGOWLAH – MANLY DISTRICT PARK**

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Balgowlah – Manly Vale being operated by Sparks & Turner. Operator incorporated in 1926 as Manly West Bus Co (William G & Gordon B Sparks and Douglas T & Cecil G Wilson).

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

January 1932: Relicensed as Manly – Manly Vale (? location).

18 October 1936: Extended within Manly Vale from (? location) to Manly District Park.

1 March 1937: Taken over by Department of Road Transport & Tramways.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, (?), Smith St, Alexander St, Balgowlah Rd to West St, then Balgowlah Rd, Condamine St [part now Campbell Pde] to Osborne Rd [now Sloane Cr] (Manly Vale).

From Manly Vale (Condamine St [now Campbell Pde] at Osborne Rd [now Sloane Cr]) via reverse route to Belgrave St, then The Corso to Manly Wharf.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Manly from Pittwater Rd via Alexander St (*not* via Smith 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		
Manly-Manly Vale		M-F	Manly Vale	6.45am	Manly	10.40pm	30-60	
		Sat		6.45am		11.40pm	30-60	
		Sun		7.00pm		10.14pm	60	

Route 140

ROSELANDS – HERNE BAY – LUGARNO (Maple St)

(Herne Bay was gazetted as Riverwood in 1958.)

Timeline

January/February 1957: Herne Bay – Lugarno renumbered from part of 36. Operated by Punchbowl Bus Co (Miss P Fitzpatrick, governing director).

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

12 October 1965: Extended from Riverwood to Roselands, upon opening of Roselands shopping centre.

29 September 1971: 140 & 189 amalgamated as 189 Bankstown – Greenacre – Punchbowl – Roselands – Riverwood – Lugarno (Maple St).

Streets

1970 (Source: RGH notes)

From Roselands (shops) via Roseland Av, King Georges Rd, Penshurst Rd, Hannans Rd, Belmore Rd (**Riverwood**), Old Forest Rd, Lugarno Pde to Maple St (Lugarno).

From Lugarno (Maple St) (at Lugarno Pde) via reverse route to King Georges Rd, then Roselands Dr to Roselands shops.

Timetable Summary

3 June 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roselands-Lugarno (Maple St)	Fr Lug 10V 22R	M-F	Lugarno	6.25amV 7.56amR	Roselands Riverwood	5.45pmL 7.20pmL	A	
		Sat		7.45amR	Roselands	12.20pmL	25	
		Sun						

A – Early morning & late afternoon, Riverwood- Lugarno (Maple St). Day, Roselands- Lugarno (Maple St) 25.

L – To Lugarno (Maple St).

R – To Roselands.

V – To Riverwood.

Route 141

MANLY – BALGOWLAH – MANLY VALE (King St) via Griffiths St

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Balgowlah (Hill St) being operated by North Harbour Bus Co (Henry J Curtis).

By date of Govt Gazette 27 May 1927: Extended in Balgowlah from Hill St to Condamine St/Griffiths St.

By date of Govt Gazette 22 June 1928: Extended from Balgowlah (Condamine St/Griffiths St) to Manly Vale (Condamine St/King St).

By date of Govt Gazette 22 February 1929: Selected trips extended from Condamine St/Griffiths St to Kitchener St/Wanganella St, Balgowlah.

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

Streets

Manly – Balgowlah (Hill St)

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Raglan St, Quinton St, Augusta Rd, Parkview Rd, Griffiths St, Hill St to near Griffiths St (Balgowlah).

From Balgowlah (Hill St at Griffiths St) via reverse route to Raglan St, then Belgrave St, The Corso to Manly Wharf.

Manly – Balgowlah (Condamine St/Griffiths St)

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Extended in Balgowlah from Hill St/Griffiths St via Griffiths St to Condamine St. Reverse on return.

Manly – Balgowlah – Manly Vale (King St)

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended from Griffiths St/Condamine St via Condamine St, King St to near Condamine St (Manly Vale). Reverse on return.

Manly – Balgowlah (Kitchener St/Wanganella St)

1929 (Source: Govt Gazette of 22 February 1929)

From Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Raglan St, Quinton St, Augusta Rd, Parkview Rd, Griffiths St, Woodland St, Lombard St, Brighton St, Wanganella St, Kitchener St to near Wanganella St (Balgowlah).

From Balgowlah (Kitchener St at Wanganella St) via reverse route to Raglan St, then Belgrave St, The Corso to Manly Wharf.

Route 141

RYDE – MACQUARIE UNIVERSITY – EASTWOOD

(Epping Rd has also been popularly known as Epping Hwy.)

Timeline

December 1957: (Top) Ryde – Marsfield (Herring Rd/Epping Rd) (destination “Epping Hwy”) commenced by Hunters Hill Bus Co (John A Gilbert family, majority shareholder; CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

20 July 1964: Extended from Herring Rd/Epping Rd to Eastwood via Macquarie University (future site of university, actually opened in March 1967) via 85. Service between Eastwood & Macquarie University shared between 85 & 141.

15 November 1976: All trips renumbered 85 as part of rearrangement of 85, 141 & 228.

Streets

Ryde – Marsfield (Epping Rd)

1963 (Source: RGH notes)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Greene Av, Woodbine Cr, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd to Booth St (near Epping Rd) (Marsfield).

From Marsfield (Herring Rd at Booth St) via reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

Ryde – Macquarie University – Eastwood

Alteration

1964 (Source: RGH notes): Extended from Herring Rd/Booth St via Herring Rd, Waterloo Rd (**Marsfield**), Vimiera Rd, Agincourt Rd, Balaclava Rd (**Macquarie University**), Blaxland Rd, Rowe St, Railway Pde to Eastwood station. Return via May St, Blaxland Rd, Balaclava Rd, then reverse route.

1966 (Source: RGH notes)

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

From Eastwood (Railway Pde at station) via May St, Blaxland Rd, Balaclava Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

Alteration

1968 (Source: RGH notes): To approach Eastwood from Blaxland Rd via Ethel St to Railway Pde. Return via Railway Pde.

Timetable Summary

Circa 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Marsfield (Epping Rd)	20	M-F	Ryde	7.00am	Epping Rd	6.37pm	45	
		Sat	Epping Rd	8.07am		12.37pm	45	
		Sun						

20 July 1964

See also 85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University-Eastwood	Fr Ryde 18M 27E	M-F	Ryde	7.00amM	Eastwood	2.39pmR	60*	
				9.09amE	Epping Rd	6.41pmR		
		Sat		8.30amE	Eastwood	12.00nnR	60	A
		Sun						

* More frequent in peak hours.

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

E – To Eastwood.

M – To Marsfield (Epping Rd).

R – To Ryde.

Route 141

WEST RYDE – MACQUARIE CENTRE via Anzac Av

Timeline

17 November 1981: New off-peak route commenced by North & Western Bus Lines (KA (Ken) Butt) upon opening of Macquarie Centre.

1982 (probably March/April): Ceased without replacement, although 205 provided a service between those two points by a different route.

Streets

1981 (Source: timetable)

From West Ryde (interchange) via West Pde, Marlow St bridge, Ryedale Rd, Wattle St, Hermitage Rd, Goodwin St, Anzac Av, Blaxland Rd, Kings Rd, Russell St, Pickford Av, Wishart St, Norma Av, Kingsford Av, Abuklea Rd, Herring Rd to Macquarie Centre shops. Reverse on return.

Timetable Summary

17 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Macquarie Centre	22	M-F	West Ryde	9.40am	Macquarie Ctr	2.33pm	60	
		Sat						
		Sun						

Route 142

MANLY – SEAFORTH (Panorama Pde) via Fairlight St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by North Harbour Bus Co (Henry J Curtis). HC Bottle may have also operated.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Manly (West Esplanade at wharf) via West Esplanade, The Crescent, Margaret St, Fairlight St, Hilltop Cr, Rosedale Av, Sydney Rd (**Balgowlah**), Ponsonby Pde to Panorama Pde (Seaforth). 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		
Manly-Seaforth (Panorama Pde)	15	M-F	Panorama Pde	6.45am	Manly	12.10am	60	
		Sat		6.45am		12.10am	60	
		Sun		8.45am		11.10pm	60	

Route 142

MANLY – NARRABEEN PENINSULA via Pittwater Rd

Timeline

By date of Govt Gazette 22 June 1928: Commenced by Cook's Motor Service/Cook's Garage (Charles WB Cook). HC Bottle may have also operated.

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

10 December 1931: Service resumed, paying tax.

15 February 1932: Ceased.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Manly (West Esplanade at wharf) via West Esplanade, Eustace St, Sydney Rd, [Belgrave St], Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), Waterloo St, Ocean St, Malcolm St to near Ocean St (Narrabeen Peninsula). Reverse on return.

Route 142

HILLSDALE – MATRAVILLE – MALABAR HEIGHTS

(Hillsdale shops are now known as Southpoint shops.)

Timeline

November 1958: Matraville – Malabar Heights commenced by GR Miller.

