



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 201 – 225

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 201

ROSEVILLE – EAST ROSEVILLE – ROSEVILLE CHASE

- **Extended from East Roseville to Roseville Baths (*selected trips*)**

(Roseville Baths were located at foot of Babbage Rd, adjacent to old Roseville Bridge.)

Timeline

As at date of Govt Gazette 13 November 1925: Roseville – Roseville Chase (terminus in Clive St [now Babbage Rd] at Chase Gates, possibly located near current Babbage Rd/Warrane Rd, East Roseville) being operated by Elias J Jones.

Later: Extended from Roseville Chase (at Chase Gates) to Roseville Baths.

1 March 1930: Transferred to Royle Bros (Eric & Trevor Royle).

May 1938: Operator incorporated (as Royle Bros Pty Ltd).

By June 1948: Main service was Roseville – Babbage Rd, East Roseville, but selected trips extended to Roseville Baths.

By December 1953: Selected trips also extended from Babbage Rd to Griffith Av, East Roseville.

By 10 December 1960: Selected trips also extended from Babbage Rd to Warrane Rd, East Roseville.

By 27 January 1962: Griffith Av trips ceased. Partly replaced by new route, 56 Chatswood – Castle Cove.

February 1964: Operator's name changed to Forest Coach Lines (Royle family).

By 19 May 1964: Roseville Baths extension ceased. Most trips ran Roseville – Warrane Rd, East Roseville.

24 May 1965: Ceased without direct replacement (but 56 continued to run Chatswood – East Roseville and beyond).

Streets

Roseville – Roseville Chase

1925 (Source: Govt Gazette of 13 November 1925)

From Roseville (Lord St at Hill St) via Lord St, Glen St [now Glencroft Av], Bancroft Av, Archbold Rd, Addison Av, Clive St [now Babbage Rd] to Chase Gates (Roseville Chase).

From Roseville Chase (Clive St [now Babbage Rd] at Chase Gates) via Clive St, Addison Av, Archbold Rd, Bancroft Av, Hill St, Lord St to near Hill St (Roseville).

Circa 1946 (Source: Gregory's Street Directory)

From Roseville (station) via Lord St, Glencroft St [now Av], Bancroft Av, Archbold Rd, Addison Av, Babbage Rd (Roseville Chase).

Roseville – East Roseville

1963 (Source: RGH notes)

From Roseville (Lord St at Hill St) via Lord St, Glencroft Av, Bancroft Av, Archbold Rd, Addison Av, Moore St, Duntroon Av, Warrane Rd, Babbage Rd, Addison Av to near Babbage Rd (East Roseville).

From East Roseville (Addison Av at Babbage Rd) via Addison Av, Archbold Rd, Bancroft Av, Hill St, Lord St to near Hill St (Roseville).

Trips via Babbage Rd (not via Warrane Rd): Ex Roseville from Duntroon Av via Babbage Rd to Addison Av.

Roseville Baths extension: Extended from East Roseville via Babbage Rd to Roseville Baths. 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		
Roseville-Archbold Rd†	Fr Rose 5A 10C	M-F	Archbold Rd	7.48am	Roseville	7.22pm	30	B
		Sat		7.48am		7.22pm	30	D
		Sun	Roseville	9.10am	Roseville Ch	6.30pm	30-40	

Roseville Chase believed to refer to Chase Gates.

† Selected trips extended to Roseville Chase

A – To Archbold Rd.

B – 6 trips extended to Roseville Chase.

C – To Roseville Chase.

D – 10 trips extended to Roseville Chase.

June 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Roseville†	Fr Rose 7E 12C	M-F	East Roseville	7.43am	Roseville	6.40pm	30*	A
		Sat		7.43am		2.08pm	30	
		Sun						

Roseville Chase believed to refer to Roseville Baths.

* More frequent in peak hours.

† Selected trips extended to Roseville Chase.

A – Gap in service. 2 trips extended to Roseville Chase.

C – To Roseville Chase.

E – To East Roseville.

26 January 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Roseville†	Fr Rose 7E 12C	M-F	East Roseville	7.35am	Roseville	6.38pm	20	A
		Sat						
		Sun						

† Selected trips extended to Roseville Baths.

A – Gap in service. 2 trips extended to Roseville Baths.

C – To Roseville Chase.

E – To East Roseville.

Route 201

SEVEN HILLS – BAULKHAM HILLS

Timeline

19 January 1981: Commenced by Parramatta Bus Co (Bosnjak family).

14 December 1981: Incorporated into 590 Blacktown – Epping “Red Arrow” (see *Private Route Histories – Red Arrow routes*).

Streets

From 19 January 1981 (Source: timetable)

From Seven Hills (shops, south side) via Best St, George St, Olive St, Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Old Northern Rd, Olive St (**Baulkham Hills**), Windsor Rd, Cook St, Cross St, Cary St, Munro St, Drayton Av, Excelsior Av, Roxborough Park Rd, Windsor Rd, Olive St, Old Northern Rd, then reverse route to Seven Hills shops.

Trips terminating at Seven Hills station (*peak hours*): Ex Baulkham Hills from Seven Hills Rd [now Prospect Hwy] via Hartley Rd to Seven Hills station (north side). Reverse on return.

Timetable Summary

19 January 1981

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	55 round trip	M-F	Baulkham Hills	5.49am	Seven Hills	5.35pm	60	
		Sat						
		Sun						

Route 202

ROSEVILLE – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by R Rees.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Roseville (Hill St at station) via Hill St, Boundary St, Darling St, Baldry St, Victoria Av, Hercules St, Johnson St, Stanley St, Fry St, Sydney St, Laurel St, Penshurst St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Lane Cove Rd [now Pacific Hwy], Berry St, Walker St (**North Sydney**), Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-Milsons Point	40	M-F	Roseville	6.37am	Milsons Pt	11.34pm	30-60	A
		Sat		6.37am		11.34pm	30-60	
		Sun		9.00am		11.12pm	45-90	

A – Extra trips Friday night.

Route 202

PYMBLE – TURRAMURRA via Merrivale Rd

Timeline

1930: Commenced by Wood Bros.

1931: Transferred to Elliott Bros and amalgamated with 226 as 226, Wahroonga – Turramurra – Pymble.

Route 202

GROSE VALE – RICHMOND – LONDONDERRY – PENRITH

RICHMOND – UNIVERSITY of WESTERN SYDNEY (Hawkesbury campus)

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

February 1966: The Richmond – Londonderry – Penrith (Londonderry – Penrith probably Thursdays-only shopping service by then?) section of Duffy's 217 transferred to Howe's Bus Service (FC (Fred) Howe) and renumbered 202.

April 1972: Howe's Bus Service transferred to Owen MacPherson.

1 July 1977: Howe's Bus Service transferred to T (Tom) O'Brien.

Approx 1979: Operator's name changed to Richmond Bus & Coach Service.

1987-8: Richmond Bus & Coach Service transferred to Richardson, associated with Richardson's Waste Disposal Service.

By 21 November 1988:

- Extended from Richmond to Grose Vale
- Londonderry – Penrith improved from a Thursdays-only shopping service to a regular Monday-Saturday service.
- Route was then Grose Vale – Richmond – Londonderry – Penrith.

By 1991: Operator's name changed to Richardson's Bus & Coach Service.

By 31 May 1993: New route, Richmond – University of Western Sydney (Hawkesbury campus), commenced. (Trips to/from Penrith also diverted via UWS.)

18 January 1994: Transferred to Westbus (Bosnjak family).

31 October 1994: Reorganised and renumbered 677 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*). Curtailed from Grose Vale to Richmond, as Westbus's 680 already ran between Richmond & Grose Vale.

Timetable Summary

1 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Londonderry	20	M-F	Londonderry	6.08am	Londonderry	6.14pm	5 trips	A
		Sat	Richmond	8.17am		1.10pm	3 trips	
		Sun						

A – Extra trips on various days (incl Thursday shopping trip to Penrith). Plus school trips.

21 November 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Grose Vale-Richmond-L'donderry-Penrith	64	M-F	Grose Vale	7.35am	Penrith	4.33pm	7 trips	A
		Sat		8.00am		12.50pm	3 trips	
		Sun						

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

Route 203

ROSE BAY NORTH – CENTRAL RAILWAY via Old South Head Rd

Timeline

As at date of Govt Gazette 13 November 1925:

- Being operated by (1) WW Pope & Sons & (2) Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart).
- Shared route between Rose Bay North & Central Railway with 209.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Rose Bay North (Old South Head Rd at Dudley St) via Old South Head Rd, Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), 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 Rose Bay North.

Alteration

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

Timetable Summary

September 1925

First operator

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay North-Central Railway	44	M-F	Rose Bay Nth	5.58am	Central Rly	12.33am	20-30	
		Sat		5.58am		12.33am	20-30	
		Sun		12.04pm		12.33am	20-30	

Second operator

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay North-Central Railway	44	M-F	Rose Bay Nth	5.19am	Central Rly	11.57pm	30	
		Sat		5.19am		11.57pm	30	
		Sun		7.52am		11.57pm	30	

Route 203

BONDI JUNCTION – WAVERLEY (Gibson St) via Birrell St

BONDI JUNCTION – TAMARAMA via Birrell St

Timeline

1932: Bondi Junction – Waverley (Alfred St) commenced. By 1933, being run by CAL (Clarrie) Paull (as manager of Bronte Bus Co?).

By 1935: Being operated by Bronte Bus Co (a Reo Motors/John A Gilbert subsidiary) (Clarrie Paull, manager until 1949?).

By 1938: Extra route, Bondi Junction – Waverley (Gibson St), commenced.

6 February 1938: Bondi Junction – Waverley (Alfred St) extended from Alfred St/Hewlett St to foot of Birrell St, Tamarama.

September 1945: Transferred to A Small.

1947: Transferred to L Wilson.

By 1948: Bondi Junction – Tamarama ceased and partly replaced by 79 (City – Tamarama), which commenced on 22 March 1948, leaving 203 as Bondi Junction – Waverley (Gibson St).

31 December 1949: L Wilson handed in license and route operated by Department of Road Transport & Tramways as 244 until J Bowden took over on 26 February 1950.

General note: Bondi Junction – Waverley (Gibson St) reinstated as a private route from 26 February 1950 numbered 244

26 February 1950: 244 Department of Road Transport & Tramways (successor to Department of Road Transport & Tramways) Bondi Junction – Waverley (Gibson St) transferred to JH (Joe) Bowden & renumbered back to 203.

21 February 1952: Re-transferred to Department of Government Transport and renumbered 313.

Streets

Waverley (Gibson St) – Bondi Junction

Circa 1946 (Source: Gregory's Street Directory)

From Waverley (Gibson St) via Gibson St, Murray St, Hewlett St, Alfred St, Birrell St, Bronte Rd, Spring St, Newland St (Bondi Junction).

Circa 1948 (Source: Gregory's Street Directory)

From Waverley (Gibson St) via Gibson St, Murray St, Hewlett St, Alfred St, Birrell St, Bronte Rd, Ebley St, Newland St, Spring St (Bondi Junction).

Route 203

PENNANT HILLS – BERRILEE

Timeline

12 August 1974: Commenced by Glenorie Bus Co as a replacement for Hornsby Bus Group's 103, Hornsby – Berrilee, which was curtailed to run Hornsby – Hornsby Heights at the same time. Most trips on 203 ran via New Line Rd, but selected trips ran via Castle Hill.

21 April 1986: As part of general reorganization of Glenorie Bus Co's routes (60, 184 & 203), renumbered 651 into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*).

Streets

1974 (Source: RGH notes)

Via New Line Rd

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Old Northern Rd, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Berrilee). Reverse on return

Via Castle Hill

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Berrilee).

From Berrilee (Bay Rd/Chilcott Rd) via reverse route to Old Northern Rd, then Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Timetable Summary

14 April 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Berrilee	40	M-F	Berrilee	6.40am	Pennant Hills	5.55pm	A	
		Sat						
		Sun						

A – 1 trip (plus school trips) from Berrilee, 6 trips from Pennant Hills.

Route 204

RUSHCUTTERS BAY – CENTRAL RAILWAY via Boundary St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by JE Curtin.

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Rushcutters Bay (Beach Rd at end) via Beach Rd, New South Head Rd, Neild Av, Boundary St, Campbell St, Hopewell St (**Paddington**), 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 Rushcutters Bay.

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rushcutters Bay-Central Railway	20	M-F	Nield Av	6.45am	Central Rly	6.00pm	25	A
			R'cutters Bay	7.35am				
		Sat	Nield Av	6.45am	10.50pm			
			R'cutters Bay	7.35am				
Sun	R'cutters Bay	8.30am	10.15pm	50-90				

A – Extra trips Tuesday & Friday nights.

Route 204

CREMORNE WHARF – CREMORNE JUNCTION – SPIT JUNCTION – MIDDLE HEAD

(Middle Head was also known as Balmoral Naval Depot.)

Timeline

1932: Cremorne Junction – Raglan St, Mosman commenced by WE (Bill) Nott. Provided a replacement service in North Cremorne for 236, which had ceased as from 31 October 1931.

14 March 1935: Extended from Raglan St to Georges Heights.

By 1941: Transferred to Mosman Bus Co (Alfred J Richards).

?: Extended from Georges Heights to Middle Head/Balmoral Naval Depot.

November 1949: Transferred to Mosman Bus Service (WFJ (Bill) Read). By post-World War II, buses displayed “Naval Depot” destination signs when running to Middle Head.

25 May 1952: Extended from Cremorne Junction to Cremorne Wharf, as part of the Government’s Mosman bus/ferry Co-ordination Scheme.

6 January 1964: Mosman Bus Service transferred to Mrs W Threlfall.

May 1965: Mrs Threlfall died and service transferred to executors of her estate.

30 June 1965: Buses repossessed and service operated by Col Sinclair, on behalf of Associated Securities Ltd (finance company) until a sale could be arranged.

17 August 1965: Transferred to Cremorne Bus Service (Eric Wenban & EM (Eddie) Hayman)

Later: Eddie Hayman became sole proprietor of Cremorne Bus Service.

19 December 1988: Renumbered 224 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Cremorne Junction – Middle Head

Circa 1946 (Source: Gregory’s Street Directory)

From Cremorne Junction via Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Prince Albert St, Military Rd (**Mosman**), Middle Head Rd, Cobbittee St, Dayrell Av [possibly different road layout then?], Defence Department Rd [now part of Middle Head Rd] (Middle Head).

Trips from Georges Heights terminating at Spit Junction: From Middle Head Rd via Military Rd, Vista St, Short St, Cowles Rd, Military Rd, Middle Head Rd.

Circa 1948 (Source: Gregory’s Street Directory)

From Cremorne Junction via Macpherson St, Military Rd, Prince St, Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Prince Albert St, Military Rd (**Mosman**), Middle Head Rd, Cobbittee St, Dayrell Av [possibly different road layout then?], Defence Department Rd [now part of Middle Head Rd] (Middle Head).

Cremorne Wharf – Cremorne Junction – Spit Junction – Balmoral Naval Depot

1963 (Source: RGH notes)

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St, Military Rd (**Cremorne Junction**), Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Middle Head Rd (**Mosman**), Gordon St, Wolseley Rd, Methuen Av, Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot).

From Balmoral Naval Depot (Middle Head Rd at Chowder Bay Rd) via reverse route to Gordon St, then Middle Head Rd, Military Rd, Gouldsbury St, The Crescent, Myahgah St, Military Rd, Cowles Rd, then reverse route to Cremorne Wharf.

Trips starting at Cremorne Junction: From Macpherson St at Military Rd via Military Rd, Prince St, Macpherson St.

Killarney St diversion: From Wyong Rd/Countess St via Wyong Rd, Killarney St, Bullecourt Av to Amiens Av. Reverse on return.

1986 (Source: RGH notes)

From Cremorne Wharf via Milson Rd, Murdoch St, Military Rd (**Cremorne Junction**), Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot).

From Balmoral Naval Depot (Middle Head Rd at Chowder Bay Rd) via reverse route to Macpherson St, then Parraween St, Winnie St, Murdoch St, Milson Rd to Cremorne Wharf.

Timetable Summary

11 December 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Junction-Naval Depot	20	M-F	Cremorne Jun	7.15am	Cremorne Jun	11.30pm	20*	A
		Sat		7.25am		11.30pm	AM 15 PM 20	A
		Sun	Naval Depot	8.30am		11.30pm	40	

* More frequent in peak hours.

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

25 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Naval Depot	Fr N/Dep 20J 28W	M-F	Cremorne Jun	7.15amN	Cremorne Jun	11.10pmN	20*	A
		Sat	Naval Depot	7.35amJ		11.10pmN	AM 15 PM 20	A
		Sun		1.20pmJ		10.30pmN	40	B

* More frequent in peak hours.

A – Selected trips extended from Cremorne Junction to Cremorne Wharf mainly in weekday peak hours & Saturday mornings. Gap in service. Plus short-working/s before first trip and after last trip shown.

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

N – To Naval Depot.

J – To Cremorne Junction.

W – To Cremorne Wharf.

23 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Naval Depot	Fr N/Dep 20J 27W	M-F	Cremorne Whf	7.18am	Naval Depot	6.40pm	A	
		Sat	Naval Depot	7.54am		4.30pm	B	
		Sun						

* More frequent in peak hours.

A – Peak hours, mainly Cremorne Wharf-Naval Depot. Day, Cremorne Junction-Naval Depot 30, selected trips extended to Cremorne Wharf. Plus short-working/s before first trip & after last trip shown.