November 1959: Transferred to WH Parton.

February 1963: Transferred back to GR Miller.

By May 1963: Extended during off-peak & Saturdays from Matraville to Hillsdale shops.

After May 1963: Transferred to WL Arnold.

May-June 1971: Malabar Junction – Malabar Heights operated by Department of Government Transport as 342 during periods of ill health of Mr Arnold.

January 1972: Transferred to Matraville Bus Service (Max Holman), following death of Mr Arnold.

28 June 1976: Ceased and partly replaced by new Public Transport Commission 398 through Malabar Heights (also in 1989 by rerouting of 336 [now 392] along Franklin, Wassell & Dampier Sts, Chifley).

Streets

1968 (Source: RGH notes)

From Hillsdale shops (next to car park) via Flint St, Rhodes St, Beauchamp Rd, Jennings St, Perry St (**Matraville**), Franklin St, Wassell St, Dampier St (**Chifley**), Eyre St, Caley St, Burke St, Franklin St, Prince Edward St, Adams Av (**Malabar Heights**), Nix Av, Zions Av, Lucas Av, Austral St, Napier St, Prince Edward St, then reverse route to Hillsdale shops.

Timetable Summary

20 May 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hillsdale-Matraville-Malabar Heights	Fr Mal Hts 15M 20S	M-F	Matraville	6.20amH	Malabar Hts	2.00pmS	A	
			Hillsdale	9.30amH		6.45pmM		
		Sat	Hillsdale	8.30amH	Hillsdale	12.25pmH	60	B
		Sun						

* More frequent in peak hours.

A – Peak hours, Matraville-Malabar Heights. Day, Hillsdale shops-Malabar Heights 60*.

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

H – To Malabar Heights.

M – To Matraville.

S – To Hillsdale shops.

Route 143

MANLY – HARBORD (The Drive) – SOUTH CURL CURL

Timeline

As at date of Govt Gazette 13 November 1925: Manly – Harbord (The Drive) being operated by Diggers Motor Service (Herbert F Slocombe).

Before 31 October 1931: Extended from Harbord to South Curl Curl.

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 Manly (wharf, The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Harbord Rd, Lawrence St, Albert St, Evans St to The Drive (Harbord).

From Harbord (Evans St at The Drive) via reverse route to Pittwater Rd, then The Corso to Manly Wharf.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly-Harbord	30	M-F	Harbord	7.15am	Manly	12.15am	30	
		Sat		7.15am		12.15am	30	
		Sun		10.15am		12.15am	30	

Route 143

BLACKTOWN – KINGS LANGLEY – SEVEN HILLS

BLACKTOWN – LALOR PARK – SEVEN HILLS via various routes

SEVEN HILLS – TOONGABBIE (north side)

- **Seven Hills – Baulkham Hills North (1975-76)**

Timeline

January 1959: Seven Hills – Lalor Park (via Northcott Rd?) commenced by Seven Hills Bus Lines (partnership of Max Holman & WA Wilmott).

Mid 1959: Extended from Lalor Park to Blacktown, becoming Blacktown – Lalor Park – Seven Hills via Gilmore Rd & Northcott Rd.

February 1961: Holman assumed complete control of service.

October 1962: Transferred to Seven Hills Bus Co (Route 143) (Webb Bros, proprietors; Bill Ward, manager).

August 1966: The Seven Hills – Lalor Park (Vardys Rd) part of 144 transferred from Seven Hills Passenger Service and renumbered part of 143.

By November 1966:

- Routes between Blacktown & Seven Hills partly rearranged as:
 - Blacktown – Lalor Park – Seven Hills via Northcott Rd & Gilmore Rd (Monday-Sunday, unaltered)
 - Blacktown – Lalor Park – Seven Hills via Northcott Rd & Vardys Rd (off-peak & Saturdays)
 - Blacktown – Lalor Park – Seven Hills via Gilmore Rd & Vardys Rd (Sundays)
 - Seven Hills – Lalor Park (Vardys Rd) (morning peak hour) *or* Seven Hills – Vardys Rd – Lalor Park (Gilmore Rd) (afternoon peak hour)
- Extra route commenced, Seven Hills – Toongabbie. Ran via *either* Station Rd *or* Old Windsor Rd.

By 10 March 1969: All Seven Hills – Toongabbie trips ran via Old Windsor Rd.

Probably 15 September 1975: New peak hour route, Seven Hills – Baulkham Hills North via Kings Langley Estate (Solander Rd & Joseph Banks Dr in the eastern part of current Kings Langley suburb) commenced, probably replacing Seven Hills – Toongabbie via Old Windsor Rd.

By 24 May 1976: Seven Hills – Baulkham Hills North via Kings Langley Estate split into:

Seven Hills – Baulkham Hills North (peak hours only) renumbered part of 144

Seven Hills – Kings Langley Estate (Joseph Banks Dr & Whitby Rd) (also peak hours only) (limited service extended from Kings Langley Estate to Blacktown) remained as part of 143

1 July 1979: Transferred to Toongabbie Transport Services (Delfs family).

By 19 May 1980: Seven Hills – Kings Langley Estate extended as Blacktown – Kings Langley (shopping centre) – Seven Hills. Hours of service extended to all day weekdays.

By 15 February 1982: Blacktown – Lalor Park – Seven Hills via Gilmore Rd & Northcott Rd and Blacktown – Lalor Park – Seven Hills via Northcott Rd & Vardys Rd routes combined into a single route, Blacktown – Lalor Park – Seven Hills via Gilmore Rd, Northcott Rd & Vardys Rd.

8 January 1986: Toongabbie Transport Services' routes 143, 178, 180 & 198 reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):

710 Blacktown – Seven Hills – Toongabbie – Parramatta

716 Blacktown – Seven Hills via Barbara Blvd

718 Blacktown – Kings Langley – Seven Hills.

Streets

Blacktown – Lalor Park – Seven Hills via Northcott Rd & Gilmore Rd

1969 (Source: RGH notes/timetable)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Sackville St, Wheeler St, Northcott Rd (**Lalor Park**), Heffron Rd, Gilmore Rd, Patterson Rd, Heffron Rd, Northcott Rd, Johnson Av, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Johnson Av, then Northcott Rd, Heffron Rd, Gilmore Rd, Patterson Rd, Heffron Rd, Northcott Rd, then reverse route to Sunnyholt Rd, then Newton Rd, Patrick St, Main St to Blacktown station.

Blacktown – Lalor Park – Seven Hills via Northcott Rd & Vardys Rd

1969 (Source: RGH notes/timetable)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Sackville St, Wheeler St, Northcott Rd (**Lalor Park**), Johnson Av, Vardys Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Sunnyholt Rd, then Newton Rd, Patrick St, Main St to Blacktown station.

“Loop” (later Moffatt Dr) diversion: Ex Blacktown from Heffron Rd/Gallop Gr (after Patterson Rd) via Gallop Gr, Moffatt Dr to Northcott Rd. Reverse on return.

Seven Hills – Baulkham Hills North

15 September 1975 (Source: timetable)

Mornings

From Seven Hills (station) via Seven Hills Rd [part now Prospect Hwy], Merindah Rd, Lukes Lane, Buckingham Rd, Turon Av (**Baulkham Hills North**), Glanmire Rd, Merindah Rd, Seven Hills Rd, Joseph Banks Dr (**Kings Langley Estate**), Solander Rd, Vardys Rd, Johnson Av, Seven Hills Rd [part now Prospect Hwy] to Seven Hills station.

Afternoons

From Seven Hills (station) via Seven Hills Rd [part now Prospect Hwy], Johnson Av, Vardys Rd, Solander Rd, Joseph Banks Dr (**Kings Langley Estate**), Solander Rd, Seven Hills Rd, Merindah Rd, Turon Av (**Baulkham Hills North**), Glanmire Rd, Merindah Rd, Seven Hills Rd [part now Prospect Hwy] to Seven Hills station.

Blacktown – Lalor Park – Seven Hills via Gilmore Rd, Northcott Rd & Vardys Rd

1982 (Source: timetable)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Sackville St, Wheeler St, Northcott Rd (**Lalor Park**), Heffron Rd, Gilmore Rd, Patterson Rd, Heffron Rd, Northcott Rd, Johnson Av, Vardys Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Johnson Av, then Northcott Rd, Heffron Rd, Gilmore Rd, Patterson Rd, Heffron Rd, Northcott Rd, then reverse route to Sunnyholt Rd, then Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Seven Hills shops extension (*off-peak*): Extended from Seven Hills station via Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], The Centre [now Boomerang Pl], First Av, Best Rd, George St, Seven Hills Rd [now Prospect Hwy] to Seven Hills station.