B – Morning, Cremorne Junction-Naval Depot 40, 2 trips extended to Cremorne Wharf. Afternoon, Cremorne Wharf-Naval Depot 60. Plus short-working/s before first trip & after last trip shown.

J – To Cremorne Junction.

W – To Cremorne Wharf.

November 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Naval Depot	23	M-F	Naval Depot	7.22am	Cremorne Whf	5.57pm	60*	A
		Sat	Cremorne Whf	9.37am		11.37am	60	A
		Sun						

* More frequent in peak hours.

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

Route 205

GLADESVILLE – FIELD of MARS CEMETERY – NORTH RYDE (Magdala Rd) RYDE station – RYDE shops – NORTH RYDE (various termini) – MACQUARIE CENTRE

- **Extended from North Ryde to Northern Suburbs Cemetery (limited service)**
- **Extended from North Ryde to Fullers Bridge (Saturday afternoons, Sundays & Public Holidays)**
- **Ryde shops – Field of Mars Cemetery (Sundays)**

(The terminus at Ryde shops/Ryde Post Office is also known as Top Ryde.)

(The name of Ryde station was changed to West Ryde on 8 October 1945.)

(The AWA factory was located at the corner of Lane Cove Rd & Talavera Rd, North Ryde.)

Timeline

As at date of Govt Gazette 13 November 1925: Ryde station – Ryde shops – North Ryde (termini at Lane Cove Rd/Waterloo Rd and Coss Rd/Cressy Rd) – Northern Suburbs Cemetery being operated by HJ Cooper.

By date of Govt Gazette 22 June 1928:

- Extended in North Ryde from Lane Cove Rd/Waterloo Rd to Waterloo Rd/Balaclava Rd (when ceased?).
- Extended in North Ryde from Lane Cove Rd/Waterloo Rd to de Burghs Bridge (when ceased?).

Probably on or by 31 October 1931: Curtailed from Ryde station to Ryde shops, as that part of the route would have been classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

By 30 April 1934: New route, Gladesville – Field of Mars Cemetery, commenced, replacing part of 206 which ceased on 31 October 1931.

30 April 1934: Gladesville – Field of Mars Cemetery extended from Field of Mars Cemetery to North Ryde (Magdala Rd).

By October 1935: Transferred to SJ (Syd) Beverley.

By 16 November 1937: Routes were:

Ryde Post Office – North Ryde (Balaclava Rd)

Ryde Post Office – Northern Suburbs Cemetery.

Ryde Post Office – Field of Mars Cemetery (Sunday afternoons).

Late 1930s (after 1937): Transferred to Fred Rohrs.

By 22 July 1945:

- Ryde Post Office – North Ryde (Balaclava Rd) curtailed to run Ryde Post Office – North Ryde (Khartoum Rd) [now in Macquarie Park].
- Ryde Post Office – North Ryde night trips on M-F & Sundays through-routed with Gladesville – North Ryde [renumbered 75 in 1948] as Gladesville – North Ryde – Ryde shops. (By 1961 the through-routing applied to all trips on 75 & 205 on weeknights, Saturday afternoons & all day Sunday.)

By 1948: Gladesville – North Ryde (Magdala Rd) renumbered 75.

By August 1948:

- Base route was Ryde shops – North Ryde (Waterloo Rd/Lane Cove Rd).
- Extended from North Ryde to Fullers Bridge on Saturday afternoons, Sundays & Public Holidays (in addition to selected trips extended from North Ryde to Northern Suburbs Cemetery along a similar route).

By 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 afternoons trips Ryde shops – Field of Mars Cemetery renumbered part of 126.

By 18 July 1951: New route, Ryde shops – North Ryde (Coxs Rd), commenced. Selected trips to Waterloo Rd or Northern Suburbs Cemetery also ran via Coxs Rd.

By 14 August 1958: Extension from Waterloo Rd to Khartoum Rd ceased.

By 29 May 1961: Extension from Northern Suburbs Cemetery to Fullers Bridge ceased. A limited service continued to be extended on weekdays from North Ryde to Northern Suburbs Cemetery.

Circa 1965: Selected trips extended in North Ryde from Waterloo Rd to Ryde Caravan Park (Fontenoy Rd/Lane Cove Rd).

16 January 1967: As a result of the commencement of 43:

- Ryde shops – North Ryde (Coxs Rd) and Ryde shops – North Ryde (Waterloo Rd/Lane Cove Rd) routes absorbed into a single route.
- Selected trips continued to be extended to Northern Suburbs Cemetery and to Ryde Caravan Park.
- Service reduced to weekday extended peak hours and Saturday mornings. 43 provided an alternative service at other times.
- Through-routing with 75 ceased, due to reduction of 205 to a peak hour and Saturday route.

6 July 1970: Extended from Ryde to West Ryde.

By 18 May 1971:

- Extension from North Ryde to Northern Suburbs Cemetery (2 trips per weekday) ceased.
- Saturday service ceased.

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

By 25 June 1979: Selected peak hour trips extended to North Ryde Industrial Area (Fontenoy Rd/Khartoum Rd).

16 November 1981:

- Extended from North Ryde to Macquarie Centre upon its opening, making route West Ryde – Ryde shops – North Ryde – Macquarie Centre.
- Hours of service extended to daytime Mondays to Saturdays.

23 July 1990: As part of general reorganisation of North & Western's routes, renumbered 533 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Ryde station – Ryde shops – North Ryde (various extensions/termini)

1925 (Source: Govt Gazette of 13 November 1925)

Trips to Waterloo Rd

From Ryde (Ryedale Rd at station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd, Glebe St [last two, now Victoria Rd], Church St (**Ryde**), Parkes St, Belmore St [last two, now Blaxland Rd], Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd to Waterloo Rd (North Ryde).

From North Ryde (Lane Cove Rd at Waterloo Rd) via reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde station.

Trips to Northern Suburbs Cemetery

From Ryde (Ryedale Rd at station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd, Glebe St [last two, now Victoria Rd], Church St (**Ryde**), Parkes St, Belmore St [last two, now Blaxland Rd], Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Lucknow [now Epping] Rd, Delhi Rd to Northern Suburbs Cemetery gates [at Plassey Rd].

From Northern Suburbs Cemetery (Delhi Rd [at Plassey Rd]) via Delhi Rd, Lucknow [now Epping] Rd, Allen [now part of Wicks] Rd, Coxs Rd, Lane Cove Rd, then reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde station.

Trips to Cressy Rd

From Ryde (Ryedale Rd at station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd, Glebe St [last two, now Victoria Rd], Church St (**Ryde**), Parkes St, Belmore St [last two, now Blaxland Rd], Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd to Cressy Rd (North Ryde).

From North Ryde (Coxs Rd at Cressy Rd) via reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde station.

Trips extended to de Burghs Bridge

Trips extended to Balaclava Rd

Alterations

1928 (Source: Govt Gazette of 22 June 1928)

- (*de Burghs Bridge extension*): Extended from Lane Cove Rd/Waterloo Rd, North Ryde via Lane Cove Rd to south side of [old] de Burghs Bridge. Reverse on return.

- (*Balaclava Rd extension*): Extended from Lane Cove Rd/Waterloo Rd, North Ryde via Waterloo Rd to Balaclava Rd. Reverse on return.

Ryde Post Office – North Ryde (Waterloo Rd) (extended to Balaclava Rd)

Ryde Post Office – Northern Suburbs Cemetery

As at 20 December 1937 (Source: timetable)

- Routes not listed.
- Ryde Post Office – Northern Suburbs Cemetery trips did *not* travel via Waterloo Rd, North Ryde.
- Selected Ryde Post Office – North Ryde (Waterloo Rd) trips diverted via Cressy Rd.

Ryde shops – North Ryde (Waterloo Rd) (selected trips extended to Northern Suburbs Cemetery or Ryde Caravan Park)

1963 (Source: RGH notes)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Waterloo Rd (North Ryde), Lane Cove Rd, Epping Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St to Ryde shops.

Northern Suburbs Cemetery extension: Extended from Wicks Rd/Epping Rd via Epping Rd, Delhi Rd to Plassey Rd. Reverse on return.

1966 (Source: RGH notes)

Ryde Caravan Park extension: Extended from Waterloo Rd/Lane Cove Rd via Lane Cove Rd to Fontenoy Rd. Reverse on return.

From 16 January 1967

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Epping Rd, Wicks Rd, Waterloo Rd (North Ryde), Lane Cove Rd, Coxs Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St to Ryde shops.

Trips direct via Lane Cove Rd: Ex Ryde from Blaxland Rd via Lane Cove Rd to Waterloo Rd. Reverse on return.

Ryde Caravan Park extension: Extended from Waterloo Rd/Lane Cove Rd via Lane Cove Rd to Fontenoy Rd. Reverse on return.

Northern Suburbs Cemetery extension: Extended from Wicks Rd/Epping Rd via Epping Rd, Delhi Rd to Plassey Rd. Reverse on return.

Other route variations.

West Ryde – Ryde shops – North Ryde (Waterloo Rd)

From 6 July 1970 (Source: RGH notes)

From West Ryde (Ryedale Rd at station) via Victoria Rd, Church St (Ryde), Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Epping Rd, Wicks Rd, Waterloo Rd (North Ryde), Lane Cove Rd, Coxs Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd to West Ryde station.

Alteration

19 May 1979 (Source: N&W notice): Extended to approach West Ryde from Herbert St (West Ryde) via Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange. Return via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

West Ryde – Ryde shops – North Ryde – Macquarie Centre

From 16 November 1981 (Source: timetable)

From West Ryde (interchange) via West Pde, Marlow St bridge, Ryedale Rd, Victoria Rd, Church St (Ryde), Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd (North Ryde), Coxs Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre shops.

From Macquarie Centre via reverse route to Goulding Rd, then Lane Cove Rd, Devlin St (Ryde), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow St bridge, West Pde to West Ryde interchange.

Ryde shops – North Ryde (Coxs Rd)

1963 (Source: RGH notes)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd to Cooney St (North Ryde).

From North Ryde (Coxs Rd) (Lane Cove Rd at Cooney St) via reverse route to Goulding Rd, then Lane Cove Rd, Devlin St to Ryde shops.

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		
Ryde station-Ryde shops-North Ryde†		M-F	School of Arts	6.00amS	Ryde station	6.02pmL	A	
					Ryde shops	10.30pmW		
		Sat		6.15amS	Ryde station	6.00pmW	B	
		Sun	Waterloo Rd	8.55amS	Ryde shops	10.30pmW	D	
					Ryde station	7.30pmC		

† Extended to Northern Suburbs Cemetery.

A – Day, Ryde station-North Ryde 11 trips, serving School of Arts (1 trip), Cressy Rd (3), Lucknow Rd (4), Northern Suburbs Cemetery (2) in various combinations. Night, Ryde shops-North Ryde.

B – Day, Ryde station-North Ryde 10 trips, serving Cressy Rd (4 trips), Waterloo Rd (1), Lucknow Rd (3), Northern Suburbs Cemetery (2) in various combinations. Night, Ryde shops-North Ryde.

C – To North Ryde (Cressy Rd).

D – Day, Ryde station-North Ryde 5 trips, serving Cressy Rd (2 trips), Waterloo Rd (2), Northern Suburbs Cemetery (2) in various combinations. Night, Ryde shops-North Ryde.

L – To North Ryde (Lucknow Rd).

S – To Ryde station.

W – To North Ryde (Waterloo Rd).

16 November 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Magdala Rd)	Fr Glades 10F 19M	M-F	Magdala Rd	7.43amG	Gladesville	6.23pmM	8 trips	
		Sat		7.43amG		6.13pmM		
		Sun	F/Mars Cem	1.51pmG		5.25pmF	20	
		Hols	Magdala Rd	1.03pmG		6.13pmM	B	

A – Morning, Gladesville-North Ryde (Magdala Rd) 45, afternoon Gladesville-Field of Mars Cemetery 20 (last 2 trips extended to North Ryde (Magdala Rd)).

B – Base service Gladesville-Field of Mars Cemetery 30 (first 2 and last 2 trips extended to North Ryde (Magdala Rd)).

F – To Field of Mars Cemetery.

G – To Gladesville.

M – To North Ryde (Magdala Rd).

20 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Post Office-North Ryde (Balaclava Rd)	Fr Ryde 15W 20B	M-F	Balaclava Rd	5.48amR	Ryde PO	7.32pmB	A	
		Sat		6.22amR		10.45pmB	D	
		Sun		8.49amR		8.50pmB	E	
		Hols		7.58amR		7.30pmC	F	
Ryde Post Office-Northern Suburbs Cemetery	21	M-F	Ryde PO	10.20am	Nth Subs Cem	4.07pm	4 trips	
		Sat		10.21am		4.55pm	4 trips	
		Sun		9.43am		4.55pm	6 trips	
		Hols		10.00am		5.00pm	4 trips	
Ryde Post Office-Field of Mars Cemetery	10	M-F						
		Sat						
		Sun	Ryde PO	2.15pm	F/Mars Cem	4.28pm	3 trips	

A – Ryde Post Office-North Ryde (Waterloo Rd) 8 trips, Ryde Post Office-North Ryde (Balaclava Rd) 4 trips. Extra trips Friday night (last trip 10.25pm from Ryde Post Office to North Ryde (Balaclava Rd)). Plus picture bus Monday & Wednesday nights.

B – To North Ryde (Balaclava Rd).

C – To North Ryde (Cressy Rd).

D – Ryde Post Office-North Ryde (Waterloo Rd) 11 trips, Ryde Post Office-North Ryde (Balaclava Rd) 6 trips

E – Ryde Post Office-North Ryde (Waterloo Rd) 6 trips, Ryde Post Office-North Ryde (Balaclava Rd) 5 trips.

F – Ryde Post Office-North Ryde (Waterloo Rd) 7 trips, Ryde Post Office-North Ryde (Balaclava Rd) 5 trips. Last trip from Ryde Post Office to North Ryde (Cressy Rd). Plus picture bus.

R – To Ryde Post Office.

W – To North Ryde (Waterloo Rd).

22 July 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Post Office-North Ryde (Waterloo Rd)†		M-F	Ryde PO	5.45amL 6.45amW	Waterloo Rd Lucknow Rd	7.15pmR 10.40pmR	A	
		Sat		6.45amW	Ryde PO	6.15pmK	B	
		Sun		9.45amN	Lucknow Rd	10.48pmR	D	
Gladesville-North Ryde (Magdala Rd)		M-F	Badajoz Rd	6.00amG	Gladesville	5.00pmM 11.00pmC	E	
			Magdala Rd	8.46amG				
		Sat	Badajoz Rd	6.40amG		1.25pmM 6.13pmC	H	
			Magdala Rd	8.30amG				
Sun	Gladesville	1.45pmF		10.25pmC	I			
Ryde Post Office-Field of Mars Cemetery		M-F						
		Sat						
		Sun	Ryde PO	2.15pm	F/Mars Cem	4.28pm	3 trips	

In this table:

“Lucknow Rd” means Lucknow Rd [now part of Epping Rd]/Lane Cove Rd.

“Badajoz Rd” means Badajoz Rd/Coxs Rd.

† Selected trips extended to Northern Suburbs Cemetery or North Ryde (Khartoum Rd).

A – 21 trips. Day, mostly Ryde Post Office-North Ryde (Waterloo Rd). 5 trips extended to North Ryde (Khartoum Rd). 4 trips extended to Northern Suburbs Cemetery. Night trips through-routed to Gladesville. Plus picture bus Wednesday night.

B – 16 trips. Early morning, Ryde Post Office-North Ryde (Waterloo Rd). Day, most trips Ryde Post Office-Northern Suburbs Cemetery. Plus picture buses to Khartoum Rd & Ryde.

C – To North Ryde (Coxs Rd/Cressy Rd).

D – 12 trips. Day, Ryde Post Office-Northern Suburbs Cemetery. Night, most trips Ryde Post Office-Waterloo Rd, through-routed to Gladesville.

E – Day, Gladesville-North Ryde (Magdala Rd) 60. Peak hours & night, mainly Gladesville-North Ryde (Cressy Rd). Night trips through-routed to Ryde Post Office.

F – To Field of Mars Cemetery.

G – To Gladesville.

H – Morning, Gladesville-North Ryde (Magdala Rd) 45. Afternoon, Gladesville-Field of Mars Cemetery 20. Early morning & late afternoon, Gladesville-North Ryde (Cressy Rd).

I – Afternoon, Gladesville-Field of Mars Cemetery 20. Night, Gladesville-North Ryde (Cressy Rd). Night trips through-routed to Ryde Post Office.

K – To North Ryde (Khartoum Rd).

L – To North Ryde (Coxs Rd/Lane Cove Rd).

M – To North Ryde (Magdala Rd).

N – To Northern Suburbs Cemetery.

R – To Ryde Post Office.

W – To North Ryde (Waterloo Rd).

12 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde shops-North Ryde (Waterloo Rd)†	Fr Ryde 15W 18N 25F	M-F	Waterloo Rd	6.10amR	Ryde shops	11.40pm	A	
			Ryde shops	9.16amK	Khartoum Rd	5.30pmR		
				10.10amN	Nth Subs Cem	2.11pmR		
		Sat	Ryde shops	7.30amW 9.15amK 9.55amN 2.30pmF	Waterloo Rd	7.50pmR	B	
					Khartoum Rd	7.48pmR		
					Fullers Bge	5.00pmR		
					Ryde shops	11.40pmC		
		Sun		8.40amF	Fullers Bge	6.30pmR	D	
					Ryde shops	10.50pmC		
		Ryde shops-North Ryde (Coxs Rd)	10	M-F	Ryde shops	10.53am	Coxs Rd	2.45pm
Sat								G
Sun								

* More frequent in peak hours.