Blacktown – Kings Langley – Seven Hills

1982 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Turner St, Garden St, Vardys Rd, Capricorn Rd, James Cook Dr, Isaac Smith Pde, Ravenhill St (**Kings Langley**), James Cook Dr, Whitby Rd, Joseph Banks Dr, Seven Hills Rd [part now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Joseph Banks Dr, then Capricorn Rd, James Cook Dr, Isaac Smith Pde, Ravenhill St (**Kings Langley**), James Cook Dr, then reverse route to Sunnyholt Rd, then Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Seven Hills shops extension (*off-peak*): Extended from Seven Hills station via Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], The Centre [now Boomerang Pl], First Av, Best Rd, George St, Seven Hills Rd [now Prospect Hwy] to Seven Hills station.

Seven Hills – Toongabbie

By 14 November 1966 (Source: RGH notes/timetable)

Via Old Windsor Rd

From Seven Hills (Hartley Rd at station) via Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Park Rd, Sarah St, Tucks Rd [last three now Powers Rd], Station Rd, Wentworth Av to Toongabbie station. Reverse on return.

Via Station Rd

From Seven Hills (Hartley Rd at station) via Seven Hills Rd [now Prospect Hwy], Station Rd, Wentworth Av to Toongabbie station. Reverse on return.

Timetable Summary

6 August 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Northcott & Gilmore Rds	Fr 7 Hls 17L 24B	M-F	Seven Hills	5.15amB	Seven Hills	7.40pmB 10.00pmL	30*	
		Sat		6.35amB	Blacktown	8.05pmS	AM 20 PM 30	A
		Sun		8.32amB		8.05pmS	60	C

* More frequent in peak hours.

A – Plus short-working/s prior to first trip shown. Plus picture bus Saturday night.

B – To Blacktown.

C – Plus short-working/s prior to first trip shown. Gap in service.

L – To Lalor Park (Sackville St/Wheeler St).

S – To Seven Hills.

14 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Northcott & Gilmore Rds	22	M-F	Seven Hills	5.15am	Blacktown	10.05pm	30*	A
		Sat		6.35am		10.05pm	AM 24 PM 60	A
		Sun	Blacktown	8.35am	Seven Hills	9.05pm	120	
Blacktown-Seven Hills via Northcott & Vardys Rds†	Fr 7 Hills 9V 25B	M-F	Vardys Rd	5.40amS	Seven Hills	6.50pmB	C	
		Sat	Seven Hills	6.43amB		7.05pmB	D	
		Sun		7.35amB		8.35pmB	E	
Seven Hills-Toongabbie (north side)	14	M-F	Seven Hills	6.10am	Toongabbie	5.48pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

† Some trips also via Gilmore Rd.

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

B – To Blacktown.

C – Morning peak hour, Seven Hills-Lalor Park (Vardys Rd). Day, Blacktown-Seven Hills via Northcott Rd & Vardys Rd 60. Afternoon peak hour, Seven Hills-Lalor Park (Gilmore Rd) via Vardys Rd (selected trips extended from Lalor Park (Gilmore Rd) to Blacktown).

D – Early morning, Blacktown-Seven Hills via Gilmore & Vardys Rds. Day, Blacktown-Seven Hills via Northcott & Vardys Rds (morning 24, afternoon 60).

E – Via Gilmore Rd & Vardys Rd 120.

S – To Seven Hills.

V – To Lalor Park (Vardys Rd).

15 September 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Baulkham Hills North	31 round trip	M-F	Seven Hills	6.30am	Baulk Hills N	6.57pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Gilmore & Vardys Rds	30	M-F	Seven Hills	5.30am	Blacktown	10.00pm	30*	
		Sat		7.00am		6.27pm	AM 30 PM 60	
		Sun		8.35am	Seven Hills	5.35pm	60	
Blacktown-Kings Langley-Seven Hills	30	M-F	Seven Hills	6.10am	Blacktown	6.25pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 144

MAROUBRA BEACH – CENTRAL RAILWAY via Cleveland St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Forbes & Green.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Maroubra Beach (Wride St at Marine Pde [location?]) via Wride St, Third Av (?), Long Bay [now Malabar] Rd, Maroubra [Bay] Rd (**Maroubra Junction**), Anzac Pde (**Daceyville [now Kingsford]**, **Kensington**), Cleveland St, Bourke St, Devonshire St, Chalmers St, Eddy Av (Central Railway).

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

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		
Maroubra Beach-Central Railway	38	M-F	Maroubra Bch	7.01am	Central Rly	7.35pm	90-120	A
		Sat		7.01am		11.15pm	90-120	
		Sun		9.49am		10.06pm	90-120	

A – Extra trips Friday night.

Route 144

MANLY – SEAFORTH – SPIT BRIDGE – SPIT JUNCTION

Timeline

By date of Govt Gazette 17 December 1926: Manly – Seaforth – Spit Bridge commenced by (1) White Transit Co (Charles H Hicks) & (2) Cook's Motor Service/Cook's Garage (Charles WB Cook).

By date of Govt Gazette 22 June 1928: Extended from Spit Bridge to Spit Junction.

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

Streets

Manly – Seaforth – Spit Bridge

1926 (Source: Govt Gazette of 17 December 1926)

From Manly (West Esplanade at wharf) via West Esplanade, The Crescent, Margaret St, Fairlight St, Hilltop Cr, Rosedale Av, Sydney Rd (**Balgowlah, Seaforth**) [between Seaforth & Spit Bridge, old formation, on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr] to Spit Bridge.

From Spit Bridge via Sydney Rd, Battle Blvd, Edgecliffe Esp, Panorama Pde, Ponsonby Pde, Sydney Rd, then reverse route to Manly wharf.

Manly – Seaforth – Spit Bridge – Spit Junction

1928 (Source: Govt Gazette of 22 June 1928)

From Manly (West Esplanade at wharf) via West Esplanade, [The Crescent, Lauderdale Av (?)], Rosedale Av, Hill St, Sydney Rd (**Balgowlah, Seaforth**) [between Seaforth & Spit Bridge, old formation on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Upper Spit [now Spit] Rd, Spit Rd, Military Rd, Clifford Lane, Clifford St to Spit Rd (Spit Junction).

From Spit Junction (Clifford St at Spit Rd) via Clifford St, Spit Rd, [Spit Bridge, Battle Blvd, Edgecliffe Esp, Panorama Pde, Ponsonby Pde], Sydney Rd, then reverse route to Manly wharf.

Timetable Summary

Circa 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly-Spit Junction	23	M-F	Manly	7.15am	Manly	11.45pm	30*	
		Sat		7.15am		12.15am	AM 30 PM 15	
		Sun		8.45am		11.45pm	15	

* More frequent in afternoon peak hour.

Route 144

SEVEN HILLS – BAULKHAM HILLS NORTH

SEVEN HILLS – TOONGABBIE WEST – TOONGABBIE via various routes

SEVEN HILLS – VARDYS RD

Timeline

February 1959: Seven Hills – Vardys Rd being operated by Toongabbie Bus Co (possibly transferred from Helmut Delfs, who ran this route as a trial circa 1958).

November 1959: Transferred to Seven Hills Bus Lines (partnership of Max Holman & WA Wilmott).

April 1961:

- Transferred to Seven Hills Passenger Service (WA Wilmott).
- Toongabbie – Toongabbie West – Seven Hills commenced. (Toongabbie – Toongabbie West was probably reinstatement of a former part of 178.)

February 1963: Seven Hills Passenger Service transferred to AKJ Fitzgerald & Barry D Barton.

August 1966: Seven Hills – Vardys Rd section transferred to Seven Hills Bus Co (Route 143) and renumbered as part of 143, leaving 144 as Toongabbie – Toongabbie West – Seven Hills.

By 6 October 1966: Routes rearranged as:

Seven Hills – Toongabbie via Seven Hills Rd

Seven Hills – Seven Hills loop via Grantham Rd & Harwood St.

1 June 1967: Transferred to Western District Bus Lines (Seven Hills) (Col Sinclair & Carl N Tattam). (Timetable dated June 1968 lists operator as Western Suburbs Bus Lines.)

By June 1968: Routes rearranged as:

Seven Hills – Toongabbie via McKenzie Blvd

Seven Hills – Toongabbie via Metella Rd.

May 1971: Transferred to Seven Hills Bus Co (Route 143).

By 24 May 1976: Seven Hills – Baulkham Hills North direct along Seven Hills Rd (peak hours only) renumbered from part of 143 when Seven Hills – Baulkham Hills North via Kings Langley Estate split into 2 routes.

2 June 1976: Transferred to Toongabbie Transport Services (Delfs family).

By 29 May 1978: Seven Hills – Toongabbie routes rearranged into a single route, combining previous separate routes via McKenzie Blvd and via Metella Rd.

8 January 1986: Reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):

711 Seven Hills – Toongabbie

715 Seven Hills – Baulkham Hills North

Streets

Seven Hills – Toongabbie

1969 (Source: RGH notes/timetable)

Via Metella Rd

From Seven Hills (The Centre [now Boomerang Pl] at station) via First Av, Best Rd, Seven Hills Rd [part now Prospect Hwy], Oldfield Rd, Attunga St, Hayes Rd, Judith Av, Davies Rd, Seven Hills Rd, Cornelia Rd, The Crescent, Metella Rd, Cornelia Rd, Junia Av, Portico Pde to Toongabbie station.

From Toongabbie (Portico Pde at station) via Cornelia Rd, then reverse route to Oldfield Rd, then Seven Hills Rd [part now Prospect Hwy], The Centre [now Boomerang Pl] to Seven Hills station.

Via McKenzie Blvd

From Seven Hills (The Centre [now Boomerang Pl] at station) via First Av, Best Rd, Seven Hills Rd [part now Prospect Hwy], Oldfield Rd, Attunga St, Hayes Rd, Judith Av, Davies Rd, Seven Hills Rd, Lucretia Rd, Michigan Rd, Superior Av, Nipigon Rd, McKenzie Blvd, Harwood Rd, Best Rd, Cornelia Rd, Junia Av, Portico Pde to Toongabbie station.

From Toongabbie (Portico Pde at station) via Cornelia Rd, then reverse route to Oldfield Rd, then Seven Hills Rd [part now Prospect Hwy], The Centre [now Boomerang Pl] to Seven Hills station.

Alteration

By 22 November 1976 (Source: UBD Compact Street Directory & timetable):

Via Metella Rd

- Ex Seven Hills from Metella Rd via Lucretia Rd, Athabaska Av, Hudson St, Harwood St, Best Rd, Cornelia Rd. Reverse on return.
- (Some trips): Direct via Seven Hills Rd between Oldfield Rd & Davies Rd.
- (Some trips): Direct via Metella Rd between Lucretia Av & Cornelia Rd.

Via McKenzie Blvd

- Ex Seven Hills from Lucretia Av via Superior Av. Reverse on return.
- (Some trips): Direct via Seven Hills Rd between Oldfield Rd & Davies Rd.

Via Metella Rd & McKenzie Blvd

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

From Seven Hills (station) via First Av, Best Rd, Seven Hills Rd [part now Prospect Hwy], Oldfield Rd, Attunga St, Hayes Rd, Judith Av, Davies Rd, Seven Hills Rd, Cornelia Rd, The Crescent, Metella Rd, Lucretia Rd, Superior Av, Nipigon Rd, McKenzie Blvd, Harwood Rd, Best Rd, Cornelia Rd, Junia Av, Portico Pde to Toongabbie station.

Seven Hills – Baulkham Hills North

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

From Seven Hills (station) via Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Seven Hills Rd, Merindah Rd, Lukes Lane (**Baulkham Hills North**), Buckingham Rd, Turon Av, Jasper Rd, Glanmire Rd, Merindah Rd, Seven Hills Rd, Old Windsor Rd, Abbott Rd, Seven Hills Rd [now Prospect Hwy] to Seven Hills station.

Timetable Summary

6 October 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Toongabbie	15	M-F	Seven Hills	5.38am	Toongabbie	6.33pm	60*	
		Sat		8.00am		12.15pm	60	
		Sun						
Seven Hill-Seven Hills Loop	10 round trip	M-F	Seven Hills	6.07am	Seven Hills	6.22pm	60	
		Sat		8.30am		12.00nn	60	
		Sun						

* More frequent in peak hours.

9 June 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Toongabbie via McKenzie Blvd	13	M-F	Seven Hills	5.55am	Toongabbie	5.30pm	70*	A
		Sat		8.00am		1.10pm	65	
		Sun						
Seven Hills-Toongabbie via Metella Rd	16	M-F	Seven Hills	5.40am	Toongabbie	6.05pm	70*	A
		Sat	Toongabbie	8.15am	Seven Hills	12.53pm	65	
		Sun						

* More frequent in peak hours.

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

16 May 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Baulkham Hills North	31 round trip	M-F	Seven Hills	6.15am	Seven Hills	6.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 145

MAROUBRA BEACH – MAROUBRA JUNCTION – CENTRAL RAILWAY via Darlinghurst

- ***Post 31 October 1931 feeder: MAROUBRA JUNCTION – MAROUBRA BEACH***

Timeline

As at date of Govt Gazette 13 November 1925: Maroubra Beach – Central Railway being operated by Forbes & Green.

By January 1927: Transferred to The Doncaster & Rosebery White Transit Co.

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

1931: Transferred to M Jones.

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

Later: Authorised as a feeder, Maroubra Junction – Maroubra Beach.

By 1946: Ran *either* via Maroubra Rd direct *or* via Flower & Storey Sts.

10 August 1952: Taken over by Department of Government Transport & renumbered 396.

Streets

Maroubra Beach – Maroubra Junction – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Maroubra Beach (Wryde St at Marine Pde [location?]) via Wryde St, Third Av (?), Long Bay [now Malabar] Rd, Maroubra [Bay] Rd (**Maroubra Junction**), Anzac Pde (**Daceyville [now Kingsford], Kensington**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Central Railway via Eddy Av, Elizabeth St.

Maroubra Beach – Maroubra Junction

Circa 1946 (Source: Gregory's Street Directory)

Via Maroubra Rd direct

From Maroubra Beach via Marine Pde, Maroubra Rd (Maroubra Junction).

Via Flower & Storey Sts

From Maroubra Beach via Marine Pde, Maroubra Rd, Flower St, Storey St, Garden St, Maroubra Rd (Maroubra Junction).

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		
Maroubra Beach-Central Railway	44	M-F	Maroubra Bch	6.29am	Central Rly	?	40-60	
		Sat		6.29am		?	40-60	
		Sun		8.53am		?	90-120	

9 November 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Maroubra Beach-Maroubra Junction	9	M-F	Maroubra Jun	7.30am	Maroubra Bch	7.45pm	30*	A
		Sat		7.50am		8.00pm	15	A
		Sun		9.00am		8.00pm	15	

* More frequent in peak hours.

A – Later trips Friday night. Plus picture bus Monday-Saturday nights.

Route 145

CAMPBELLTOWN – CAMDEN – CAMDEN SOUTH

- **Trips to/diversion via Catherine Field (El Caballo Blanco)**

(El Caballo Blanco was an entertainment venue in Hume Hwy [now Camden Valley Way] approx opposite Catherine Fields Rd, Catherine Field.)

Timeline

23 January (or 23 February?) 1961:

- Campbelltown – Camden commenced by George W Higlett.
- By 1966, Camden terminus was at depot, Old Hume Hwy [now Ironbark Av], but gradually extended as a loop with furthest point being Wire Lane, Camden South by 1980.
- Ran in competition with the steam-hauled Campbelltown-Camden railway until it closed on 1 January 1963.

May 1966: Operator incorporated as Higlett's Motor Coach Service.

Mid-1970s: A limited additional service between Camden and Camden South (via the same or similar route?) was also provided by Camden Coaches (Manager, Dick Howlett) (when started & ceased?). Timetable suggests operator also provided school services in the area.

By 7 July 1980: Infrequent service, Campbelltown – Catherine Field (El Caballo Blanco), commenced.

By 29 November 1983: Catherine Field (El Caballo Blanco) service became diversions of Campbelltown – Camden South trips.

June 1986: Transferred to Macarthur Coaches (Rowe family).

1989: Operator's name changed to Busways Macarthur.

31 January 1989: Renumbered in to the Sydney Region Route Number System (*see Private Route Histories – Contract Region 15*):

895 Campbelltown – Camden South
Campbelltown – Catherine Field

896 Camden – Narellan (Richardson Rd/Lodges Rd) (new route or previous school route?).

Streets

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

From Campbelltown (station) via Queen St, Camden [now Narellan] Rd (**Narellan**), Hume Hwy [now Camden Valley Way], Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Hume Hwy [now Camden Valley Way], Argyle St, Elizabeth St, Mitchell St, John St (**Camden**), Argyle St, Murray St, Broughton St, Menangle Rd, [Old] Hume Hwy, Ulmarra Av, Coolalie Av, Martine Av, Bowman Av, English Av, Arnold Av, Griffiths Av (**Camden South**), McCall Av, Bowman Av, Barratt Av, Elizabeth Macarthur Av, [Old] Hume Hwy, Cowper Dr, Berallier Dr, McCrae Dr, Bligh Av, Cowper Dr, [Old] Hume Hwy, Menangle Rd, Broughton St, Murray St, Argyle St, Oxley St, Mitchell St, John St (**Camden**), Argyle St, then reverse route to Campbelltown station. (*Order of streets in Camden South loops is likely route.*)

1986 (Source: RGH notes/timetable)

From Campbelltown (Hurley St at station) via Railway St, Queen St, Dumaresq St, Hurley St, Narellan Rd, Menangle Rd, Tindall St, Kellicar Rd to **Macarthur Square** terminal, Kellicar Rd, Gilchrist Dr, Narellan Rd (**Narellan**), Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Hume Hwy, Argyle St, Elizabeth St, Mitchell St, John St (**Camden**), Argyle St, Murray St, Broughton St, Menangle Rd, Old Hume Hwy, Ulmarra Av, Coolalie Av, Elizabeth Macarthur Av, Bowman Av, Old Hume Hwy, Wire Lane (**Camden South**), Crookston Dr, Lawson Av, McCrae Dr, Cowper Dr, [Old] Hume Hwy, Menangle Rd, Broughton St, Murray St, Argyle St, Oxley St, Mitchell St, John St (**Camden**), Argyle St, then reverse route to Narellan Rd, then Oxley St, Allman St, Queen St, Patrick St, Hurley St to Campbelltown station.