† Selected trips extended from North Ryde (Waterloo Rd) to North Ryde (Khartoum Rd), to Northern Suburbs Cemetery or to Fullers Bridge.

A – Day, base service Ryde shops-North Ryde (Waterloo Rd) 40*, selected trips extended to Khartoum Rd or Northern Suburbs Cemetery. Night, Ryde shops-North Ryde (North Ryde Park, last trip to Coxs Rd only) & through-routed to Gladesville via 75. Plus picture bus Wednesday night.

B – Morning, mainly Ryde shops-North Ryde (Waterloo Rd) 40, selected trips extended to Khartoum Rd or Northern Suburbs Cemetery. Afternoon, mainly Ryde-Fullers Bridge 60. Plus picture buses to Ryde & Khartoum Rd.

C – To North Ryde (Wicks Rd/Coxs Rd), through-routed to Gladesville.

D – Day, Ryde shops-Fullers Bridge. Night, Ryde shops-North Ryde (North Ryde Park, last trip to Coxs Rd only) & through-routed to Gladesville via 75.

E – Plus diversion of 1 Ryde shops to North Ryde (Waterloo Rd) trip.

F – To Fullers Bridge.

G – Ryde shops-North Ryde (Waterloo Rd) picture buses diverted via Coxs Rd.

K – To North Ryde (Khartoum Rd).

N – To Northern Suburbs Cemetery.

R – To Ryde shops.

W – To North Ryde (Waterloo Rd).

6 March 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde shops-North Ryde (Waterloo Rd)†	Fr Ryde 14W 17N	M-F	Waterloo Rd	5.45am	Ryde shops	10.30pm	60*	A
		Sat		7.16am		7.30pm	60	
		Sun		9.16am		7.30pm	60	
Ryde shops-North Ryde (Coxs Rd)	10	M-F	Ryde shops	6.02am	Coxs Rd	7.03pm	60	
		Sat		8.05am	Ryde shops	1.30pm	60	
		Sun						

* More frequent in peak hours.

† Extended to Northern Suburbs Cemetery.

A – 2 trips extended to Northern Suburbs Cemetery. Plus short-working/s after last trip shown.

N – To Northern Suburbs Cemetery.

W – To North Ryde (Waterloo Rd).

16 January 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde shops-Ryde Caravan Park†	Fr Ryde 18W 20N	M-F	Ryde shops	6.32amW 8.48amP	Ryde C'van Pk	6.26pmR	Ph	
		Sat		7.47amW	Waterloo Rd	1.26pmR	60	A
		Sun						

† Selected trips extended from North Ryde to Northern Suburbs Cemetery.

A – 3 trips extended to Ryde Caravan Park.

N – To Northern Suburbs Cemetery.

P – To Ryde Caravan Park.

Ph – Extended peak hours only. 2 trips extended to Northern Suburbs Cemetery.

R – To Ryde shops.

W – To North Ryde (Waterloo Rd).

18 May 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Ryde shops-North Ryde (AWA factory)†	Fr AWA 13R 24W	M-F	West Ryde	6.50amA	AWA factory	5.05pmW	Ph	
		Sat						
		Sun						

† Selected trips extended to Ryde Caravan Park.

A – To North Ryde (AWA factory).

Ph – Peak hours only, West Ryde or Ryde shops-North Ryde (AWA factory) (1 trip extended to Ryde Caravan Park & 2 trips extended from Ryde Caravan Park). Plus short-working/s after last trip shown.

R – To Ryde shops.

W – To West Ryde.

16 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-Ryde shops-Macquarie Centre	25	M-F	West Ryde	6.45am	Macquarie Ctr	6.08pm	30	A
		Sat		7.15am		5.25pm	AM 30 PM 60	A
		Sun						

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

Route 206

RYDE (Field of Mars Cemetery) – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Bruce & Hayes.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Later replaced by feeder service, 205 Gladesville-Field of Mars Cemetery.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Ryde (Field of Mars Cemetery) (Higginbotham Rd at Cressy Rd) via Higginbotham Rd, Victoria [now Monash] Rd (**Gladesville**), Great North Rd, Gladesville bridge, Bridge St (**Drummoyne**), Weston Rd (**Rozelle**), Commercial Rd, Glebe Island Bridge [last six, now Victoria Rd], Banks St, Miller St (**Pymont**), Harris St, George St, Quay St to Bijou Lane (Central Railway).

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

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926): Curtailed from Higginbotham Rd/Cressy Rd to Victoria [now Monash] Rd at Thompson St (Gladesville).
- **1928** (Source: Govt Gazette of 22 June 1928): Extended from Victoria [now Monash] Rd/Thompson St via Higginbotham Rd, Pidding Rd, Quarry Rd to Cressy Rd (Field of Mars Cemetery). 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		
Ryde (Field of Mars Cemetery)- Central Railway	53	M-F	F/Mars Cem	6.35am	Central Rly	8.45pm	60	
		Sat		6.35am		8.45pm	60	
		Sun		1.24pm		10.38pm	120	

Route 206

WINDSOR – GLOSSODIA – EAST KURRAJONG

WINDSOR – MEEHAN ST [later James Meehan St]

WINDSOR – SACKVILLE

WINDSOR – SOUTH WINDSOR

Timeline

20 September 1935: Windsor – South Windsor, an existing (country) service brought under the Transport Act, operated by AJ Gosper (then or later trading as Gosper's Windsor Bus Service).

31 October 1937: 207 absorbed into 206.

1954: Transferred to Mr Gosper's widow, Mrs Vilna Lenore Gosper.

1960s: Routes were:

Windsor – Glossodia – East Kurrajong (terminus at Smiths Corner (Creek Ridge Rd/Putty Rd))

Windsor – Sackville (morning and afternoon workers service, reported to have ceased prior to the mid-1970s, when it became a school-only service)

Windsor – South Windsor

December 1969: Transferred to JR (Rod) Gosper (son) on death of Mrs Gosper.

1980s: Routes were:

Windsor – Glossodia

Windsor – Meehan St

Windsor – South Windsor

School services also ran to Berkshire Park, Llandilo & Sackville.

Early 1982: Gosper's Windsor Bus Service transferred to Guild Management Services (N Hepburn), then or soon after trading as Macquarie Towns Coach Lines.

By February 1985: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

680 Windsor – Penrith (probably school trips only)

682 Windsor – Berkshire Park (school trips only)

683 Windsor – Londonderry

685 Windsor – Bligh Park (new suburb) (extended from South Windsor)

686 Windsor – Meehan St

688 Windsor – Glossodia

689 Windsor – Sackville (school trips only)

Streets

Windsor – South Windsor

1983 (Source: timetable)

From Windsor (George St at Thompson Square) via George St, Argyle St, Macquarie St, Drummond St, Stewart St, Ham St, Berger Rd, Woods Rd, Stewart St, McKellar Cr (clockwise loop), Stewart St, Collith Av, Woods Rd, George St, Rickaby St (**South Windsor**), Church St, Ham St, George St, Campbell St, Cox St, Bell St, George St, Bridge St, Court St, Arndell St, George St to Thompson Square (Windsor).

Windsor – Meehan St

1983 (Source: timetable)

From Windsor (George St at Thompson Square) via George St, Brabyn St, Mileham St, Fairey St, Harris St, [James] Meehan St (? direction of loop), Fairey St, Mileham St, Brabyn St, George St, Bridge St, Court St, Arndell St, George St to Thompson Square (Windsor).

Timetable Summary

25 July 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-South Windsor	20	M-F	Sth Windsor	6.08am	Windsor	6.30pm	30-60	
		Sat		9.15am		11.25am	3 trips	
		Sun						
Windsor-Meehan St	10	M-F	Windsor	10.50am	Meehan St	1.50pm	2 trips	
		Sat	Meehan St	9.35am		11.25am	2 trips	
		Sun						
Windsor-Glossodia	35	M-F	Windsor	6.10am	Windsor	6.30pm	7 trips	
		Sat		8.20am	Glossodia	11.10am	2 trips	
		Sun						

Route 207

SANDRINGHAM – KOGARAH – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated (possibly by George S Jones).

By date of Govt Gazette 27 May 1927: Curtailed to run Sandringham – Kogarah.

?: Transferred to Bardsleys DeLuxe Blue Bus Service (?).

By date of Govt Gazette 22 June 1928: Ceased.

Streets

Sandringham – Kogarah – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Sandringham (Clareville Av at [Prince of Wales] Hotel) via Clareville Av, Russell Av, Rocky Point Rd (Ramsgate), Shaw St, Concannon St [now part of Gray St], Gray St, Kensington St, Belgrave St, Railway Pde (Kogarah), Regent St, Rocky Point Rd [now Princes Hwy], King St (Newtown), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Sandringham – Kogarah

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Ex Sandringham to terminate at Kogarah (station, Railway Pde at Montgomery 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		
Sandringham-Central Railway	71	M-F	Sandringham	6.36am	Central Rly	9.41pm	60-90	
		Sat		6.36am		9.41pm	60-90	
		Sun		7.37am		9.41pm	60-90	

Route 207

MASCOT AERODROME [now Sydney Airport] – MASCOT POST OFFICE

Timeline

?: Commenced.

4 November 1932: Ceased due to lack of patronage.

Route 207

WINDSOR station – WINDSOR township

Timeline

20 September 1935: Existing (country) service brought under the Transport Act, operated by WJ Mortley.

Later: Probably transferred to the Gosper family.

31 October 1937: Absorbed into 206.

Route 208

SANS SOUCI – KOGARAH – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated (possibly by George S Jones).

?: Transferred to Bardsleys DeLuxe Blue Bus Service (?).

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Sans Souci (Rocky Point Rd at punt [current northern end of Captain Cook Bridge]) via Rocky Point Rd (Ramsgate), Shaw St, Concannon St [now part of Gray St], Gray St, Kensington St, Belgrave St, Railway Pde (Kogarah), Regent St, Rocky Point Rd [now Princes Hwy], King St (Newtown), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
Sans Souci-Central Railway	71	M-F	Sans Souci	6.07am	Central Rly	10.41pm	30-60	
		Sat		6.07am		10.41pm	30-60	
		Sun		7.07am		10.41pm	30-60	

Route 208

PENRITH – JAMISONTOWN – REGENTVILLE

PENRITH – SILVERDALE – WARRAGAMBA

Timeline

1931: Penrith – Silverdale commenced by Grant & O’Connell. (A list dated October 1935 shows the operator as Wallacia Motor Transport Service.)

1935: Transferred to WJS (Bill) Bale & Sons, then or later trading as Penrith District Bus Service.

1941 or later: 211, Penrith – Wallacia, absorbed into 208.

Late 1940s/1950s (?): Extended from Silverdale to Warragamba. Service probably extended to Warragamba dam while the dam was under construction from 1948 onwards.

By 1973: Extra route, Penrith – Jamisontown – Regentville, commenced.

17 April 1974: Penrith District Bus Service transferred to Bosnjak family (Roger L Graham, general manager from 1982).

By 1982: Operator’s name changed to Bosnjak Penrith.

16 August 1982: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

794 Penrith – Regentville

795 Penrith – Warragamba.

Streets

Penrith – Regentville

1973 (*Source: timetable*)

From Penrith Plaza via Jane St, Penrith station, Station St, Jamison Rd, Harris St (**Jamisontown**), Willoring Cr, Mulgoa Rd, Glenbrook St, Kay Cl, Lyn Circ, Romsley Rd, Cameron St, Thurwood Av, Henderson Cr, Thurwood Av, Ikin St, Drake St, Kempsey St, Enfield St, Ikin St, Glenbrook St, Warragamba Cr, Mulgoa Rd, Factory Rd, Gibbes St, Spencer St to Mulgoa Rd (Regentville).

Timetable Summary

Early 1970s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	45	M-F	Warragamba	5.52am	Penrith	6.27pm	6 trips	
		Sat		7.45am		8.00pm	3 trips	
		Sun		8.15am		7.12pm	1 trip	
Penrith-Regentville	35 round trip	M-F	Regentville	6.20am	Penrith	6.27pm	12 trips	
		Sat						
		Sun						

Route 209

SOUTH HEAD SIGNAL STATION – CENTRAL RAILWAY via Old South Head Rd

(South Head Signal Station is located in the suburb of Vaucluse.)

Timeline

As at date of Govt Gazette 13 November 1925:

- Being operated by WW Pope & Sons.
- Shared route between Rose Bay North & Central Railway with 203.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

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

From South Head Signal Station (Old South Head Rd at Cambridge St) via Old South Head Rd, Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), 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 South Head Signal Station.

Route 209

GRANVILLE – GUILDFORD – OLD GUILDFORD – CHESTER HILL

- **Granville – Villawood (?) (1951-52)**

Timeline

1932: Granville – Old Guildford commenced by W Hutchings & WA (Bill) Neely.

6 August 1934: Rerouted via Guildford.

Late 1930s(?): Transferred to JH Moore.

Late 1930s(?): Operated for a period by Derby & Perry.

By 1941: Transferred to George R Sinclair.

?: Ran Granville – Guildford – Miller/Gurney Rds, Chester Hill.

?: Extended from Miller/Gurney Rds to Chester Hill station.

?: Selected trips ran Granville – Villawood (via Excelsior St?).

1947 (either 24 March 1947 or 26 September or between): Route split:

- 84 Guildford – Chester Hill
- 209 Granville – Gurney Rd/Miller Rd (selected trips extended to Chester Hill, mostly late at night, at times when 84 did not run). At least by 21 November 1949, also ran via Guildford station mainly in off-peak & generally alternate trips on Saturdays, as well as a separate Granville-Guildford station service on Sundays.
- 210 Granville – Villawood (via Excelsior St) commenced as a separate route.

96 commenced also running via Excelsior St at about the same time.

(?): For a period (at least during 1950), operated by Lew H Wilson.

December 1950: Transferred to RA (Reg) Dryden & Lew H Wilson.

1951: Transferred to WA (Bill) Neely.

1951/2: 210 absorbed back into 209, as Granville – Villawood (?).

September 1952: Absorbed into 186, which became Parramatta – Granville – Villawood.

Streets

Granville – Chester Hill via Woodville Rd

Circa 1946 (Source: Gregory's Street Directory)

From Granville (station) via Railway Pde, South St, William St, The Avenue, Louis St, Excelsior St, Lackey St, Woodville Rd, Gurney Rd, Miller Rd, Curtis St, Campbell Hill Rd, Virgil Av, Bent St, Waldron Rd, Chester Hill Rd (Chester Hill).

Circa 1948 (Source: Gregory's Street Directory)

From Granville (station) via Railway Pde, The Avenue, Louis St, Excelsior St, Lackey St, Woodville Rd, Gurney Rd, Miller Rd, Curtis St, Campbell Hill Rd, Virgil Av, Bent St, Waldron Rd, Chester Hill Rd (Chester Hill).

Granville – Guildford – Chester Hill (Miller Rd/Gurney Rd) (selected trips extended to Chester Hill station)

By 21 November 1949 (likely route, based on timing points & later 97)

From Granville (station) via Railway Pde, The Avenue, Louis St, Excelsior St, Lackey St, Woodville Rd, McArthur St, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Railway Tee (**Guildford**), then Guildford Rd, Woodville Rd, Gurney Rd to Miller Rd (Chester Hill).

Chester Hill station extension: Extended from Chester Hill (Gurney Rd/Miller Rd) via Miller Rd, Curtis St, Campbell Hill Rd, Virgil Av, Bent St, Waldron Rd, Chester Hill Rd (Chester Hill station).

Trips via Guildford Rd direct (mainly selected off-peak trips): Ex Granville from Lackey St via Woodville Rd, Guildford Rd to Guildford station.

Trips via Woodville Rd direct (peak hour & selected trips at other times): Ex Granville from Lackey St via Woodville Rd, Gurney Rd.

Timetable Summary

24 March 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Chester Hill	17	M-F	Guildford	8.40am	Chester Hill	7.00pm	60	
		Sat		8.13am		2.36pm	60	
		Sun		9.40am	Guildford	8.38pm	60	

21 November 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Chester Hill (Gurney Rd/Miller Rd)†	Fr Gran 26G 31C	M-F	Granville	6.00am	Gurney Rd	11.37pm	30*	A
		Sat		6.00am		11.37pm	AM 20 PM 30	A
		Sun		7.30am		11.37pm	B	

* More frequent in peak hours.

† Selected trips extended to Chester Hill station.

A – Selected night trips extended from Chester Hill (Gurney Rd/Miller Rd) to Chester Hill station. Plus short-working/s before first trip & after last trip shown.

B – Day, Granville-Chester Hill (Gurney Rd/Miller Rd) via Woodville Rd direct (*not* via Guildford station) 60, plus Granville-Guildford station 60. Selected night trips extended from Chester Hill (Gurney Rd/Miller Rd) to Chester Hill station. Plus short-working/s after last trip shown.

C – To Chester Hill station.

G – To Chester Hill (Gurney Rd/Miller Rd).

Route 210

SOUTH HEAD SIGNAL STATION – ROSE BAY NORTH – BONDI JUNCTION – CENTRAL RAILWAY via Old South Head Rd

- ***Post 31 October 1931 feeder: WATSONS BAY – ROSE BAY NORTH – BONDI JUNCTION***

(South Head Signal Station is located in the suburb of Vaucluse.)