Narellan diversion: Ex Campbelltown from Camden Valley Way via Somerset Av, Slade St, Doncaster Av, Queen St, Hovell St, Richardson Rd to Camden Valley Way. Reverse on return.

Elderslie diversion: Ex Campbelltown from rom Harrington St via Lowe Cr, Bruchhauser Cr, Cox St, Marsden Av, Merino Dr, Macarthur Rd, River Rd, Purcell St to Macarthur Rd. Reverse on return.

Lerida Av diversion: Ex Campbelltown from Menangle Rd via Gilbulla Av, Lerida Av, Macquarie Av to Old Hume Hwy. Reverse on return.

Belgenny Av diversion: Ex Campbelltown from Old Hume Hwy via Kelloway Av, Belgenny Av, Caroline Chisholm Dr to Ulmarra Av/Coolalie Av.

Timetable Summary

5 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Camden	30	M-F	Camden	6.20am	Campbelltown	8.25pm	60*	
		Sat		6.50am		12.15am	11 trips	
		Sun		8.15am		9.45pm	6 trips	

* More frequent in peak hours.

8 December 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Camden South	35	M-F	Camden Sth	6.05am	Campbelltown	8.20pm	60*	
		Sat		6.50am		8.20pm	8 trips	
		Sun		1.40pm		6.30pm	4 trips	

* More frequent in peak hours.

29 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Camden South	50	M-F	Camden Sth	5.10am	Campbelltown	9.30pm	30*	
		Sat		6.45am		8.20pm	60	
		Sun		8.50am		5.55pm	6 trips	

* More frequent in peak hours.

Route 146

MASCOT (Lauriston Park) – ROSEBERY – CENTRAL RAILWAY via Gordon St

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mascot Motor Bus Co (E Gilmore).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Mascot (Lauriston Park) (Ross Smith Av at Roslyn St [approx current Ninth Av]) via Ross Smith Av, Roslyn St, Lords Rd, Melrose St [last three, former streets], Old Botany Rd [now O'Riordan St], High St, Botany Rd, King St,

Sutherland St, Coward St, Gordon St, Gardeners Rd, Dalmeny St, Morley Av, Rothschild Av (**Rosebery**), Epsom Rd, Joynton Av, Elizabeth St (**Redfern**), Redfern St, Castlereagh [now Chalmers] St, Chalmers St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Eddy Av, Pitt St, Hay St, Elizabeth St, Chalmers St, then reverse route to Mascot (Lauriston Park).

Timetable Summary

The following two timetables are listed in the “Complete” timetable of September 1925 as “Mascot-Central Railway”, without specifying the route taken. It is therefore not clear which refers to Route 146 and which to 147.

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot (Lauriston Park)-Central Railway	36	M-F	Mascot	5.50am	Central Rly	11.04pm	40-60	A
		Sat		5.50am		12.20am	40-60	
		Sun		8.00am		11.15pm	AM 80 PM 40	

A – Extra trips Friday night.

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot (Lauriston Park)-Central Railway	36	M-F	Mascot	6.09am	Central Rly	11.23pm	40	
		Sat		6.09am		12.01am	40	
		Sun		8.38am		10.56pm	80	

Route 146

MASCOT – BRIGHTON-le-SANDS

Timeline

By date of Govt Gazette 22 February 1929: Commenced by South Sydney Bus Co (T Stalker & W Langford).
?: Ceased.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Mascot (King St at Botany Rd) via King St, Botany Rd, Lords Rd, Ascot Av [last two, former streets], General Holmes Dr, Bruce St, The Avenue [now Moate Av], Princess St, Grand Pde to near Princess St (Brighton-le-Sands).

From Brighton-le-Sands (Grand Pde at Princess St) via Grand Pde, General Holmes Dr, then reverse route to Mascot.

Route 146

ALLAWAH – HURSTVILLE – MORTDALE – OATLEY WEST

- **Extended from Oatley West to Oatley Park (selected trips)**
- **Trips to/via Oatley**

Timeline

By October 1935: Mortdale – Oatley West (Lansdowne Pde) commenced by VR (Reg) Lawler.

By late 1930s (?): Transferred to S (&L) Roberts.

By 1946: Selected trips (weekends?) extended from Oatley West to Oatley Park.

By 1948: Oatley Park extension ceased.

March 1950: Transferred to AJ (Archie) Moore.

1951 (probably coincident with transfer of 116 to Sandy Beach Bus Co): 146 transferred to Sandy Beach Bus Co (later part of the Harris Park Transport group).

On or after October 1951 (following transfer of 116 to AJ Moore):

- Extended from Mortdale to Hurstville & Allawah (Illawarra St/Mona St) over 116, mostly in weekday off-peak and Saturdays.
- Ran in conjunction with 116, sharing Mortdale – Hurstville – Allawah.
- Peak-hour service remained as Mortdale – Oatley West.

June 1957: 116 (Oatley West – Allawah) incorporated into 146, which became Allawah – Hurstville – Mortdale – Oatley West, plus selected peak hour trips to/via Oatley.

By 1969: Hurstville – Allawah reduced to a limited service.

By 3 March 1986: Reduced to a mainly peak hour service, Mortdale – Oatley West (selected trips extended to Hurstville, plus limited service further extended from Hurstville to Allawah).

24 December 1987: Ceased. Partly replaced by extension of selected trips on Moore's Tours' (Trevor Moore) 115 Hurstville – Oatley (via Hurstville Rd) from Oatley to Oatley West. Hurstville – Allawah not replaced.

Streets

Mortdale – Oatley West (*extended to Oatley Park, at weekends?*)

Circa 1946 (Source: Gregory's Street Directory)

From Mortdale (station) via Morts Rd, Pitt St, Boundary Rd, Woronora Pde, Acacia St, Myall St, Mulga Rd, Gungah [Bay] Rd, Lloyd St, Short St, Douglas Haig St, Baker St (Oatley West).

From Oatley West via reverse route to Boundary Rd, then Macquarie Pl, Morts Rd.

Oatley Park extension: Extended from Lloyd St/Short St via Short St, Park Av. Reverse on return.

Mortdale – Oatley West

Circa 1948 (Source: Gregory's Street Directory)

From Mortdale (station) via Morts Rd, Pitt St, Boundary Rd, Woronora Pde, Acacia St, Myall St, Mulga Rd, Gungah Bay Rd, Lloyd St, Short St, Douglas Haig St, Baker St (Oatley West).

Hurstville – Mortdale – Oatley West

Circa 1970 (Source: RGH notes)

From Hurstville (Ormonde Pde at station) via Railway Pde, Woniora Rd, Greenbank St, King Georges Rd, Penshurst Av, Laycock Rd, Railway Pde (**Penshurst**), Pacific Av, Princes St, Park St, Railway Pde, Subway Rd, Cook St, Morts Rd (**Mortdale**), George St, The Strand, Pitt St, Woronora Pde, Acacia St, Myall St, Mulga St, Gungah Bay Rd, Lloyd St, Short St, Douglas Haig Av, Baker St to Lansdowne Pde [may have also run via Lansdowne Pde loop] (Oatley West).

From Oatley West (Lansdowne Pde/Baker St) via reverse route to Greenbank St, then Ormonde Pde to Hurstville station.

Oatley – Oatley West (*peak hours*)

Circa 1970 (Source: RGH notes)

From Oatley (Oatley Pde at station) via railway underpass, Mulga St, Gungah Bay Rd, Lloyd St, Short St, Douglas Haig Av, Baker St to Lansdowne Pde (Oatley West). Reverse on return.

Timetable Summary

17 November 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Mortdale-Oatley West	Fr Oat W 10M 18H	M-F	Oatley West	7.09amM	Hurstville	3.25pmW	A	
			Hurstville	9.38amW	Mortdale	6.12pmW		
		Sat	Oatley West	9.00amH	Hurstville	12.00nnW	40	
		Sun						

* More frequent in peak hours.

A – Peak hours, Mortdale-Oatley West. Day, Hurstville-Oatley West 40*. 3 trips extended from Hurstville to Allawah. Selected trips ran to or via Oatley (mostly in morning peak hour).

H – To Hurstville.

M – To Mortdale.

W – To Oatley West.

14 January 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Mortdale-Oatley West	Fr Oat W 10M 18H	M-F	Oatley West	7.17amM 8.37amH	Hurstville Mortdale	3.25pmW 5.53pmW	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Mortdale-Oatley West. Day, Hurstville-Oatley West 40*. 2 trips extended from Hurstville to Allawah. Selected trips ran via Oatley.

H – To Hurstville.

M – To Mortdale.

W – To Oatley West.

3 March 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mortdale-Oatley West†	Fr Oat W 10M 22H	M-F	Oatley West	7.09am	Mortdale	5.12pm	Ph	
		Sat						
		Sun						

† Limited service extended to Hurstville & Allawah.

Ph – Peak hours only (1 trip extended from Mortdale to Hurstville, 2 trips Hurstville-Allawah).

Route 146

HURSTVILLE – OATLEY – OATLEY WEST via Hillcrest Av

Timeline

By October 1988: Renumbered from Hurstville – Oatley – Oatley West trips on 115. Selected trips ran via Hurstville Grove (combined 115/146). Operated by Moore's Tours (Trevor Moore).

1 April 1996: Renumbered 953 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*).

Streets

By October 1988 (based on timetable received circa 1995)

From Hurstville (Ormonde Pde at station) via Railway Pde, Woniora Rd, Hillcrest Av, Hurstville Rd, Rosa St, Frederick St, Oatley Pde (**Oatley**), railway underpass, Mulga St, Gungah Bay Rd, Douglas Haig Av, Baker St, Lansdowne Pde loop (**Oatley West**), Baker St, then reverse route to Hillcrest Av, then Woniora Rd, Greenbank St, Ormonde Pde to Hurstville station.

Short St diversion (mainly morning peak hour): Ex Oatley West from Douglas Haig St via Short St, Lloyd St, Gungah Bay Rd.

Timetable Summary

10 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Oatley-Oatley West	Fr Hurst 10S 25W	M-F	Oatley West	7.03amH	Hurstville	5.30pmL	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Most morning peak hour trips, Hurstville-Oatley West. Day, combined 115/146 60*. Early afternoon peak hour, Hurstville-West Oatley, followed by combined 115/146 trips.

H – To Hurstville.

L – Combined 115/146 to last passenger.

S – To Oatley station.

W – To Oatley West.

Route 147

MASCOT (Lauriston Park) – ROSEBERY – CENTRAL RAILWAY via Maloney St

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mascot Motor Bus Co (E Gilmore).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Mascot (Lauriston Park) (Ross Smith Av at Roslyn St) via Ross Smith Av, Roslyn St, Lords Rd [last two, former streets], Botany Rd, Hollingshed St, Sutherland St, Brussels St, Hicks Av, King St, Maloney St, Gardeners Rd, Primrose Av, Harcourt Pde, Rothschild Av (**Rosebery**), Epsom Rd, Joynton Av, Elizabeth St (**Redfern**), Redfern St, Castlereagh [now Chalmers] St, Chalmers St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Eddy Av, Pitt St, Hay St, Elizabeth St, Chalmers St, then reverse route to Lords Rd, then Melrose St, Ross Smith Av to Mascot (Lauriston Park).

Timetable Summary

See two timetables shown under Route 146.

Route 147

PUNCHBOWL – MORTDALE – PEAKHURST – HENLEY PLEASURE GROUNDS

(Henley Pleasure Grounds were located off Forest Rd at Blackbutt Av, Lugarno running down to Salt Pan Creek.)

Timeline

By date of Govt Gazette 22 February 1929: Mortdale – Henley Pleasure Grounds commenced by John Boatwright.

September 1929: Extended from Mortdale to Punchbowl.

May 1932: Absorbed into 188, Punchbowl – Mortdale and Punchbowl – Henley.

Streets

Mortdale – Peakhurst – Henley Pleasure Grounds

1929 (Source: Govt Gazette of 22 February 1929)

From Mortdale (Morts Rd at station) via Morts Rd, Pitt St, Boundary Rd (**Peakhurst**), Bonds Rd, Thurlow St, Belmore Rd, Forest Rd to entrance to Henley Pleasure Grounds. Reverse on return.

Route 147

PUNCHBOWL – BANKSTOWN via Griffiths Av

Timeline

February 1950: Commenced by Green Line (GH (Harold) Gail). Also traded as Star Omnibus Service.

Later in 1950: Ceased without replacement, due to lack of patronage, as 37 provided sufficient service in nearly streets..

Streets

1950 (Source: timetable)

From Bankstown [station] via South Tce, Stacey St, Griffiths Av, (?), South Tce to Punchbowl [station].

Timetable Summary

1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Bankstown	8	M-F	Punchbowl	6.15am	Bankstown	7.50pm	30	
		Sat		6.15am		7.50pm	30	
		Sun						

Route 148

MATRAVILLE – CENTRAL RAILWAY via Anzac Pde

- **Extended from Matraville to La Perouse (Saturday afternoons & Sundays)**

Timeline

As at date of Govt Gazette 13 November 1925: Matraville – Central Railway via Cleveland St being operated by FJ Kerr and probably another unknown operator. Same route as 150.

By date of Govt Gazette 15 October 1926:

- Rerouted via Darlinghurst instead of Cleveland St, incorporating 149 & 150.
- Extended from Matraville to La Perouse on Saturday afternoons, Sundays & Public Holidays.

1920s: An undated timetables shows:

- A weekday morning trip ran to “Tobacco Factory, Raleigh Park” (Todman Av, Kensington).
- Early morning & late evening weekday trips “transporting employees to Bunnerong Power Station” (the power station was commissioned in stages in 1929-30).

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Coordination) Act. Replacement feeder service, Daceyville – Matraville, provided by 138 as from 22 November 1931.

Streets

Matraville – Central Railway via Anzac Pde & Cleveland St

1925 (Source: Govt Gazette of 13 November 1925)

From Matraville (Australia Av at Bunnerong Rd) via Australia Av, Bunnerong Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Kensington**), Cleveland St, Chalmers St, Eddy Av (Central Railway).

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

Matraville – Central Railway via Anzac Pde & Darlinghurst (extended to La Perouse on Saturday afternoons, Sundays & Public Holidays)

1926 (Source: Govt Gazette of 15 October 1926)

From Matraville (Australia Av at Bunnerong Rd) via Australia Av, Bunnerong Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Kensington**), Flinders St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

La Perouse extension: Extended from Matraville via Bunnerong Rd [part south of Yarra Junction now Anzac Pde], Quambi Av [now Anzac Pde (north leg of loop)] to opposite refreshment rooms (La Perouse). Return via Quambi Av [now Anzac Pde (north leg of loop)], Aborigine [now Endeavour] Av, Bunnerong Rd.

Timetable Summary

The following two timetables are listed in the “Complete” timetable of September 1925 as “Matraville-Central Railway”. It is likely that the two timetables refer to the services of separate operators on the one route.

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Matraville-Central Railway†	Fr Cent 38M 51L	M-F	Matraville	6.26am	Central Rly	11.41pm	30-60	
		Sat		6.26am		12.00mn	30-60	
		Sun		7.54am		12.00mn	40-80	A

† Extended to La Perouse on Sundays.

A – Extended from Matraville to La Perouse between approx 8.30am & 6.30pm.

L – To La Perouse.

M – To Matraville.

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Matraville-Central Railway	38	M-F	Matraville	7.07am	Central Rly	11.05pm	80-90	
		Sat		7.07am		11.05pm	80-90	
		Sun		7.07am		11.05pm	80-90	

Route 148

HORNSBY – PENNANT HILLS via various routes **THORNLEIGH – WAHROONGA SANITARIUM**

(Wahroonga Sanitarium is now known as Sydney Adventist Hospital, but continues to be popularly known as the “San”, an abbreviation of previous name.)

Timeline

March 1949: Hornsby – Pennant Hills section of BM McMahon’s 184 transferred to W (Bill) Ogg and renumbered 148.

1951: Transferred to JWA (Jack) Mathieson.

By 16 June 1959: Main route was via Unwin Rd, Pennant Hills Rd & Yarrara Rd, but selected trips diverted via Dartford Rd.

By 6 March 1967: Selected trips ran via Woodlands Estate (Cedar, Oak & Pine Sts area) & via Top Level Estate (Larool Cr).

September 1967: Transferred to Mrs Mathieson, on death of Jack Mathieson.

5 July 1968: Transferred to Pennant Hills-Hornsby Bus Co (Jim Knox), later becoming part of the Hornsby Bus Group.

12 May 1969: Extended to new estates, including Vantage Point (northern end of Norman Av, Thornleigh) and Elouera (now suburb of Westleigh).

By 29 August 1973: Selected trips rerouted via Pretoria Pde to replace Hornsby – Pretoria Pde section of 104, following connection of Clovelly & Hall Rds.

By 1978: Extra route, Thornleigh – Wahroonga Sanitarium, commenced.

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

12 August 1991:

- Hornsby – Pennant Hills routes reorganised & renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):
 - 587 Hornsby – Westleigh – Pennant Hills
 - 588 Hornsby – Thornleigh loop – Woodlands Estate
 - 589 Hornsby – Pennant Hills via Pennant Hills Rd.
- Thornleigh – Wahroonga Sanitarium amalgamated with 573 as 573, Turramurra – Fox Valley – Pennant Hills, in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*).