Timeline

As at date of Govt Gazette 13 November 1925: South Head Signal Station – Rose Bay North – Bondi Junction – Central Railway being operated by WW Pope & Sons. Possibly also operated by Blue Transit Co (Bardsley & Warburton families).

By date of Govt Gazette 15 October 1926: Curtailed to run Rose Bay North – Bondi Junction – Central Railway.

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

1932: Feeder service, Watsons Bay – Rose Bay North – Bondi Junction, commenced by operator unknown.

20 May 1933: Ceased due to competition by Department of Road Transport & Tramways 230, which commenced on 21 March 1933.

Streets

South Head Signal Station – Rose Bay North – Bondi Junction – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From South Head Signal Station (Old South Head Rd at Cambridge St) via Old South Head Rd (**Rose Bay North**), Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction, Paddington, 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 South Head Signal Station.

Rose Bay North – Bondi Junction – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Rose Bay North (Old South Head Rd at New South Head Rd) via Old South Head Rd, Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction, Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay North-Central Railway		M-F	Central Rly	5.23am	Rose Bay Nth	12.16am	7 & 8	
		Sat		6.30am		12.39am	7 & 8	
		Sun		8.45am		12.24am	15	

Route 210

PENRITH – CRANE BROOK

Timeline

14 February 1938: Skeleton service commenced by operator unknown.

July 1938: Ceased.

Route 210

GRANVILLE – SOUTH GRANVILLE – VILLAWOOD via Excelsior St

Timeline

1947 (either 24 March 1947 or 26 September or between): Commenced as part of splitting 209. Operated by George R Sinclair.

December 1950: Transferred to RA (Reg) Dryden & Lew H Wilson.

1951: Transferred to WA (Bill) Neely.

1951/2: Absorbed back into 209.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Granville (station) via Railway Pde, The Avenue, Louis St, Excelsior St (**South Granville**), Guildford Rd, Woodville Rd, River Av (Villawood).

Timetable Summary

Circa 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Villawood		M-F	Granville	7.07amV	Villawood	4.30pmG	A	
					Sth Granville	6.10pmG		
		Sat		6.50amV	Villawood	1.30pmG	60	B
		Sun	Granville	8.20amE	Granville	9.20pmE	C	

* More frequent in peak hours.

A – Early morning & late afternoon, Granville-South Granville (Excelsior St/Guildford Rd). Day, Granville-Villawood 60*. Plus short-working/s before first trip shown.

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

C – 9 trips from Granville, 8 trips from Excelsior St/Guildford Rd. 4 trips extended to Villawood.

E – To South Granville (Excelsior St/Guildford Rd).

G – To Granville.

V – To Villawood.

17 May 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Villawood	Fr Gran 14V 21G	M-F	Granville	7.07am	Granville	11.00pm	A	
		Sat		7.07am		11.00pm	B	
		Sun		8.33am	Villawood	11.08pm	60	C

* More frequent in peak hours.

A – Day, Granville- Guildford Rd/Woodville Rd 30, Granville-Villawood 60. Night, Granville-Villawood. Plus short-working/s before first trip shown.

B – Morning, Granville- Guildford Rd/Woodville Rd 30, Granville-Villawood 60. Afternoon, Granville-Villawood 60. Night, Granville-Villawood. Plus short-working/s before first trip shown.

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

G – To Guildford.

V – To Guildford Rd/Woodville Rd.

20 February 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Villawood	21	M-F	Villawood	6.28am	Granville	11.00pm	30*	A
		Sat		6.20am		11.53pm	AM 30 PM 60	
		Sun	Granville	8.33am		11.33pm	60	

* More frequent in peak hours.

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

Route 210

PARRAMATTA – PROSPECT – BLACKTOWN via Great Western Hwy

PARRAMATTA – SOUTH WENTWORTHVILLE – PROSPECT – BLACKTOWN

Timeline

September 1957: The Blacktown – Prospect section of Ryder’s 211 transferred to George C Weston and renumbered 210.

October 1962: Transferred to Blacktown-Prospect Bus Co (AL Earl & TA Foley).

1969: Transferred to Western Road Bus Services (Col Neyland & Trevor Thornley). Trevor Thornley was sole proprietor from 1974.

By 20 October 1969:

- Many trips on 177 amalgamated with 210 as 210, Parramatta – Prospect – Blacktown via Great Western Hwy.
- Selected trips ran Parramatta –South Wentworthville – Prospect – Blacktown via Old Prospect Rd. Parramatta – South Wentworthville section of this route shared with 179.

By April 1973: All trips on 177 renumbered 210 Parramatta – Prospect – Blacktown.

2 April 1982: As part of general reorganization of Western Road Bus Services’ routes (179 & 210), renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):

700 Parramatta – Blacktown via Great Western Hwy

702 Parramatta – South Wentworthville – Blacktown

703 Parramatta – South Wentworthville (Ringrose Av loop & Boronia St Loop)

Streets

Blacktown – Prospect

1968 (Source: *timetable/Collins Street Directory*)

From Blacktown via Main St, Blacktown Rd, Wallpark Av, Orana Av, Hayes Rd, Fowler St, Vienna St, Leabons Lane, Blacktown Rd to Great Western Hwy (Prospect).

Parramatta – Prospect – Blacktown via Great Western Hwy

1969 (Source: *RGH notes*)

From Parramatta (Argyle St at station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy (**Prospect**), Blacktown Rd, Leabons Lane,

Vienna St, Fowler St, Hayes Rd, Orana Av, Wallpark Av, Blacktown Rd, Newton Rd, Patrick St, Main St to Blacktown station.

From Blacktown (Main St at station) via Main St, Blacktown Rd, Wallpark Av, then reverse route to Great Western Hwy, then Marsden St, Argyle St to Parramatta station.

Trips direct via Blacktown Rd: Ex Parramatta from Blacktown Rd/Leabons Lane via Blacktown Rd to Wallpark Av (*not* via Leabons Lane, Vienna St, Fowler St, Hayes Rd, Orana Av, Wallpark Av).

Parramatta – South Wentworthville – Prospect – Blacktown

1969 (Source: RGH notes)

Same as via Great Western Hwy, but from Great Western Hwy via Old Prospect Rd, Greystanes Rd to Great Western Hwy. Reverse on return.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Prospect	15	M-F	Prospect	5.15am	Blacktown	6.30pm	45*	
		Sat		7.45am		4.00pm	8 trips	A
		Sun		6.40am		8.00am	1 trip	

* More frequent in peak hours.

A – Plus picture bus Saturday night.

Early 1980s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Prospect-Parramatta	35	M-F	Blacktown	5.32am	Parramatta	6.05pm	30*	A
		Sat	Parramatta	6.33am	Blacktown	5.38pm	AM 30 PM 90	A
		Sun		8.03am		6.08pm	90	

* More frequent in peak hours.

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

Route 211

SOUTH BELMORE (various termini) – EARLWOOD – NEWTOWN – CENTRAL RAILWAY via various routes

(Sharp St south of Canterbury Rd is now Kingsgrove Rd.)

Timeline

As at date of Govt Gazette 13 November 1925: South Belmore (Burwood Rd at Canterbury Rd) – Central Railway via Marrickville being operated by EL Balfour.

By date of Govt Gazette 15 October 1926:

- Altered to run via Dulwich Hill (instead of Marrickville). Part of route replaced by 212.
- South Belmore terminus altered to William St at Sharp St.

By date of Govt Gazette 17 December 1926: Extended in South Belmore from William & Sharp Sts to Forbes Av & Sharp St.

1928: Ceased.

Streets

South Belmore (Burwood Rd at Canterbury Rd) – Central Railway via Marrickville

1925 (Source: Govt Gazette of 13 November 1925)

From South Belmore (Burwood Rd at Canterbury Rd) via Burwood Rd, Canterbury Rd, Sharp St, William St, Homer St (Earlwood), Wardell Rd, Bass Rd, Riverview Rd, Illawarra Rd (Marrickville), Marrickville Rd, Victoria Rd, Enmore Rd, King St (Newtown), City Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

South Belmore (William St at Sharp St) – Central Railway via Dulwich Hill

1926 (Source: Govt Gazette of 15 October 1926)

From South Belmore (William St at Sharp St) via William St, Homer St (**Earlwood**), Wardell Rd, Marrickville Rd (**Dulwich Hill**), New Canterbury Rd, Stanmore Rd, Enmore Rd, King St (**Newtown**), City Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

South Belmore (Forbes Av near Sharp St) – Central Railway via Dulwich Hill

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Extended from William St at Sharp St via Sharp St, Forbes Av to near Sharp 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		
South Belmore-Central Railway	55	M-F	Sth Belmore	7.02am	Central Rly	11.30pm	60-120	
		Sat		7.02am		11.30pm	60-120	
		Sun		11.02am		11.30pm	60-120	

Route 211

PENRITH – WALLACIA

Timeline

15 February 1933: Classified as an omnibus service in accordance with the Transport Act, 1930 (even though it had operated for some years). Operated by WJS (Bill) Bale.

1941 or later: Absorbed into 208.

Route 211

BLACKTOWN – DOONSIDE via various routes

- **Blacktown – Prospect (1950s)**

Timeline

1952: Blacktown – Doonside commenced by R Ryder.

?: Also ran Blacktown – Prospect, possibly replacing Blacktown – Prospect section of 180.

November 1953: Transferred to A Ryder.

April 1957: Operator's name changed to Ryder & Sons.

September 1957: Blacktown – Prospect transferred to George C Weston and renumbered 210, leaving 211 as Blacktown – Doonside. At about this time route was via Newton & Kildare Rds.

August 1960: Transferred to Tuck-Lee Bros (Roy Tuck-Lee).

By 1962: Services gradually expanded as population increased. Routes were:

Blacktown – Doonside via Kildare St [now Rd]

Blacktown – Doonside/Douglas Rds

Blacktown – Girra/Monash Rds

By 1969: Routes rearranged as:

Blacktown – Doonside via Bungarribee Rd

Blacktown – Doonside via Kildare St [now Rd]

Blacktown – Doonside via Monash Rd

By 1 November 1976: Via Monash Rd & via Bungarribee Rd trips amalgamated as a loop, Blacktown – Rosenthal St – Blacktown.

September 1977: Transferred to Cleary Bros (Parramatta).

10 August 1981: Transferred to Leslies Omnibus Service (Phil Leslie).

January 1991: Leslies Omnibus Service's routes, 187 & 211, reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

- 721 Blacktown – Prospect
- 722 Blacktown – Timbertop
- 723 Blacktown – Tallawong Rd
- 724 Blacktown – Huntingwood
- 725 Blacktown – Doonside via Kildare Rd
- 727 Blacktown – Huntington Heights
- 728 Blacktown – Australia's Wonderland

Streets

Blacktown – Doonside via Kildare St [now Rd]

1969 (Source: RGH notes)

From Blacktown (Main St at station) via Flushcombe Rd, Alpha St, Patrick St, Kildare St [now Rd], School Pde to Doonside station.

From Doonside (School Pde at station) via Doonside Rd, Kildare St [now Rd], Main St to Blacktown station.

1984 (Source: timetable)

From Blacktown (Main St at station) via Flushcombe Rd, Alpha St, Patrick St, Kildare Rd, Rosenthal St, Monash Rd [alignment of current Birdwood St], Mandoo Dr, Kildare Rd, School Pde to Doonside station.

From Doonside (School Pde at station) via Doonside Rd, Kildare Rd, Main St to Blacktown station.

Blacktown – Doonside via Monash Rd

1969 (Source: RGH notes)

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Monash Rd, Doonside Rd, Kildare St [now Rd], School Pde to Doonside station.

From Doonside (School Pde at station) via Doonside Rd, Monash Rd, Newton Rd, Patrick St, Main St to Blacktown station.

Blacktown – Doonside via Bungarribee Rd

1969 (Source: RGH notes)

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Lancaster St, Bungarribee Rd, Doonside Rd, Kildare St [now Rd], School Pde to Doonside station.

From Doonside (School Pde at station) via Doonside Rd, Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown station.

Blacktown – Doonside (Rosenthal St loop)

1984 (Source: timetable)

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Monash Rd, Rosenthal St (**Doonside**), Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown station.

1985 (Source: RGH notes/timetable)

From Blacktown (Main St at station) via Flushcombe Rd, Alpha St, Patrick St, Newton Rd, Monash Rd, Solaris Dr, Astral Dr, Rosenthal St (**Doonside**), Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown station.

Other combinations of route.

Timetable Summary

August 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside via Girra Rd	20	M-F	Doonside	5.05am	Blacktown	7.10pm	45*	A
		Sat		5.25am		7.40pm	AM 30 PM 60	A
		Sun		6.30am		7.10pm	11 trips	
Blacktown-Douglas Rd	20	M-F	B'garrabee Rd	5.50am	Blacktown	6.30pm	60*	B
		Sat	Douglas Rd	8.00am		11.45am	60	
		Sun						

* More frequent in peak hours.

A – Plus picture bus Friday & Saturday nights.

B – Most trips extended to Douglas Rd.

22 June 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside via Kildare St	9	M-F	Rosenthal St	4.52am	Blacktown	9.26pm	30*	
			Doonside	7.02am				
		Sat	Doonside	5.25am	Doonside	6.35pm	AM 30 PM 40	
		Sun	Blacktown	8.26am		6.30pm	45	A
Blacktown-Rosenthal St via Bungarribee Rd	10	M-F	Tallawong Av	5.17am	Blacktown	9.50pm	30*	C
			Rosenthal St	9.38am				
		Sat	Rosenthal St	5.51am		6.55pm	AM 30 PM 40	C
		Sun		8.14am		6.40pm	45	E
Blacktown-Doonside via Monash Rd	12	M-F	Girra Rd	4.58amB	Blacktown	4.12pmD	30*	C
			Doonside	7.04amB		9.50pmR		
		Sat	Girra Rd	5.33amB		12.30pmD	AM 30 PM 40	C
			Doonside	8.45amB		6.15pmR		
		Sun	Girra Rd	7.43am		6.40pm	45	A

* More frequent in peak hours.

A – Gap in service.

B – To Blacktown.

C – Weeknight & Saturday afternoon trips ran via a combined route.

D – To Doonside.

E – Ran via a combined route. Gap in service.

R – To Rosenthal St.

31 August 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside via Kildare St	9	M-F	Blacktown	4.30am	Doonside	8.07pm	30	A
		Sat		5.45am		5.25pm	30	
		Sun		8.15am		3.58pm	60	
Blacktown-Doonside (Rosenthal St loop)	23 round trip	M-F	Blacktown	4.30am	Blacktown	7.45pm	30	A
		Sat		5.45am		5.15pm	30	
		Sun		8.15am		4.15pm	60	

Weeknight, Saturday afternoon & Sunday trips ran via a combined route.

A – Extra trips Thursday night.

Route 212

WARDELL RD BRIDGE [Dulwich Hill station] – DULWICH HILL – PETERSHAM – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by EG Child.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

Wardell Rd Bridge – Dulwich Hill – Petersham – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Wardell Rd bridge (Wardell Rd at bridge, Dulwich Hill) via Wardell Rd, Marrickville Rd (**Dulwich Hill**), New Canterbury Rd, Herbert St, Wardell Rd, New Canterbury Rd, Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Croydon St, Railway 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 Wardell Rd bridge.

Route 212

BELMORE – UNDERCLIFFE – CENTRAL RAILWAY via various routes SOUTH BELMORE – UNDERCLIFFE – NEWTOWN – CENTRAL RAILWAY

- **Post 31 October 1931 feeder: BELMORE – EARLWOOD**

Timeline

By date of Govt Gazette 15 October 1926: South Belmore – Central Railway commenced, possibly operated by United Motors Ltd. Replaced large parts of 211.

By date of Govt Gazette 17 December 1926: Altered to Belmore (station) – Central Railway.

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

31 October 1931: Classed as competitive with trams/railway under State Transport (Co-ordination) Act and reduced to a feeder, Belmore – Earlwood, operated by United Motors.

1 March 1937: Taken over by Department of Road Transport & Tramways & combined with 72 as 72, Dobroyd Point – Belmore.

Streets

South Belmore – Undercliffe – Newtown – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From South Belmore (William St at Sharp St [now Kingsgrove Rd]) via William St, Homer St (**Earlwood**), Wardell Rd, Bass Rd, Riverview Rd, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), City Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Belmore – Undercliffe – Central Railway

1926 (Source: Govt Gazette of 17 December 1926)

From Belmore (Burwood Rd at station) via Burwood Rd, Canterbury Rd, Sharp St [now Kingsgrove Rd], William St, Homer St (**Earlwood**), Wardell Rd, Bass Rd, Riverview Rd (**Undercliffe**), Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), City Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alterations

- 1928 (Source: Govt Gazette of 22 June 1928): Ex Belmore from William St via Northcote St [now Bexley Rd], Homer St. Reverse on return.
- 1929 (Source: Govt Gazette of 22 February 1929): Ex Belmore from William St via Main St, Gretchen Av, Summit St, Homer St. Reverse on return.

- **1930** (Source: Govt Gazette of 4 April 1930): Ex Belmore from Enmore Rd via Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Undercliffe-Central Railway		M-F	Undercliffe	6.45am	Central Rly	11.23pm	30	
		Sat		6.45am		12.30am	30	
		Sun		8.15am		11.23pm	30	

Route 212

EPPING (Chesterfield Rd) – EASTWOOD – DENISTONE – RYDE (Bridge Rd)

Timeline

By 2 April 1951: Commenced by Cyril ME Troy/Mrs BL Troy. Timetable dated 2 April 1951 shows route operated at most times in two parts:

- Eastwood – Epping (Chesterfield Rd)
- Denistone – Ryde (Bridge Rd)

By January 1953 (date of commencement of service in next entry): Ceased.

Timetable Summary

2 April 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping (Chesterfield Rd)	11	M-F	Chesterf ^l d Rd	6.37am	Eastwood	6.29pm	Ph	
		Sat		7.15am		12.58pm	30	A
		Sun						
Denistone-Ryde (Bridge Rd)	12	M-F	Bridge Rd	6.32am	Denistone	6.39pm	Ph	
		Sat		7.18am		12.56pm	30	A
		Sun						

A – Selected trips ran through from Epping (Chesterfield Rd) to Ryde (Bridge Rd).

Ph – Peak hours only.

Route 212

WINDSOR – RICHMOND via RAAF Base

Timeline

January 1953: Windsor – Richmond (? route) commenced by Noel K Lakeman-Fidler.

April 1958: Transferred to MA Duffy & Sons (by 1960s trading as Kurrajong District Bus Service, & later trading as Duffys Bus Lines) (Mark Duffy).

About 1958: Extended to/rerouted past Richmond RAAF base.

August 1980: Duffys Bus Lines transferred to Guild Management Services (N Hepburn), by 1982 trading as Macquarie Towns Coach Lines.

By February 1985: Renumbered 690 in the Sydney Region Route Number System (see *Private Route Histories – Contract Region 1*).

Streets

Same as or similar to equivalent part of later 690 (see *Private Route Histories – Contract Region 1*).

Timetable Summary

1 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	15	M-F	Richmond	6.45am	Windsor	5.10pm	6 trips	A
		Sat		10.00am		11.50pm	1 trip	
		Sun						

A – Includes some short-workings.

August 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	15	M-F	Richmond	7.02am	Windsor	5.50pm	8 trips	
		Sat	RAAF Base	8.17am	Richmond	12.06am	4 trips	A
		Sun						

A – Selected trips extended from RAAF Base to Windsor.

Route 213

SOUTH MARRICKVILLE – NEWTOWN – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by WB Brady.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From South Marrickville (The Warren, Premier St at McGowen Av) via Premier St, Hampton St (?), Carey St, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), City Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
South Marrickville-Central Railway	30	M-F	Sth M'ville	7.15am	Central Rly	7.49pm	70-80	A
		Sat		7.15am		7.49pm	70-80	
		Sun						

A – Extra trip Friday night.

Route 213

BELMORE – EARLWOOD – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 22 February 1929: Commenced, possibly by United Motors (McNicol Bros).

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

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

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Belmore (Burwood Rd at station) via Burwood Rd, Canterbury Rd, Beamish St, Northcote St [now Kingsgrove Rd], William St, Homer St (**Earlwood**), Earlwood Av, Prince Edward Av, Riverview Rd, Illawarra Rd

(Marrickville), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Belmore from Enmore Rd via Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd. Reverse on return.

Route 213

BEXLEY NORTH – EARLWOOD – CAMPSIE

Timeline

23 November 1936: Commenced by United Motors (McNicol Bros).

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 38, 87 & Department of Road Transport & Tramways 90, as 90, Drummoyne – Campsie – Earlwood.

Route 213

PARRAMATTA – SOUTH WENTWORTHVILLE (Boronia St Loop) via Old Prospect Rd

Timeline

1947: Commenced by George R Sinclair.

December 1950: Transferred to Western Road Transport Service (FJ (Jack) Spellacy).

At least by 1960s: Off-peak & most Saturday service provided by diversions of 179.

1 April 1968: Transferred to Western Road Bus Services (Col Neyland & Trevor Thornley). Thornley was sole proprietor from 1974.

By March 1981: Parramatta – Boronia St Loop (179 in off-peak or 213 in peak) & Parramatta – Ringrose Av & Jersey Rd loop (part of 179) combined as part of 179.

See also Note under December 1957 for Route 174.

Streets

Circa 1969 (Source: RGH notes)

From Parramatta (Argyle St at station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Old Prospect Rd, Boronia St (**South Wentworthville**), Chelmsford Rd, Old Prospect Rd, Great Western Hwy, Marsden St, Argyle St to Parramatta station.

Alteration

Later (Source: RGH notes): Ex Boronia St from Old Prospect Rd via Rawson Rd, Great Western Hwy.

Timetable Summary

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Wentworthville (Boronia St Loop)	23	M-F	Boronia St	6.43am	Parramatta	7.30pm	60*	
		Sat		7.30am		1.15pm	45	
		Sun						

* More frequent in peak hours.

September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Wentworthville (Boronia St Loop)	32 round trip	M-F	Boronia St	5.49am	Boronia St	6.28pm	Ph	
		Sat		7.23am	Parramatta	1.00pm	60	A
		Sun						

A – Early morning trips run by 213. Service during remainder of Saturday morning (& picture bus) provided by diversions of 179.

Ph – Peak hours only. Service during M-F off-peak provided by diversions of 179.

Route 214

SPIT JUNCTION – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by White Transit Co (Charles H Hicks).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Spit Junction (Myahgah Rd at Military Rd) via Myahgah Rd, Military Rd (**Cremonne Junction, Neutral Bay Junction**), Laycock St, Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus.

From Milsons Point (Glen St at tram terminus) via reverse route to Falcon St, then Merlin St, Military Rd, Myahgah Rd to near Military Rd (Spit 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		
Spit Junction-Milsons Point	28	M-F	Spit Jun	7.07am	Milsons Pt	12.33am	15-20	
		Sat		7.07am		12.33am	15-20	
		Sun		9.02am		11.57pm	20-30	

Route 214

STRATHFIELD – SOUTH STRATHFIELD

Timeline

Unknown: Strathfield – Wallis Av commenced by JC Moreton.

13 May 1933: 217 absorbed into 214, which became Strathfield – Ada Av & Elsie St [now Shortland Av].

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

Route 214

MERRYLANDS – WENTWORTHVILLE

Timeline

By 14 November 1949: Commenced by Barklimore Bros (JCB (Jack) & WC (Colin) Barklimore).

By 1960s: Ran *either* via Centenary Rd *or* via Jersey Rd.

1 March 1981: Transferred to Baxter's Bus Lines, later also trading as Baxter's Holroyd Bus Lines.

27 November 1983: Renumbered 814 in the Sydney Region Route Number System but ran via Jersey Rd only & extended from Wentworthville to Westmead Hospital (*see Private Route Histories – Contract Region 3*).

Streets

Circa 1960s (Source: RGH notes)

Via Centenary Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Centenary Rd (**South Wentworthville**), Station St, Dunmore St, Freame St, The Kingsway to Wentworthville station.

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

Via Jersey Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Centenary Rd, Irrigation Rd, Jersey Rd, Old Prospect Rd, Station St, Dunmore St, Freame St, The Kingsway to Wentworthville station.

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

Timetable Summary

14 November 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Wentworthville	19	M-F	Wentw'thville	6.20am	Merrylands	6.21pm	40	
		Sat		7.18am		12.52pm	40	
		Sun						

November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Wentworthville	17	M-F	Merrylands	5.40am	Wentw'thville	6.07pm	60*	
		Sat	Wentw'thville	7.30am		12.15pm	60	A
		Sun						

* More frequent in peak hours.

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

Route 215

STRATHFIELD – SOUTH STRATHFIELD – BELMORE via The Boulevarde

(The terminus at South Strathfield (The Broadway) is in current Enfield.)

Timeline

As at date of Govt Gazette 13 November 1925: Strathfield – South Strathfield (The Broadway) (selected peak hour & early Saturday morning trips extended to South Strathfield (Liverpool Rd/Homebush Rd)), being operated by Mrs AE Rose.

December 1929: Transferred to JC Moreton.

18 October 1936: Combined with 216, as 215 Strathfield – South Strathfield – Belmore, presumably so that the private route was non-competitive with the extension of DRT&T 88 from South Strathfield to Strathfield on the same date.

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

Streets

Strathfield – South Strathfield (The Broadway) (selected peak hour & Saturday morning trips extended to Homebush Rd/Liverpool Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (The Boulevarde at Bridge Rd [former street, at station]) via The Boulevarde to The Broadway (South Strathfield). Reverse on return.

South Strathfield (Homebush Rd/Liverpool Rd) extension: From South Strathfield (The Broadway) via Liverpool Rd [now Hume Hwy], Mintaro Av, Cross St, Liverpool Rd [now Hume Hwy] to Homebush Rd (South Strathfield). 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		
Strathfield-South Strathfield (The Boulevard)†	Fr Strath 9B 11H	M-F	Homebush Rd	6.40amS	Homebush Rd	6.26pmS	20-30	A
					Strathfield	7.20pmB		
		Sat		6.40amS	Homebush Rd	8.06mS	20-30	A
		Sun			Strathfield	7.20pmB		

† Selected trips extended in South Strathfield from The Boulevard to Liverpool Rd/Homebush Rd.

A – Base service, Strathfield-South Strathfield (The Boulevard). Selected peak hour & early Saturday morning trips extended to South Strathfield (Liverpool Rd/Homebush Rd).

B – To South Strathfield (The Boulevard).

H – To South Strathfield (Homebush Rd/Liverpool Rd).

S – To Strathfield.

Route 215

KINGSWOOD – CAMBRIDGE PARK – CRANE BROOK

PENRITH – BEL-AIR – KINGSWOOD PARK

PENRITH – CAMBRIDGE GARDENS

PENRITH – CAMBRIDGE PARK

PENRITH – CRANE BROOK via Castlereagh Rd

PENRITH – CRANE BROOK via Richmond Rd

PENRITH – DERBY ST – SECOND AV

PENRITH – HORNSEYWOOD

PENRITH – HOSPITAL

PENRITH – JAMISON RD – SMITH ST

PENRITH – KINGSWOOD – ORCHARD HILLS

PENRITH – LEMONGROVE

PENRITH – LLANDILO (shopping service)

PENRITH – LUDDENHAM

PENRITH – O'CONNELL ST

PENRITH – ORCHARD HILLS – LUDDENHAM

PENRITH – REGENTVILLE (shopping & picture service)

PENRITH – SOUTH PENRITH – KINGSWOOD

PENRITH – ST MARYS

PENRITH – WERRINGTON

PENRITH – WERRINGTON COUNTY

PENRITH – YORK RD SOUTH

(Hornseywood estate was centred round Derby, Brown & Castlereagh Sts, Penrith.)

Timeline

5 November 1945: Penrith – Kingswood – Orchard Hills commenced by Fragar Bros. Penrith – Hornseywood probably started at same time.

1949: Extended to St Marys.

During Fragar Bros' proprietorship (not known whether this list applies before or after April 1950 list below):

Routes were (all limited services):

Penrith – Cambridge Park

Penrith – Hornseywood

Penrith – Hospital

Penrith – Jamison Rd & Bringelly Rd

Penrith – Kingswood

Penrith – Lemongrove

Penrith – O'Connell St

Penrith – St Marys

As at April 1950: Routes were (all limited services):

- Penrith – Cambridge Park
- Penrith – Hornseywood
- Penrith – Hospital
- Penrith – Kingswood
- Penrith – Llandilo (shopping service Thursdays only)
- Penrith – Luddenham
- Penrith – O’Connell St
- Penrith – Orchard Hills
- Penrith – Regentville (river bank) (shopping service Tuesdays & Fridays; picture service Wednesdays)
- Penrith – St Marys

June 1961: Transferred to WJS (Bill) Bale & Sons (then or later trading as Penrith District Bus Service). At this time, route was described in *Truck & Bus Transportation*, August 1961 as “Penrith, Orchard Hills, Luddenham, Cambridge Park.”

May 1962: Route described in *Truck & Bus Transportation*, July 1962 as “Penrith – Hornseywood, Orchard Hills, etc.”

Circa 1970: Services gradually expanded as population increased. Routes were:

- Penrith – Bel-Air – Kingswood Park
- Penrith – Cambridge Park
- Penrith – Derby St – Second Av
- Penrith – Jamison Rd – Smith St
- Penrith – South Penrith – Kingswood (*see Note § below*)
- Penrith – St Marys
- Penrith – Werrington

Note §: *Timetable dated 20 August 1970 shows the Penrith – South Penrith – Kingswood service to be on 3 months’ trial. Trial presumably partially successful, but route curtailed as Penrith – South Penrith by 1973.*

Circa 1973: Services continued to expand. Routes were:

- Kingswood – Cambridge Park (peak hours)
- Penrith – Bel-Air – Kingswood Park
- Penrith – Cambridge Gardens
- Penrith – Cambridge Park
- Penrith – Cranebrook via Castlereagh Rd (limited service)
- Penrith – Cranebrook via Richmond Rd
- Penrith – Derby St – Second Av
- Penrith – Jamison Rd – Smith St
- Penrith – South Penrith
- Penrith – St Marys
- Penrith – Werrington County – Werrington
- Penrith – York Rd South

Mid-1970s (?): Kingswood – Cambridge Park (peak hours) extended to Cranebrook.

17 April 1974: Penrith District Bus Service transferred to Bosnjak family (Roger L Graham, general manager from 1982).

By 1982: Operator’s name changed to Bosnjak Penrith.

16 August 1982: Reorganised & renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

- 780 Penrith – St Marys
- 782 Penrith – Werrington via Greenbank Dr
- 784 Penrith – Werrington via Kingswood
- 785 Penrith – Cambridge Park
- 786 Penrith – Cranebrook
- 788 Penrith – Llandilo (possibly a school service upgraded and/or revival/extension of hours of shopping service as at April 1950)
- 790 Penrith – Jamison Rd, South Penrith
- 791 Penrith – South Penrith loop
- 792 Penrith – South Penrith (combined loop).

Streets

Kingswood – Cambridge Park

Circa 1970 (Source: timetable)

From Cambridge Park (Kareela Av & Caloola Av) via Caloola Av, Illawong Av, Moonbi Rd, Kareela Av, Caloola Av, Richmond Rd, Oxford St, Wrench St, Cambridge St, Richmond Rd to Kingswood station.

Penrith – St Marys

Circa 1973 (Source: timetable)

From Penrith (station) via Riley St, Great Western Hwy [part now High St] (**Kingswood**), Charles Hackett Dr, Queen St, Great Western Hwy. [Most trips terminated at Charles Hackett Dr/Queen St, St Marys.]

Alteration

Later (Source: timetable): Extended from Penrith station to Penrith Plaza.

Penrith – Werrington

Circa 1970 (Source: timetable)

From Penrith Plaza via Station St, Riley St, Great Western Hwy [part now High St], Parker St, Cox Av, Richmond Rd (**Kingswood**), Victoria St, Park Av (Werrington).

Later (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, High St, Parker St, Cox Av, Londonderry [now Richmond] Rd (**Kingswood**), Victoria St, Heath St, Park Av, Victoria St to Werrington station.

Penrith – Werrington County – Werrington

Circa 1973 (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, High St, Parker St, Cox Av, Londonderry [now Richmond] Rd (**Kingswood**), Victoria St, Wrench St, Herbert St, William St, Wrench St, Rugby St, John Oxley Dr, Dunheved Rd, Henry Lawson Dr (**Werrington County**), Ovens St, John Batman Av, Dunheved Rd, John Oxley Dr, Princess St, Gibson St, Victoria St to Werrington station. Reverse on return.

Penrith – Bel-Air – Kingswood Park

Circa 1970 (Source: timetable)

From Penrith (station) via Station St, Great Western Hwy [now High St], Evan St, Macquarie Av, Lemongrove Rd, Robert St, Sunshine Av, Hillcrest Av, Illawong Av (**Kingswood Park**), Moonbi Rd, Kareela Av to Coreen Av. Return via Coreen Av, Arakoon Av, Caloola Av, Illawong Av, then reverse route to Penrith station.

Penrith – Cambridge Gardens

Circa 1973 (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Riley St, Henry St, High St, Evan St, Macquarie Av, Lemongrove Rd, Robert St, Sunshine Av, Hillcrest Av, Hilltop Rd, Arakoon Av, Caloola Av, Illawong Av, Moonbi Rd, Kareela Av, Brewongle Av, Richmond Rd, Lewis Rd, Trinity Dr, Huntingdon Pde, Priory Av, Summerfield Circ, Trinity Dr, Newham Dr, Trinity Dr to Richmond Rd (Cambridge Gardens). Reverse on return.

Circa 1974 (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Bel-air Rd, Sunshine Av, Hillcrest Av, Hilltop Rd, Arakoon Av, Caloola Av, Illawong Av, Moonbi Rd, Kareela Av, Brewongle Av, Richmond Rd, Lewis Rd, Trinity Dr (**Cambridge Gardens**), Huntingdon Pde, Priory Av, Summerfield Circ, Trinity Dr, Newham Dr, Trinity Dr to Richmond Rd. Reverse on return.

Penrith – Cambridge Park

Circa 1973 (Source: timetable)

From Penrith (station) via Station St, Great Western Hwy [now High St], Evan St, Thurston St, Glebe Pl, Parker St, Cox Av, Richmond Rd, Cambridge St, Wrench St (**Cambridge Park**), Oxford St, Richmond Rd to Coopers Lane [now Cooper St] (Cambridge Gardens).

Penrith – Cranebrook via Richmond Rd

Circa 1973 (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, Great Western Hwy [part now High St], Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Parker St, Richmond [now The Northern] Rd, [possibly Nepean St – now site of reserve between Seaton Cr & Pershore Rd], Pendock Rd, Sherringham Rd to Heffernan Rd (Cranebrook).