Streets

Hornsby – Pennant Hills via Pennant Hills Rd

Circa 1963 (Source: RGH notes)

From Hornsby (Station St at station) via Pacific Hwy, Unwin Rd, Edwards Rd, Pennant Hills Rd, Normanhurst Rd, Denman Pde (**Normanhurst**), Buckingham Av, Pennant Hills Rd, Duffy Av, The Esplanade (**Thornleigh**), Yarrara Rd, Stevens St, Bellamy St, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

From Pennant Hills (Yarrara Rd at station) via reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

Barrett Av diversion: From Duffy Av/The Esplanade via Duffy Av, Kentwell Av, Barrett Av, Sinclair Av, Duffy Av to Duffy Av/The Esplanade.

Trips via Yarrara Rd direct: Direct via Yarrara Rd between Thornleigh and Pennant Hills stations.

Trips via Pennant Hills Rd direct: Direct via Pennant Hills Rd between Normanhurst Rd and Buckingham Av (*not* via Normanhurst station).

Hornsby – Pennant Hills via Dartford Rd

Circa 1963 (Source: RGH notes)

From Hornsby (Station St at station) via Pacific Hwy, Pretoria Pde, Fullers Av, Hall Rd, Neutral Av, Clarke Rd, Malsbury Rd (**Normanhurst**), Milson Pde, Dartford Rd to Beresford Rd, then Dartford Rd, Pennant Hills Rd, Duffy Av, The Esplanade (**Thornleigh**), Yarrara Rd, Stevens St, Bellamy St, Boundary Rd, Pennant Hills Rd, Yarrara Rd, to Pennant Hills station.

From Pennant Hills (Yarrara Rd at station) via reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

Plus various combinations of route.

Hornsby – Pennant Hills via various routes

Additional diversions

By 1967 (Source: timetable)

Woodlands Estate diversion: Ex Hornsby from Pennant Hills Rd via Stuart Av, Calga Av, Willowtree St, Pine St, Oak St, Cedar St, Greenhill Av, Loch Maree Av to Pennant Hills Rd. Reverse on return.

Homewood Av diversion: Ex Hornsby from Clarke Rd via Homewood Av, Ronald St, Avery St, Carcoola Cr, Woodbine Av to Malsbury Rd.

Nicholson Av diversion (in lieu of Barrett Av diversion): Ex Hornsby from Duffy Av via Sinclair Av, Oakleigh Av, Nicholson Av, Goodland Av to The Esplanade. Reverse on return.

By 1969 (Source: RGH notes/timetable)

Trips via Malsbury Rd continued via Milson Pde, Sefton Rd, Chilvers Rd to Duffy Av. Reverse on return.

Elouera Estate [now Westleigh] trips: From Duffy Av/The Esplanade via Duffy Av, Elouera Rd, Eucalyptus Dr, Rocklily Av, Coral Heath Av, Quarter Sessions Rd, Duffy Av.

By 1969 (Source: RGH notes/timetable)

Additional diversions

Vantage Point diversion: Ex Hornsby from Dartford Rd/Beresford Rd via Norman Rd, Vale Rd, Wareemba Av, Larool Cr to Sefton Rd. Reverse on return.

Jackson Cr diversion: Ex Pennant Hills from Bellamy St via Laurence St, Wearne Av, Thorn St, Jackson Cr, Thorn St to Bellamy St.

By 1973 (Source: timetable)

Additional diversion

Bristol Av diversion: From Pennant Hills Rd via Hewitt Av, Bristol St, Hinemoa Av to Pennant Hills Rd.

Hornsby – Pennant Hills via Top Level Estate & Westleigh

1986 (Source: RGH notes)

From Hornsby (Station St at station) via Pacific Hwy, Pretoria Pde, Clovelly Rd, Hall Rd, Neutral Rd, Clarke Rd, Malsbury Rd (**Normanhurst**), Milson Pde, Dartford Rd, Beresford Rd, Norman Av, Vale Rd (**Top Level Estate**), Wareemba Av, Yarrabung Av, Bungowen Av, Koorlingal Av, Gilgandra Av, Larool Cr, Sefton Rd, Chilvers Rd, Duffy Av, Quarter Sessions Rd, Coral Heath Av, Rocklily Av, Eucalyptus Dr, Spotted Gum Rd (**Westleigh**), Elouera Rd, Duneba Dr, Nicholson Av, Dobson St, Giblett Av, Nicholson Av, Goodlands Av, The Esplanade (**Thornleigh**), Stevens St, Bellamy St, Ramsay Rd, Yarrara Rd to Pennant Hills station.

From Pennant Hills (Yarrara Rd at station) via Hillcrest Rd, Weemala Rd, Ramsay Rd, then reverse route to Hall Rd, then Fullers Av, Pretoria Pde, Pacific Hwy, Coronation St, Station St to Hornsby station.

Westleigh extension trips/diversion: Extended from Coral Heath Rd/Quarter Sessions Rd via Quarter Sessions Rd, Silver Cr, Coora Rd, Barkala Pl, Quarter Sessions Rd to Coral Heath Rd.

Alteration

By 1989 (Source: timetable) (Westleigh extension): Extended from Quarter Sessions Rd/Silver Cr via Quarter Sessions Rd to end, clockwise around loop, then return via Quarter Sessions Rd.

Hornsby – Thornleigh via Bristol Av & Woodlands Estate

1986 (Source: RGH notes)

From Hornsby (Station St at station) via Pacific Hwy, Unwin Rd, Edwards Rd, Pennant Hills Rd, Hewitt Av, Bristol St, Hinemoa Av, Pennant Hills Rd, Stuart Av, Calga Av, Willowtree St, Pine St (**Woodlands Estate**), Oak St, Cedar St, Greenhill Av, Loch Maree Av, Trelawney St, Pennant Hills Rd, Duffy Av (**Thornleigh**), Chilvers Rd, Sefton Rd, Adamson Av, Norman Av, Beresford Rd, Dartford Rd, Milson Pde (**Normanhurst**), Malsbury Rd, Woodbine Av, Carcoola Cr, Avery St, Ronald St, Homewood Av, Clarke Rd, Neutral Rd, Hall Rd, Clovelly Rd, Pretoria Pde, Pacific Hwy, Coronation St, Station St to Hornsby station.

Plus various combinations of route.

Thornleigh – Wahroonga Sanitarium

1986 (Source: RGH notes)

From Thornleigh (Railway Pde at station) via Railway Pde, Parkes St, The Comenarra Pkwy, Fox Valley Rd, into Wahroonga Sanitarium grounds.

From Wahroonga Sanitarium (inside grounds) via Fox Valley Rd, The Comenarra Pkwy, Wood St, Station St to Thornleigh station.

Timetable Summary

1 August 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills	30	M-F	Pennant Hills	7.05am	Hornsby	6.30pm	90*	
		Sat		8.05am		5.04pm	6 trips	A
		Sun						

* More frequent in peak hours.

A – Plus picture bus Saturday night.

12 May 1969

Because of the variety of route variations & diversions, this summary is necessarily expressed in broad terms.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills via various routes	30	M-F	Pennant Hills	6.30am	Hornsby	5.45pm	30*	A
		Sat	Hornsby	8.21am	Pennant Hills	12.40pm	60	B
		Sun						

* More frequent in peak hours.

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

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

Circa 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Thornleigh-Wahroonga Sanitarium	10	M-F	Thornleigh	7.10am	Sanitarium	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (7 trips).

20 December 1987

Because of the variety of route variations & diversions, this summary is necessarily expressed in broad terms.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills via various routes		M-F	Hornsby	6.20am	Pennant Hills	6.25pm	A	
		Sat		8.40am	Hornsby	12.12pm	60	
		Sun						

* More frequent in peak hours.

A – Main routes:

Hornsby-Pennant Hills via Top Level Estate & Westleigh 60*

Hornsby-Thornleigh via Bristol Av & Woodlands Estate 60*.

Route 149

MATRAVILLE – CENTRAL RAILWAY via Darlinghurst

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mrs Paulson.

By date of Govt Gazette 27 May 1927: Incorporated into 148.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Matraville (Australia Av at Bunnerong Rd) via Australia Av, Bunnerong Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Kensington**), Flinders St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Matrville-Central Railway	42	M-F	Matrville	7.16am	Central Rly	11.33pm	90	
		Sat		7.16am		11.33pm	90	
		Sun		7.16am		11.33pm	90	

Route 149

MANLY – NEWPORT via Pittwater Rd

- **Post 31 October 1931 feeder: NARRABEEN – NEWPORT**

Timeline

By date of Govt Gazette 22 June 1928: Commenced by White Transit Co (Charles H Hicks).

By 1931: Transferred to Pittwater Motor Tourist Co (JJ Thomas & LH Grieg).

31 October 1931: Manly – Narrabeen classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act and route curtailed to become a feeder, Narrabeen – Newport, feeding to Narrabeen tram.