Penrith – Cranebrook via Castlereagh Rd

Circa 1973 (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Riley St, Henry St, Lawson St, Great Western Hwy [now High St], Castlereagh Rd, Cranebrook Rd, Boundary Rd [part now Dulhunty St, Marrett Way, Wagner Pl, Britten Cl & Debussy Pl] to Richmond [now The Northern] Rd (Cranebrook).

Penrith – South Penrith – Kingswood

From 20 August 1970 (Source: timetable)

From Penrith (station) via [Station St (?)], Great Western Hwy [now High St], Castlereagh St, Jamison Rd, Racecourse Rd, Alkoomie Av, Lorne Av, Grandview St, Keith St, Evan St, Smith St, Fragar Rd, Tania Av (**South Penrith**), Hilliger Rd, Mazepa Av, Smith St, Parker St, Jamison Rd, Bringelly Rd to Kingswood. Reverse on return.

Penrith – South Penrith

Circa 1973 (Source: timetable)

From Penrith (station) via Riley St, Great Western Hwy [now High St], Castlereagh St, Jamison Rd, Racecourse Rd, Alkoomie Av, Lorne Av, Grandview St, Keith St, Evan St, Chesterfield Rd, Carinda Av, Stevenson St, Greenaway Dr, Gamenya Av, Blue Gum Av, Fragar Rd, Tania Av (**South Penrith**), Hilliger Rd, Mazepa Av, Smith St, Fragar Rd, Burgess Rd. Return via Burgess Rd, Mazepa Av, then reverse route.

Penrith – Derby St – Second Ave

Circa 1970 (Source: timetable)

From Penrith (station) via Station St, Great Western Hwy [now High St], Evan St, Derby St, Doonmore St, Stafford St, Colless St, Derby St, Somerset St, Rodgers St, Bringelly Rd, Second Av (Kingswood). Reverse on return.

Circa 1973 (Source: timetable)

From Penrith (station) via Station St, Great Western Hwy [now High St], Castlereagh St, Derby St, Doonmore St, Stafford St, Colless St, Derby St, Somerset St, Rodgers St, Bringelly Rd, Second Av, Morphet St, Anthony Cr (Kingswood). Reverse on return.

Penrith – Jamison Rd – Smith St

Circa 1970 (Source: timetable)

From Penrith (station) via Station St, Great Western Hwy [now High St], Castlereagh St, Jamison Rd, Warwick St, Stafford St, Evan St, Jamison Rd, Penrose Cr, Smith St, Fragar Rd, Jamison Rd, Bringelly Rd to Smith St (Kingswood).

Penrith – York Rd South

Circa 1973 (Source: timetable)

From Penrith (station) via Station St, Riley St, High St, Castlereagh St, Jamison Rd, York Rd, Denintend Pl, Mosely Av, Birmingham Rd, York Rd, Enfield St [now part of York Rd] to Price St (South Penrith).

Timetable Summary

April 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Hornseywood		M-F	Penrith	7.35am	Hornseywood	6.20pm	7 trips	
		Sat		7.35am		1.38pm	3 trips	
		Sun		8.48am		7.53pm	3 trips	
Penrith-Orchard Hills		M-F	Orchard Hills	6.40am	Penrith	6.30pm	8 trips	A
		Sat		6.40am		5.30pm	6 trips	B
		Sun		8.35am		8.30pm	3 trips	
Penrith-St Marys		M-F	Penrith	9.45am	St Marys	2.45pm	2 trips	
		Sat		9.45am		3.00pm	2 trips	
		Sun		2.20pm		3.00pm	1 trip	
Penrith-Luddenham		M-F	Penrith	6.45am	Luddenham	4.05pm	2 trips	
		Sat		6.45am		2.45pm	2 trips	
		Sun		6.45am		7.55am	1 trip	
Penrith-O'Connell St		M-F	Penrith	9.45am	O'Connell St	3.10pm	4 trips	
		Sat		8.50am		3.05pm	4 trips	B
		Sun		2.20pm		3.05pm	1 trip	
Penrith-Cambridge Park		M-F	Penrith	9.10am	Cambridge Pk	9.55am	2 trips	C
		Sat		9.12am		1.45pm	2 trips	B
		Sun						
Penrith-Hospital		M-F	Penrith	8.50am	Hospital	3.30pm	3 trips	D
		Sat		8.50am		8.00pm	4 trips	
		Sun		1.55pm		3.30pm	2 trips	
Penrith-Regentville		M-F	Penrith	2.15pm	Regentville	5.25pm	2 trips	E
		Sat						
		Sun						

A – Plus picture bus Wednesday night.

B – Plus picture bus Saturday night.

C – Extra trip Thursday, extended to Llandilo.

D – Extra trip Wednesday.

E – Tuesday & Friday only. Plus picture bus Wednesday night.

1970s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingswood-Cambridge Park	12	M-F	Cambridge Pk	5.12am	Kingswood	6.35pm	Ph	
		Sat						
		Sun						
Penrith-Kingswood Park	15	M-F	Penrith	9.00am	Kingswood Pk	3.05pm	5 trips	
		Sat		8.45am		11.15am	2 trips	
		Sun						
Penrith-Cambridge Gardens	25	M-F	C'bridge Gdns	7.00am	Penrith	6.27pm	60*	
		Sat		7.55am		12.00nn	60	
		Sun						
Penrith-Cambridge Park	23	M-F	Cambridge Pk	5.52am	Penrith	6.27pm	30	
		Sat		6.55am	Cambridge Pk	12.35pm	30	
		Sun						
Penrith-Cranebrook via Castlereagh Rd	20	M-F	Cranebrook	9.05am	Penrith	2.30pm	2 trips	
		Sat						
		Sun						
Penrith-Cranebrook via Richmond Rd	30	M-F	Cranebrook	6.50am	Penrith	6.27pm	60	
		Sat		7.50am		12.05pm	60	
		Sun						
Penrith-Derby St & Second Av	20	M-F	Second Av	5.42am	Penrith	6.27pm	90*	
		Sat		7.40am	Second Av	12.30pm	60	
		Sun						
Penrith-Jamison Rd & Smith St	20	M-F	Smith St	5.28am	Penrith	6.27pm	60*	
		Sat		7.05am	Smith St	12.35pm	40	
		Sun						
Penrith-South Penrith	50 round trip	M-F	Sth Penrith	6.57am	Penrith	6.27pm	60	
		Sat		7.50am		12.08pm	60	
		Sun						
Penrith-St Marys	20	M-F	Penrith	6.30am	St Marys	4.25pm	5 trips	
		Sat		9.20am		11.50am	3 trips	
		Sun						
Penrith-Werrington	30	M-F	Kingswood	5.19am	Werrington	6.25pm	60*	
			Penrith	8.25am				
		Sat	Werrington	7.50am	Penrith	12.15pm	60	
		Sun						
Penrith-York Rd South	22	M-F	York Rd Sth	7.00am	Penrith	5.36pm	60	
		Sat		8.00am		12.05pm	60	
		Sun						

* More frequent in peak hours.

Ph – Peak hours only.

Route 216

STRATHFIELD – SOUTH STRATHFIELD – BELMORE via Homebush Rd

STRATHFIELD – SOUTH STRATHFIELD via Homebush Rd

- **Selected trips extended from South Strathfield to Chullora)**

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

Timeline

As at date of Govt Gazette 13 November 1925: Strathfield – South Strathfield – Chullora via Homebush Rd being operated by Mrs AE Rose.

December 1929: Transferred to JC Moreton.

2 January 1934: 36 and 216 amalgamated as 216, Strathfield – South Strathfield – Belmore.

18 October 1936: Combined with 215, as 215 Strathfield – South Strathfield – Belmore, presumably coincident with the extension of Department of Road Transport & Tramways 88 from South Strathfield to Strathfield.

Streets

Strathfield – South Strathfield – Chullora

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (The Boulevarde at Bridge Rd [former street, at station]) via The Boulevarde, Redmyre Rd, Homebush Rd (**South Strathfield**), Liverpool Rd [now Hume Hwy] to Margaret St (Chullora). 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		
Strathfield-Chullora	17	M-F	Sth Strathfield	8.08am	Strathfield	11.50pm	20-30	A
		Sat		8.08am		11.50pm	20-30	A
		Sun		7.20am		10.18pm	20-60	B

A – Morning, 1 trip extended to Chullora. M-F & Saturday morning peak hours & Saturday afternoon, Strathfield-Hunter St. At most other times, Strathfield- Liverpool Rd/Homebush Rd. Gap in service.

B – Selected trips diverted via 217.

Route 216

RIVERSTONE – MARAYLYA

WINDSOR – MARAYLYA

WINDSOR – RIVERSTONE

WINDSOR – SCHEYVILLE

Timeline

1947: Windsor – Scheyville commenced by RM Sanday. (Later reduced to a school service.)

1948: Transferred to J Denzil.

1950: Transferred to Noel K Lakeman-Fidler.

?: New routes commenced:

Riverstone – Maraylya (limited service)

Windsor – Maraylya (mainly school service)

Windsor – Riverstone

June 1958: Transferred to RC (Rob) Kirkpatrick, then or later trading as Hawkesbury Valley Bus Service.

2 November 1990: Hawkesbury Valley Bus Service transferred to Calabro family.

Early 2000: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

661 Windsor – Riverstone

662 Riverstone – Maraylya.

Streets

Riverstone – Maraylya

1989 (Source: timetable)

From Riverstone (Riverstone Pde at station) via Riverstone Pde, Station St, Junction Rd, Windsor Rd, Boundary Rd to Maraylya.

Windsor – Maraylya

1989 (Source: timetable)

From Windsor (station) via George St, Fitzgerald St, Macquarie St, Kable St, Terrace St, Baker St, Thompson Square, Bridge St, Windsor Rd, Pitt Town Rd (**McGraths Hill**), Wolseley Rd, Old Stock Route Rd (**Oakville**), Scheyville Rd, Neich Rd, Boundary Rd to Maraylya.

Windsor – Riverstone

1989 (Source: timetable)

From Windsor (station) via George St, Fitzgerald St, Macquarie St, Kable St, Terrace St, Baker St, Thompson Square, Bridge St, Windsor Rd, Pitt Town Rd, Old Hawkesbury Rd, Andrew Thompson Dr (**McGraths Hill**), Meares

Rd, Old Hawkesbury Rd, McGraths Rd, Windsor Rd, Level Crossing Rd, Wallace Rd, Bandon Rd (**Vineyard**), Chapman Rd, Commercial Rd, Boundary Rd, Windsor Rd, Junction Rd, Crown Rd, Riverstone Pde to Riverstone station.

Timetable Summary

8 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Riverstone	31	M-F	Windsor	5.33am	Riverstone	5.43pm	9 trips	A
		Sat		8.32am		1.03pm	2 trips	
		Sun						
Riverstone-Maraylya	20	M-F	Maraylya	7.05am	Riverstone	4.42pm	1 trip	
		Sat						
		Sun						

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

Route 217

STRATHFIELD – HOMEBUSH (Albert Rd) [in current Strathfield]

Timeline

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

By date of Govt Gazette 22 June 1928: Extended from Heyde & Albert Rds to Barker & Albert Rds.

December 1929: Transferred to JC Moreton.

13 May 1933: Combined with 214 as 214, Strathfield – Ada Av & Elsie St [now Shortland Av].

Streets

Strathfield – Homebush (Heyde Av & Albert Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (The Boulevard at Bridge Rd [former street at station]) via The Boulevard, The Avenue [now Churchill Av], Oxford Rd, Heyde Av, Albert Rd, Homebush Rd, The Avenue, The Boulevard to Strathfield station.

Strathfield – Homebush (Barker & Albert Rds)

1927 (Source: Govt Gazette of 27 May 1927)

From Strathfield (The Avenue at The Boulevard) via The Avenue, Oxford Rd, Todman St, Barker Rd, South St, Albert Rd, Clarendon Rd, The Boulevard, The Avenue to near The Boulevard (Strathfield).

1928 (Source: Govt Gazette of 22 June 1928)

From Strathfield (Clarendon St [now Albert Rd] at station) via Clarendon St, The Boulevard, The Avenue, Oxford Rd, Todman St, Barker Rd, South St, Albert Rd, Clarendon Rd to Strathfield station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush (Albert Rd)	11	M-F	Albert Rd	7.17am	Strathfield	11.50pm	15-30	
		Sat		7.17am		11.20pm	15-30	
		Sun		8.20am		10.18pm	15 trips	A

A – Most service provided by diversions of 216.

Route 217

RICHMOND – AGNES BANKS – CASTLEREAGH

RICHMOND – LONDONDERRY – PENRITH

Timeline

1942: Richmond – Londonderry – Penrith commenced by RE Nutt.

March 1947: Transferred to JE Sinclair.

1952: Transferred to Noel K Lakeman-Fidler.

September 1956: Transferred to MA Duffy & Sons (by 1960s trading as Kurrajong District Bus Service, & later trading as Duffys Bus Lines) (Mark Duffy).

28 October 1957: The Richmond – Castlereagh section of 219 transferred from GW Young & renumbered part of 217. For a period, service was operated by MJ Crane & MA Duffy & Sons.

February 1966: Richmond – Londonderry – Penrith (Londonderry – Penrith Thursdays-only shopping service - by then?) transferred to Howe’s Bus Service (FC Howe) and renumbered 202, leaving 217 as Richmond – Castlereagh (which, by the 1960s, was a school-only service).

August 1980: Duffys Bus Lines transferred to Guild Management Services (N Hepburn), by 1982 trading as Macquarie Towns Coach Lines.

By August 1983: Regular route service restored as Richmond – Agnes Banks (including trips to/via William Cox Dr – new estate), with selected school trips extended to Castlereagh.

By February 1985: Renumbered 693 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*).

Streets

Same as or similar to later Route 693 (*see Private Route Histories - Contract Region 1*).

Timetable Summary

26 June 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Londonderry	13	M-F	Londonderry	6.12am	Richmond	6.30pm	7 trips	A
		Sat	Richmond	8.17am		5.20pm	5 trips	B
		Sun						

A – Extra trips Tuesday, Thursday & Friday.

B – Plus picture bus Saturday night.

July 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Castlereagh	20	M-F	Richmond	7.40am	Castlereagh	4.10pm	2 trips	A
		Sat		9.45am		12.25pm	2 trips	
		Sun						

A – Extra trips Tuesday & Friday.

August 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Agnes Banks	10	M-F	Agnes Banks	9.20am	Richmond	6.05pm	5 trips	
		Sat						
		Sun						

Route 218

STRATHFIELD (various termini) – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Strathfield (Chalmers Rd) – Central Railway being operated by CF Inder.

As at date of Govt Gazette 27 May 1927: Strathfield terminus altered to Coventry St.

Later: Transferred to Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart).

By date of Govt Gazette 22 June 1928: Ceased.

Streets

Strathfield (Chalmers Rd) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (Chalmers St at Victoria St) via Chalmers Rd, Barker Rd, Oxford Rd, Heyde Av, Dickson St, Mackenzie St, Bridge St [now Rd] (**Homebush**), Parramatta Rd (**Burwood**), George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Strathfield (Coventry St) – Central Railway

Alteration

1927 (Source: Govt Gazette of 27 May 1927): To start from Coventry St at Dickson St, then Coventry St, Mackenzie 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		
Strathfield (Chalmers Rd)- Central Railway	55	M-F	Chalmers Rd	6.39am	Central Rly	11.28pm	30-60	
		Sat		6.39am		11.28pm	30-60	
		Sun		10.15am		11.28pm	30-60	

Route 218

WINDSOR – PITT TOWN – MAROOTA – WISEMANS FERRY

Timeline

1946: Windsor – Maroota commenced by W Board.

1948: Transferred to RW Avern.

Later in 1948: Transferred to Noel K Lakeman-Fidler, and extended from Maroota to Wiseman's Ferry (limited service at non-school times).

May 1953: Transferred to Ronald V & Phyllis E Clarkson (later also other family members), later trading as Clarksons Bus Service.

February 1984: Transferred to Hawkesbury Valley Bus Service (RC (Rob) Kirkpatrick).

By 1989: More frequent non-school service provided, Windsor – Pitt Town.

2 November 1990: Hawkesbury Valley Bus Service transferred to Calabro family.

Early 2000: Renumbered 663 in the Sydney Region Route Number System (see *Private Route Histories – Contract Region 1*).

Streets

Windsor – Pitt Town

1989 (Source: timetable)

From Windsor (station) via George St, Fitzgerald St, Macquarie St, Kable St, Terrace St, Baker St, Thompson Square, Bridge St, Windsor Rd, Pitt Town Rd, Old Hawkesbury Rd, Meares Rd, Andrew Thompson Dr (**McGraths Hill**), Pitt Town Rd, Wolseley Rd, Old Stock Route Rd, Scheyville Rd, Old Pitt Town Rd, Old Stock Route Rd, Glebe Rd, Bathurst Rd, Chatham St, Eldon St, Bathurst Rd, Hall St (**Pitt Town**), Hawkesbury St, Johnston St, Bathurst Rd, Eldon St, Bathurst Rd, Glebe Rd, Old Stock Route Rd, Old Pitt Town Rd, Scheyville Rd, Old Stock Route Rd, Wolseley Rd, Pitt Town Rd, Old Hawkesbury Rd, Meares Rd, Andrew Thompson Dr (**McGraths Hill**), Pitt Town Rd, Windsor Rd, Bridge St, Macquarie St, Kable St, Terrace Rd, Fitzgerald St, George St to Windsor station.

Timetable Summary

October 1980

School services, incl Wisemans Ferry – Windsor, but also:

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Wisemans Ferry	60	M-F	Windsor	10.00am	Wisemans Fry	11.25am	1 trip	A
		Sat						
		Sun						

A – Thursday only.