30 July 1935: Ceased due to competition from Department of Road Transport & Tramways bus route.

Streets

Manly – Newport

1928 (Source: Govt Gazette of 22 June 1928)

From Manly (West Esplanade at wharf) via West Esplanade, Eustace St, Sydney Rd, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), [Barrenjoey Rd,] Gladstone St [probably to Kalinya St, Newport & return], Barrenjoey Rd, Neptune Rd to near Barrenjoey Rd (Newport). Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): To approach Manly from Sydney Rd via Belgrave St, West Esplanade to Manly wharf.

Route 149

AUBURN – SOUTH AUBURN (Chisholm Rd)

- **Extended in South Auburn from Chisholm Rd to Melissa St (peak hours)**

Timeline

August 1948: Auburn – Chisholm Rd commenced by LC Sinclair.

November 1951: Transferred to Sinclair & Howard.

November 1955: Transferred back to LC Sinclair.

September 1957: Transferred to Stone Bros Transport (Arthur & Jim Stone).

By 1960s: Sunday service ran as a combined 13/14 /149 loop (Auburn – Park Rd, Berala via Cumberland Rd & Chiswick Rd, then return via Chisholm Rd). Sunday service ceased by August 1978.

5 April 1969: Reduced to a peak hour service. At other times, replaced by rerouting of 5 via north end of Chisholm Rd & rerouting of 14 via part of south end of Chisholm Rd. Rerouting of 5 & 149 applied to all trips from 9 September 1976, although 149 continued running in peak hours.

22 October 1973: Peak hour trips extended from Chisholm Rd/St Johns Rd to Melissa St (industrial area).

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).

28 October 1984: Service on Sundays & Public Holidays provided by 499 (*see Private Route Histories – Contract Region 13*).

31 July 1985: Ceased as a separate route, as part of general reorganization of Auburn Passenger Transport's routes. Service along Chisholm Rd continued to be provided on Mondays-Saturdays by parts of routes numbered in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*):

- 917 (renumbered from 5) - north end of Chisholm Rd
- 918 (renumbered from 14) - part of south end of Chisholm Rd.

Streets

Auburn – South Auburn

1968 (Source: RGH notes)

From Auburn (South Pde at station) via South Pde, Alice St, Northcote St, Chisholm Rd to St Johns Rd.

From South Auburn (Chisholm Rd at St Johns Rd) via Chisholm Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn station.

Auburn – South Auburn (extended to Melissa St in peak hours)

Alteration

From 22 October 1973 (Source: timetable) (Melissa St extension, peak hours): Extended from Chisholm Rd/St Johns Rd via Chisholm Rd, Princes St to Melissa St. Reverse on return.

Timetable Summary

1 January 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Auburn (Chisholm Rd)	14	M-F	Chisholm Rd	5.42am	Auburn	10.12pm	30*	A
		Sat	Auburn	6.20am	Chisholm Rd	11.55pm	AM 15 PM 30	A
		Sun	Chisholm Rd	6.30am	Chisholm Rd	10.38pm	30	B

A – Plus picture bus Monday-Saturday nights.

B – Sunday afternoon & night service provided by combined 14/149.

20 October 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Auburn (Chisholm Rd)†	12	M-F	Auburn	5.20am	Chisholm Rd	6.12pm	PNs	
		Sat		6.19am	Auburn	9.25pm	30	A
		Sun	Auburn	8.25am		7.55pm	30	B

* More frequent in peak hours.

† Peak hour trips extended to Melissa St.

A – Service provided by: early morning, combined 149/14; morning, 5 and 14; afternoon & early night, combined 14/149.

B – Sunday service provided by combined 13/14/149. Gap in service.

PNs – Peak hours only (most trips extended to Melissa St). Includes early morning service provided by combined 149/14 & night service provided by combined 14/149.

26 October 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Auburn (Chisholm Rd)†	12	M-F	Auburn	5.20am	Chisholm Rd	8.45pm	PNs	
		Sat		12.50pm		5.17pm	30	B
		Sun						

† Selected trips extended to Melissa St (Industrial Area).

B – Service provided by combined 14/149.

PNs – Peak hours only (most trips extended to Melissa St). Includes early morning service provided by combined 149/14 & night service provided by combined 14/149.

Combined Routes 149/14

See Combined Routes 14/149.

Route 150

MATRAVILLE – CENTRAL RAILWAY via Cleveland St

- **Extended from Matraville to La Perouse (Saturday afternoons & Sundays)**

Timeline

As at date of Govt Gazette 13 November 1925: In operation. Same route as 148.

By date of Govt Gazette 15 October 1926: Incorporated into 148.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Matraville (Australia Av at Bunnerong Rd) via Australia Av, Bunnerong Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Kensington**), Cleveland St, Chalmers St, Eddy Av (Central Railway).

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

La Perouse extension (*Saturday afternoons, Sundays & Public Holidays*): Extended from Matraville via Bunnerong Rd [part south of Yarra Junction now Anzac Pde], Quambi Av [now Anzac Pde (north leg of loop)] to opposite refreshment rooms (La Perouse). Return via Quambi Av [now Anzac Pde (north leg of loop)], Aborigine [now Endeavour] Av, Bunnerong Rd.

Route 150

MANLY – NEWPORT – PALM BEACH via Pittwater Rd

- **Post 31 October 1931 feeder: NARRABEEN – PALM BEACH**

Timeline

By date of Govt Gazette 22 June 1928: Commenced by Pittwater Motor Tourist Co (Joseph J Thomas & Lawson H Grieg). List dated October 1935 shows operator as J Thomas.

31 October 1931: Manly – Narrabeen classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act and route curtailed to become a feeder, Narrabeen – Palm Beach, feeding to Narrabeen tram.

1 May 1936: Ceased when Department of Road Transport & Tramways commenced a through route from Manly to Palm Beach.

Streets

Manly – Newport – Palm Beach

1928 (Source: Govt Gazette of 22 June 1928)

From Manly (West Esplanade at wharf) via West Esplanade, Eustace St, Sydney Rd, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, Mona Vale**), [Barrenjoey Rd], Gladstone St [probably to Kalinya St & return] (**Newport**), Barrenjoey Rd (**Avalon**) to Pacific Pde [location ?] (Palm Beach). Reverse on return.

Alterations

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

- To approach Palm Beach from Barrenjoey Rd [part now Beach Rd] via Ocean Rd to Palm Beach Rd. Reverse on return.
- To approach Manly from Sydney Rd via Belgrave St, West Esplanade to Manly wharf.

Route 150

EASTWOOD – CARLINGFORD via Rutledge St

Timeline

1960/1 (between 9 April 1960 & 19 August 1961): Renumbered from 86. Operated by Sinclair's Passenger Service, also trading as Fleet Services (Carl N Tattam & George R Sinclair?). (Renumbering probably occurred at about the same time as Parramatta – Dundas Valley – Eastwood trips on 172 were renumbered as 86.)

5 March 1961: Transferred to Stan Sinclair, then or later trading as Eastwood-Carlingford Bus Service. Rerouted via Carlingford Court shopping centre at about same time.

May 1971: Transferred to Trans Trailways (Col Sinclair).

31 January 1973: Transferred to Cumberland Bus Co (Todd family).

31 August 1981: Transferred to Metro West Bus Lines (KA (Ken) Butt).

23 July 1990: Renumbered 542 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

1963 (Source: *RGH notes*)

From Eastwood (West Pde at station) via Rowe St, Shaftesbury Rd, Rutledge St, Darvall Rd, Sybil St, Brush Rd, Lawson St, Marsden Rd, Church St [now Marsden Rd], Pennant Hills Rd, Post Office Rd, Donald St, Tanderra St, Moseley St, Jenkins Rd (**Carlingford**), Pennant Hills Rd, Church St, then reverse route to Eastwood station.

1970 (Source: *RGH notes*)

Raimonde Rd diversion: Ex Eastwood from Marsden Rd via Terry Rd, Milton Av, Lexington Av, Raimonde Rd, Mobbs Lane to Church St [now Marsden Rd]. Reverse on return.

By 1982 (Source: *timetable*)

From Eastwood (West Pde at station) via Rowe St, Shaftesbury Rd, Rutledge St, Darvall Rd, Terry Rd, Valley Rd, Raimonde Rd, Mobbs Lane, Marsden Rd, Pennant Hills Rd, Moseley St, Jenkins Rd, Pennant Hills Rd, Lloyds Av to Carlingford station. Reverse on return.

Alteration

By 1986 (Source: *timetable*): From Eastwood station via Hillview Rd, Lakeside Rd, Rowe St. Reverse on return.

Timetable Summary

October 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	20	M-F	Carlingford	6.45am	Eastwood	6.35pm	40*	
		Sat		8.30am		12.25pm	40	
		Sun						

* More frequent in peak hours.

29 December 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	17	M-F	Eastwood	7.16am	Eastwood	5.54pm	40	A
		Sat						
		Sun						

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