8 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Pitt Town	28	M-F	Pitt Town	7.14am	Windsor	5.42pm	6 trips	
		Sat		8.32am		1.37pm	3 trips	
		Sun						

1990s

School services, incl Wisemans Ferry – Windsor, but also:

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Wisemans Ferry		M-F	Windsor	8.00am	Wisemans Fry	4.00pm	2 trips	A
		Sat						
		Sun						

A – Thursday only during school holidays.

Route 219

SUNNYSIDE [now Canada Bay] – CENTRAL RAILWAY via Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Rod Smith and/or EK Munro.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Sunnyside (Regatta Rd at Parramatta River) via Regatta Rd, Queens Rd (**Five Dock**), Great North Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
Sunnyside-Central Railway	40	M-F	Sunnyside	6.35am	Central Rly	10.56pm	11 trips	
		Sat		6.35am		10.56pm	11 trips	
		Sun		8.03am		10.56pm	10 trips	

Route 219

TURRAMURRA – SOUTH TURRAMURRA (loop via Catalpa Cr & Warragal Rd)

Timeline

1 May 1939: Commenced by Turramurra & Kuring-gai Motor Bus & Transport Co (WS (Bill) King).

By March 1941: Ceased.

General note: After World War II, 166 served part of 219's route, as well as extending further into South Turramurra.

Timetable Summary

1 May 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-South Turramurra loop	10 round trip	M-F	Turramurra	6.56am	Turramurra	6.42pm	15-20	A
		Sat		7.50am		1.22pm	30-40	
		Sun						

A – Gaps in service.

Route 219

RICHMOND – CASTLEREAGH – CRANEBROOK – PENRITH

Timeline

1947: Richmond – Penrith commenced by JE (Jack) Sinclair.

By December 1952: Transferred to Geoffrey W Young

By February 1953: Trading as Richmond-Penrith Bus Service.

28 October 1957:

- Richmond – Castlereagh transferred to MJ Crane & MA Duffy & Sons and renumbered 217, leaving 219 as Penrith – Castlereagh.
- Operator's trading name changed to Castlereagh-Penrith Bus Service.

June 1960: Penrith – Cranebrook – Castlereagh transferred to WJS (Bill) Bale & Sons (then or later trading as Penrith District Bus Service).

By 1973: Curtailed to Penrith – Cranebrook (or may have been renumbered part of 215?).

17 April 1974: Penrith District Bus Service transferred to Bosnjak family (Roger L Graham, general manager from 1982).

By 1982: Operator's name changed to Bosnjak Penrith.

16 August 1982:

- By this time ran school days only.
- Renumbered part of 788 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*).

Streets

Penrith – Cranebrook

1973 (Source: timetable)

From Penrith (station) via Jane St to Penrith Plaza, then Jane St, Riley St, Henry St, Lawson St, Great Western Hwy [now High St], Castlereagh Rd, Cranebrook Rd, Boundary Rd to Richmond [now The Northern] Rd (Cranebrook).

Timetable Summary

March 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Penrith	45	M-F	Penrith	7.35am	Penrith	6.15pm	3 trips	A
		Sat	Richmond	8.30am		12.39pm	2 trips	B
		Sun						

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

B – Plus short-working/s before first trip and after last trip shown. Plus picture buses to Penrith & Richmond Saturday night.

28 October 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Castlereagh	25	M-F	Castlereagh	7.00am	Penrith	5.30pm	4 trips	A
		Sat		8.15am		5.00pm	2 trips	
		Sun						

A – Extra trip Friday.

Route 220

SUTHERLAND – YOWIE BAY

(Yowie Bay in the 1920s refers to the waterway of that name, rather than the suburb name, which was only gazetted in 1973. The area was also referred to by the geographical feature, Yowie Point.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by JT (Mick) Jennings.

1929: Ceased.

General note: Miranda – Yowie Point revived as an extension of 114 in 1933.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Sutherland (Station St at Railway Pde [now Boyle St at Old Princes Hwy]) via Station St, Railway Pde, [Old] Princes Hwy, Sutherland St [now part of President Av], President Av, Kiora St (**Miranda**), Attunga Rd to Yowie Bay store. 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		
Sutherland-Yowie Bay	20	M-F	Yowie Bay	5.45am	Sutherland	6.52pm	6 trips	
		Sat		5.45am		7.18pm	12 trips	
		Sun		9.20am		7.39pm	7 trips	

Route 220

HORNSBY – MT COLAH – BOBBIN HEAD via Pacific Hwy

Timeline

3 July 1937: Commenced by EC Windybank. Then or later ran Friday nights and weekends only.

1946: Transferred to HH Walkley.

November 1947: Transferred to Hornsby District Bus Co (AJ (Jack) Leighton). By about this time, main weekday service ran Hornsby – Mt Colah (Bolton Av) & extended to Bobbin Head mainly at weekends. Hornsby – Mt Colah along Pacific Hwy shared with Kuring-gai Bus Co's 55.

Approx 1963: Mt Colah – Bobbin Head ceased without replacement, leaving route as Hornsby – Mt Colah (Bolton Av). Bobbin Head continued to be served from Turrumurra by 223 (577 from 24 July 1985).

18 March 1967: Selected trips on 104 on Saturday mornings extended from Asquith Golf Links to Mt Colah (Bolton Av), providing a service to eastern side of Mt Colah, as 220 did not operate on Saturdays.

June 1967:

- Ceased when Hornsby District Bus Co transferred to Jim Knox.
- Streets on eastern side of railway at Mt Colah replaced by extension (on weekdays as well as Saturdays) of 104 from Asquith Golf Links to Mt Colah (Bolton Av).
- Route along Pacific Hwy between Hornsby & Mt Colah (western side of railway) covered by existing 55, by then under same ownership.

Streets

Hornsby – Mt Colah – Bobbin Head

Circa 1946 (Source: Gregory's Street Directory)

From Hornsby (station) via Memorial Pde [now Station St at station entrance?], Pacific Hwy, Colah Rd [assume current Ku-ring-gai Chase Rd] (Mt Colah).

1963 (Source: RGH notes)

From Hornsby (Pacific Hwy at station) via Pacific Hwy, railway overbridge, Belmont Pde (**Mt Colah**), Kuring-gai Chase Rd to Bobbin Head.

From Bobbin Head via reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

Hornsby – Mt Colah (Bolton Av)

1963 (Source: RGH notes)

From Hornsby (Pacific Hwy at station) via Pacific Hwy, railway overbridge, Belmont Pde, Kuring-gai Chase Rd, Bolton Av (**Mt Colah**), Gray St, Cowan Rd, Belmont Pde, railway overbridge, Pacific Hwy, Coronation St, Station St to Hornsby station.

Timetable Summary

1940s(?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Bobbin Head	30	M-F	Hornsby	7.50pm			1 trip	A
		Sat		7.18am	Bobbin Head	6.27pm	3 trips	
		Sun		9.00am		6.27pm	2 trips	

A – From Hornsby to Bobbin Head on Fridays only.

13 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Mt Colah-Bobbin Head	Fr Horns 12M 25B	M-F	Bolton Av	7.24am	Bolton Av	6.08pm	10 trips	A
		Sat	Hornsby	9.36am	Bobbin Head	4.55pm	4 trips	
		Sun		9.20am		5.45pm	7 trips	

A – Other than Christmas school holidays, Hornsby-Mt Colah (Bolton Av). Gap in service. Christmas school holidays, extra trips Hornsby-Bobbin Head.

B – To Bobbin Head.

M – To Mt Colah (Bolton Av).

Mid 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Mt Colah (Bolton Av)	12	M-F	Bolton Av	7.24am	Bolton Av	6.08pm	10 trips	A
		Sat						
		Sun						

A – Gap in service.

Route 221

SYDENHAM – MARRICKVILLE – SUMMER HILL

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by (1) Vincent J Siebert & (2) Mick Fitzgibbons (also trading as White Deluxe Bus Service).

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Sydenham (Railway bridge at station) via Railway bridge, Railway Pde, Marrickville Rd (**Marrickville**), New Canterbury Rd (**Dulwich Hill**), Constitution Rd, Windsor Rd, Hampstead Rd, Old Canterbury Rd, Henson St, Smith St, Lackey St, Carlton Cr to near Lackey St (Summer Hill). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Summer Hill	20	M-F	Summer Hill	8.03am	Sydenham	10.33pm	30	
		Sat		8.03am		11.33pm	30	
		Sun		2.00pm		10.30pm	60	A

A – Additional service on Sunday nights Sydenham-Dulwich Hill every 20 minutes.

Route 221

ROSEVILLE – LINDFIELD – BRADFIELD [Park] – KILLARA

- **Extended from Killara to Gordon (1936-37)**
- **Extended from West Killara to Macquarie University (selected trips)**

(Current suburb of West Lindfield was known as Bradfield before World War II, then Bradfield Park till about 1970.)

Timeline

15 June 1935: Lindfield – Bradfield – Killara commenced by AJ (Jack) Wagg (then or later trading as AJ Wagg Tourist Services and/or Lindfield Omnibus Service).

6 June 1936: Extended from Lindfield to Roseville and from Killara to Gordon, making route Roseville – Lindfield – Killara – Gordon.

17 August 1936: Curtailed at Roseville end to Ortona Rd/Grosvenor Rd.

1 June 1937: Killara – Gordon section ceased, leaving route as Roseville – Lindfield – Killara.

By 14 November 1938: Re-extended from Ortona Rd/Grosvenor Rd to Roseville.

By late 1940s: Service operated as two separate routes (due to intensive service between Lindfield and Bradfield Park, where a post-World War II migrant hostel was located):

Lindfield – Bradfield Park – Killara

Lindfield – Roseville (incl Alexander Pde loop)

Probably March 1952:

- Lindfield – Bradfield Park – Killara curtailed to run Lindfield – Bradfield Park, leaving routes as:
Lindfield – Bradfield Park
Lindfield – Roseville (incl Alexander Pde loop).
- Bradfield Park – Killara partly replaced by 136 in January 1953.

April 1954: Lindfield – Roseville (incl Alexander Pde loop) transferred to Roy A Berglund & renumbered 124.

January 1957: Selected peak-hour trips extended from Bradfield Park to West Killara (loop).

14 March 1966: Transferred to MO Sinclair (Mervyn Sinclair).

2 May 1966: Transferred to Barnes Coaches (JD (Doug) Barnes).

By 7 November 1966:

- All weekday and Saturday morning trips ran Lindfield – West Killara (loop).
- Saturday afternoon and all Sunday trips ran Lindfield – Bradfield Park & through-routed with 54 to Northern Suburbs Cemetery, then to Chatswood. Sunday service had ceased by 6 March 1967.

6 March 1967: Selected trips extended from West Killara to Macquarie University upon opening of university.

2 October 1967: Trips extended to Macquarie University ceased.

9 October 1970: Transferred to Deanes Coaches (RR (Ron) Deane).

By December 1973:

- Through-routing with 54 on Saturday afternoons ceased.
- Through-routed with 185 Gordon – West Gordon in off-peak.

18 November 1981: Upon opening of Macquarie Centre:

- Selected trips re-extended from West Killara to Macquarie University via Macquarie Centre.
- Through-routed with 124, Lindfield – Roseville – Chatswood (west side).
- Through-routing with 185 ceased.

12 November 1982: Through-routing with 124 ceased.

1 July 1987: Renumbered 565 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*).

Streets

Roseville – Lindfield – Bradfield Park – Killara

Circa 1946 (Source: Gregory's Street Directory)

From Roseville (station) via Pacific Hwy, Shirley Rd, Cluses Av [now part of Abingdon Rd], Abingdon [now Westbourne] Rd, Ortona Rd, Grosvenor Rd, Bent St, Napier St, Norwood Av, Gladstone Pde, Pacific Hwy (**Lindfield**), Bent St, Wallace Pde, Ignatius [now Highfield] Rd, Cook Rd, Provincial Rd, Primula St, Highfield Rd, Lady Game Dr (**Bradfield Park**), Fiddens Wharf Rd, Golf Links Rd, Mildura St, Norfolk St, Spencer Rd, Pacific Hwy, Marion St, Culworth Av (Killara station).

Lindfield – Bradfield Park (extended to West Killara in peak hours)

1963 (Source: RGH notes)

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Bradfield Rd to Bradfield Park Migrant Hostel [terminus approximately at site of current Queen Elizabeth Reserve].

From Bradfield Park (Bradfield Rd at Migrant Hostel) via reverse route to Pacific Hwy, then Strickland Av, Lindfield Av to Lindfield station.

West Killara (loop) extension: Extended from Bradfield Park (Bradfield Rd/Moore Av) via Moore Av, Beaumont Rd, Eustace Pde, Terrace Rd, Charles St to Bradfield Rd.

Lindfield – Bradfield Park – West Killara

1966 (Source: timetable)

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Bradfield Rd (**Bradfield Park**), Moore Av, Beaumont Rd, Manning Rd (**West Killara**), Terrace Rd, Charles St, Bradfield Rd, then reverse route to Pacific Hwy, then Strickland Av, Lindfield Av to Lindfield station.

Lindfield – Bradfield Park – West Killara (selected trips extended to Macquarie University)

1967 (Source: RGH notes)

Macquarie University extension: Extended from Bradfield Park (Beaumont Rd) via De Burgh Rd, Lady Game Dr, Ryde Rd, Lane Cove Rd, Waterloo Rd to Macquarie University. Reverse on return.

Lindfield – West Lindfield – West Killara (off-peak trips through-routed with 185)

June 1978 (Source: timetable)

Weekday mornings

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Lady Game Dr, Bradfield Rd, Carramar Rd (**West Lindfield**), Edmund St, Knox St, Johnson St, Charles St, Terrace Rd, Manning Rd (**West Killara**), Beaumont Rd, Moore Av, Bradfield Rd, Lady Game Dr, Provincial Rd, Cook Rd, Highfield Rd, Pacific Hwy, Strickland Av, Lindfield Av to Lindfield station.

Trips direct via Highfield Rd (morning peak hour): Ex Lindfield from Highfield Rd/Cook Rd via Highfield Rd, Bradfield Rd, Carramar Rd.

Weekday afternoons & Saturdays

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Lady Game Dr, Bradfield Rd, Moore Av, Beaumont Rd, Manning Rd (**West Killara**), Terrace Rd, Charles St, Johnson St, Knox St, Edmund St, Carramar Rd (**West Lindfield**), Bradfield Rd, Lady Game Dr, Provincial Rd, Cook Rd, Highfield Rd, Pacific Hwy, Strickland Av, Lindfield Av to Lindfield station.

Trips through-routed with 185 to Gordon (off-peak): From Lindfield via “weekday mornings” route to Moore Av, then Fiddens Wharf Rd, Lady Game Dr, Ryde Rd, Wyuna Rd, Bolwarra Av (**West Gordon**), Bandalong Av, Dunoon Av, Kiparra St (south leg), Ryde Rd, Pacific Hwy, St Johns Av to Gordon station. Return from Gordon via Henry St, Ravenswood Av, Pacific Hwy, then reverse route to Fiddens Wharf Rd, then Moore Av, then “weekday afternoons” route to Lindfield.

Lindfield – West Lindfield – West Killara (selected trips extended to Macquarie University)

1984 (Source: timetable)

Macquarie University extension (selected trips): Extended from West Killara (Beaumont Rd/Fiddens Wharf Rd) via Fiddens Wharf Rd, Lady Game Dr, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal. Return via Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, then reverse route to Beaumont Rd/Fiddens Wharf Rd.

Lindfield – Roseville

Late 1940s (Source: RGH notes)

From Lindfield (Pacific Hwy at station) via Pacific Hwy, Gladstone Pde, Norwood Av, Napier St, Bent St, Grosvenor Rd, Ortona Rd, Westbourne Rd, Abingdon Rd, Shirley Rd, Pacific Hwy, Boundary St, Hill St to Roseville station.

From Roseville (Hill St at station) via Hill St, Clanville Rd, Pacific Hwy, Shirley Rd, then reverse route to Gladstone Pde, then Strickland Av, Lindfield Av, Havilah Rd, Pacific Hwy to Lindfield station.

Alexander Pde loop: Ex Lindfield from Pacific Hwy/Corona Av via Corona Av, Kings Av, Alexander Pde, Findlay Av, Pacific Hwy to Boundary St.

Alteration

By 1950s: Ex Lindfield from Ortona Rd via Eton Rd, Abingdon Rd. Reverse on return.

Timetable Summary

Late 1940s/early 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Bradfield Park-Killara	Fr Lind 12B 18K	M-F	Bradfield Pk	6.03amL	Bradfield Pk	11.50pmL	45*	C
		Sat		6.03amL		11.50pmL	AM 20 PM 30	C
		Sun		6.50amL		11.50pmL	30	
Lindfield-Roseville	Fr Lind 15R 20A	M-F	Lindfield	7.38am	Roseville	6.27pm	60*	D
		Sat		7.40am		12.45pm	40	D
		Sun						

* More frequent in peak hours.

A – To Roseville (Alexander Pde).

B – To Bradfield Park.

C – Trips extended from Bradfield Park to Killara: M-F 14, Saturday 8.

D – Trips extended from Roseville to Alexander Pde loop: M-F 4, Saturday 1.

K – To Killara.

L – To Lindfield.

R – To Roseville station.

23 February 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Bradfield Park†	12	M-F	Bradfield Pk	5.45am	Lindfield	11.42pm	30*	A
		Sat		6.08am	Bradfield Pk	11.53pm	30	
		Sun		6.45am	Lindfield	11.42pm	30	

* More frequent in peak hours.

† Selected trips extended to West Killara (loop).

A – Selected peak hour trips extended to West Killara (loop).

6 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-West Killara†	Fr Lind 12W 16M	M-F	West Killara	5.58am	Lindfield	6.45pm	30*	A
		Sat		7.05am		6.41pm	AM 25 PM 60	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Macquarie University.

A – 4 trips extended to Macquarie University.

M – To Macquarie University.

W – To West Killara

April 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-West Killara	10	M-F	West Killara	6.52am	Lindfield	6.39pm	60*	
		Sat		8.31am		12.43pm	60	
		Sun						

* More frequent in peak hours.

Route 222

TAMBOURINE BAY RD, LANE COVE – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by George H Newman.

31 December 1926 (as noted in Govt Gazette 27 May 1927): Ceased, when regulations prohibited buses from having solid tyres and perimeter seating.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Tambourine Bay Rd, Lane Cove (at River Rd) via Tambourine Bay Rd, Burns Bay Rd, Longueville Rd, Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tambourine Bay Rd, Lane Cove-Milsons Point	35	M-F	Tamb Bay Rd	7.01am	Milsons Pt	11.26pm	30-40	
		Sat		7.01am		11.26pm	30-40	
		Sun		8.45am		10.49pm	30-50	

Unknown date

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tambourine Bay Rd, Lane Cove-Milsons Point		M-F	Tamb Bay Rd	7.15am	Milsons Pt	7.15pm	30	A
		Sat		7.15am		7.15pm	30	
		Sun						

A – Extra trips Friday night (last trip 9.30pm from Milsons Point).

Route 222

SYDENHAM – PETERSHAM – CENTRAL RAILWAY

SYDENHAM – STANMORE – LEWISHAM

- **Post 31 October 1931 feeder: SYDENHAM – LEWISHAM – DULWICH HILL**

Timeline

By date of Govt Gazette 22 February 1929: Central Railway – Sydenham commenced by T Brien.

31 October 1931: Ceased as competitive with trams under State Transport (Co-ordination) Act, but immediately relicensed as a feeder, Sydenham – Dulwich Hill (Fiveways), operated by Mrs Priscilla Brien, then or later trading as Sydenham Bus Service.

By June 1933: Extended in Dulwich Hill from Fiveways to tram terminus.

1934: Mrs Brien remarried to become Mrs Warren.

17 September 1937: New route, Sydenham – Stanmore – Petersham, commenced.

22 August 1938: Sydenham – Petersham service extended to Lewisham.

1953: Sydenham – Stanmore – Petersham – Lewisham curtailed to Sydenham – Stanmore & renumbered 227.

4 November 1967: Mrs Warren died and service run by her estate.

January 1969: Transferred to Marrickville Bus Lines (Barry D Barton).

Early 1974: Marrickville Bus Lines transferred to Max Holman.

16 May 1977: Transferred to Orana Tours (Bob Wood).

January 1979: Transferred to BJ (Ben) Rachwal, who resumed use of name Marrickville Bus Lines.

16 November 1987: Renumbered 448 in the Sydney Region Route Number System coincident with the opening of Marrickville Metro shopping centre & off-peak journeys altered to run to Marrickville Metro instead of Sydenham (see *Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Sydenham – Petersham – Central Railway

1929 (Source: Govt Gazette of 22 February 1929)

From Sydenham (ramp on west side of station [now Railway Pde]) via Marrickville Rd, Railway [now Buckley] St, Sydenham Rd, Livingstone Rd, New Canterbury Rd, Crystal St (**Petersham**), Douglas St, Percival Rd (**Stanmore**), Salisbury Rd, University St [now Salisbury Rd], Mallett St, Parramatta Rd, 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 Sydenham Rd, then ramp on west side of station [now Railway Pde] to Sydenham station.

Sydenham – Petersham

Circa 1946 (Source: Gregory's Street Directory)

From Sydenham (station) via Railway Pde, Sydenham Rd, Fitzroy Rd, Edinburgh Rd, Edgeware Rd, Stanmore Rd, Merchant St, Cambridge St, Holt St, Stanmore Rd, Crystal St, Fisher St, Regent St, Trafalgar St (**Petersham**), Palace St [now Audley St], New Canterbury Rd, Gordon St, Railway Tce, Hunter St.

Sydenham – Lewisham – Dulwich Hill

Circa 1948 (Source: Gregory's Street Directory)

From Sydenham (station) via Railway Pde, Sydenham Rd, Livingstone Rd, Gordon St, Railway Tce (**Lewisham**), Hunter St, Denison Rd, Toothill St, Old Canterbury Rd, Windsor Rd, Constitution Rd, New Canterbury Rd, Dulwich St (Dulwich Hill).

1969 (Source: RGH notes)

From Sydenham (Railway Pde at station) via Railway Pde, Sydenham Rd, Livingstone Rd, Gordon St, Railway Tce (**Lewisham**), Victoria St, Toothill St, Old Canterbury Rd, Windsor Rd, Constitution Rd, New Canterbury Rd, Dulwich St to near New Canterbury Rd (Dulwich Hill).

From Dulwich Hill (Dulwich St at New Canterbury Rd) via Dulwich St, Denison St, Constitution Rd, then reverse route to Toothill St, then Denison St, Hunter St, Railway Tce, then reverse route to Sydenham Rd, then Railway Pde to Sydenham station.

Alteration

1986 (Source: RGH notes): Ex Sydenham from Livingstone Rd via New Canterbury Rd, Hunter St, Railway Tce. Ex Dulwich Hill from Toothill St via reverse route to Sydenham Rd, then Railway Pde to Sydenham station.

Timetable Summary

Circa 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Dulwich Hill	16	M-F	Dulwich Hill	5.55am	Sydenham	6.25pm	40*	A
		Sat		7.20am	Dulwich Hill	4.20pm	AM 40 PM 60	
		Sun						

* More frequent in peak hours.

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

22 January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Dulwich Hill	15	M-F	Dulwich Hill	6.00am	Sydenham	5.40pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service.

Route 223

TURRAMURRA – NORTH TURRAMURRA – BOBBIN HEAD

TURRAMURRA – PYMBLE via Bannockburn Rd

(Lady Davidson's Red Cross Home is now known as Lady Davidson Hospital.)

Timeline

As at date of Govt Gazette 13 November 1925:

- Turramurra – Lady Davidson's Red Cross Home, North Turramurra – Kuring-gai Chase (terminus at top of Bobbin Hill) being operated by WS (Bill) King.
- The "Complete" timetable of September 1925 (*see "Timetable Summaries" below*) shows selected trips extended from Kuring-gai Chase Gates to Bobbin Head, but this is not reflected in Government Gazettes of the 1920s. Other trips terminated at Kuring-gai Chase Gates (destination sign then or later "Chase Gates").

By 1927: Operator incorporated as Turramurra & Kuring-gai Motor Bus & Transport Co. An undated timetable of about this era shows the proprietors as Wood Bros & King.

Late 1920s/1930s: An increasing number of trips, particularly at weekends, were extended from Kuring-gai Chase Gates to Bobbin Head, following opening of new, better graded road to Bobbin Head on 20 May 1929.

July 1949: Transferred to JT Ford.

1940s/1950s (by the time of, or during Ford's proprietorship):

- Extra route, Turramurra – Pymble via Bannockburn Rd, commenced. This route may have commenced as Turramurra – Crossroads [Burns Rd/The Chase Rd] via Katina St.
- Extra route, Turramurra – Bobbin Head Rd (location of terminus?) via Turuga St, Warrangi St, Berrilee Rd [now St], commenced (when ceased?).

January 1961: Transferred to RR (Ron) Deane.

By July 1962: Operator's name changed to Turramurra-Bobbin Head Bus Co (Deane family).

By 27 May 1963: Turramurra – Pymble via Bannockburn Rd diverted via Merrivale Rd in off-peak to cover parts of 63, when the latter was reduced to a peak hour service.

By 1 October 1968: Turramurra – Pymble via Bannockburn Rd extended via Normurra Av, North Turramurra.

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

24 July 1985:

- Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):
 - 577 Turramurra – Bobbin Head
 - 578 Turramurra – Pymble via Bannockburn Rd.
- New 576, which covered some of Turramurra – Bobbin Head route at night and weekends, also commenced.

Streets

Turrumurra – Kuring-gai Chase

1925 (Source: Govt Gazette of 13 November 1925)

From Turrumurra (Rohini St at station) via Rohini St, Lane Cove Rd [now Pacific Hwy], Kuring-gai [Chase] Av, Boomerang St, Bobbin Head Rd [including current Nambucca St, Burns Rd], Kuring-gai Chase Rd [also known as The Chase Rd, now part of Bobbin Head Rd] (**North Turrumurra**) to top of Bobbin Hill near “Caution – drive slowly” notice (Kuring-gai Chase). Reverse on return.

Turrumurra – North Turrumurra – Bobbin Head

Circa 1946 (Source: Gregory's Street Directory)

From Turrumurra via Rohini St, Pacific Hwy, Kuring-gai Av, Boomerang St, Bobbin Head Rd [including current Nambucca St, Burns Rd], Kuring-gai Chase Rd (**North Turrumurra**), Farrar Av [last two now part of Bobbin Head Rd] (Bobbin Head).

1963 (Source: RGH notes)

From Turrumurra (Rohini St at station) via Pacific Hwy, Kuring-gai Av, Boomerang St, Bobbin Head Rd (**North Turrumurra**) to Bobbin Head.

From Bobbin Head via Bobbin Head Rd, Boomerang St, Brentwood Av, Eastern Rd, Rohini St to Turrumurra station.

1968 (Source: RGH notes)

Ellalong Rd diversion: Ex Turrumurra from Bobbin Head Rd via Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av to Bobbin Head Rd. Reverse on return.

Turrumurra – Pymble via Bannockburn Rd

1963 (Source: RGH notes)

From Turrumurra (Rohini St at station) via Pacific Hwy, Turrumurra Av, Karuah Rd, Katina St, The Chase Rd, Burns Rd, Bannockburn Rd, Pacific Hwy, railway bridge, Grandview St to Pymble station.

From Pymble (Grandview St at station) via Pacific Hwy, Bannockburn Rd, then reverse route to Karuah Rd, then Eastern Rd, Rohini St to Turrumurra station.

Merrivale Rd diversion (*off-peak*): Ex Turrumurra from Bannockburn Rd via Princes St, Buckra St, Charlton Av, Pentecost Av, Merrivale Rd, Selwyn St to Bannockburn Rd. Reverse on return.

Alterations

- 1968 (Source: timetable)
Normurra Av, North Turrumurra extension/diversion: Either direction, extended from Bobbin Head Rd via Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av to Bobbin Head Rd. Reverse on return.
- 1979 (Source: timetable): Ex Pymble from Pacific Hwy via Telegraph Rd, Merrivale Rd, Selwyn St, to Bannockburn Rd.
- 1983 (Source: timetable): Ex Pymble from Grandview St via Station St, Telegraph Rd (instead of Pacific Hwy).

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Bobbin Head	Fr T ^m urra 18C 28B	M-F	Turrumurra	7.07am	Chase Gates	10.51pm	8 trips	A
		Sat		7.07am		12.27am	9 trips	D
		Sun		7.40am		11.00pm	8 trips	D

A – 2 trips extended from Kuring-gai Chase Gates to Bobbin Head. Extra trip Wednesday night.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – 2 trips extended from Kuring-gai Chase Gates to Bobbin Head.

1 October 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Bobbin Head	Fr T ['] urra 18C 28B	M-F	Chase Gates	6.47amT	Turramurra	6.53pmB	8 trips	A
			Bobbin Head	8.52amT		10.07pmC		
		Sat	Chase Gates	6.47amT		12.12amC	11 trips	D
		Sun		7.42amT		10.22pmC	60	D

A – Base service Turramurra-Kuring-gai Chase Gates. 4 trips extended to Bobbin Head.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – Most trips extended from Kuring-gai Chase Gates to Bobbin Head.

T – To Turramurra.

20 September 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Bobbin Head	Fr T ['] urra 18C 28B	M-F	Chase Gates	7.35amT	Turramurra	7.02pmB	60	A
			Bobbin Head	8.37amT		11.58pmC		
		Sat	Chase Gates	7.35amT		11.58pmC	60	D
		Sun	Turramurra	8.32amB	Bobbin Head	8.06pmT	30	E

A – Base service Turramurra-Kuring-gai Chase Gates. 4 trips extended to Bobbin Head.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – Most trips extended from Kuring-gai Chase Gates to Bobbin Head.

E – Plus later trip Turramurra-Chase Gates.

T – To Turramurra.

November 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Bobbin Head	Fr T ['] urra 16C 26B	M-F	Turramurra	6.25am	Chase Gates	7.06pm	60*	A
		Sat		7.12am	Bobbin Head	4.18pm	60	D
		Sun		9.05am		5.18pm	60	

* More frequent in peak hours.

A – Base service Turramurra-Kuring-gai Chase Gates. 3 trips extended to Bobbin Head.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

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

1 March 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Pymble via Bannockburn Rd	17	M-F	Pymble	6.45am	Pymble	6.23pm	60*	A
		Sat	Turramurra	7.58am		12.32pm	40	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.

Route 224

CITY (Wynyard) – NORTHWOOD – LONGUEVILLE

TAMBOURINE BAY – LANE COVE – NORTHWOOD

- **Extended from Northwood to St Leonards (1950)**
- **Riverview College – Artarmon (*infrequent service, 1933-40*)**

Timeline

24 October 1930: Tambourine Bay – Lane Cove – Northwood commenced by FR (Frank) Ritchie and Mr Gibbons.

June 1931: Partnership altered to FR (Frank) Ritchie and Percy Stiddig.

10 March 1933: Infrequent Riverview College – Artarmon trips (formerly 228) renumbered as part of 224.

1935: Percy Stiddig withdrew from partnership, leaving Frank Ritchie as sole proprietor.

1938/9: Transferred to WE (Bill) Nott.

1940: For a short time Nott re-incorporated his business as Northwood Transport, but soon reverted to the former name.

12 July 1940: Infrequent Riverview College – Artarmon trips transferred to 53.

27 April 1945: Transferred to WA (Bill) & JC (Cec) Johnson.

14 October 1946: Transferred to JH (Jack) Hales.

23 December 1946: Extra route, City (Wynyard) – Northwood, commenced, in response to cancellation of Circular Quay-Figtree ferry. Service originally ran during weekday off-peak and Saturday & Sunday afternoons, but gradually expanded to full time by 1 May 1950.

1 May 1950: Tambourine Bay – Lane Cove – Northwood extended from Northwood to St Leonards.

13 November 1950: Most Tambourine Bay – Lane Cove – Northwood – St Leonards trips reverted to running Tambourine Bay – Lane Cove – Northwood when the Department of Road Transport & Tramways commenced its 295, City (Wynyard) – Lane Cove West (Cope St) via St Leonards & River Rd. (The final two peak-hour trips on 224 to St Leonards continued running between there & Lane Cove West (Mars Rd) until 1971.)

By 1960s:

- Selected Lane Cove – Tambourine Bay (224) and Lane Cove – Lane Cove West (Mars Rd) (169) trips ran in a combined loop 169/224 Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove or reverse (*see combined routes 169/224 following Route 169*).
- Many City (Wynyard) – Northwood trips extended from Northwood to Lane Cove.

13 April 1966: Transferred to Barnes Coaches (JD (Doug) Barnes).

9 October 1970: Transferred to Deane's Coaches (RR (Ron) Deane).

19 July 1971: As 127, 169 & 224 were under common ownership:

- Selected night and Saturday City (Wynyard) – Longueville trips (127) diverted via Northwood.
- Combined 169/224, Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove loop, became standard route for weekday daytime trips in that area.
- Most City (Wynyard) – Northwood trips extended from Northwood to Lane Cove, and peak hour trips further extended from Lane Cove to Tambourine Bay (224).

By 1 September 1974: Weekday off-peak City (Wynyard) – Northwood – Lane Cove (224) trips extended from Lane Cove to Lane Cove West (Mars Rd) (169) via Tambourine Bay.

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 (Mars Rd)

224 City (Wynyard) – Northwood – Longueville.

127 & 224 through-routed during weekday off-peak and Saturday mornings.

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

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

Tambourine Bay – Northwood

Circa 1946 (Source: Gregory's Street Directory)

From Tambourine Bay via Hamilton St, Pengilly St, Fox St, River Rd, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Centennial Av, Sutherland St, Burns Bay Rd (**Lane Cove**), Longueville Rd, Northwood Rd (Northwood).

Circa 1948 (Source: Gregory's Street Directory)

From Tambourine Bay via Hamilton St, Pengilly St, Fox St, River Rd, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Hallam Av, Garling St, Sutherland St, Burns Bay Rd (**Lane Cove**), Longueville Rd, Northwood Rd (Northwood).

Circa 1963 (Source: RGH Notes)

From Northwood (Point Rd) via Northwood Rd, Longueville Rd, Burns Bay Rd (**Lane Cove**), Tambourine Bay Rd, Hamilton St (**Tambourine Bay**), Pengilly St, Fox St, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Hallam Av, Garling St, Sutherland St, Burns Bay Rd (**Lane Cove**), Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (Northwood).

City (Wynyard) – Northwood

1968 (Source: RGH notes)

From City (Wynyard) (York St at Margaret St) via York St, Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Shirley Rd (**Crows Nest**), River Rd, Northwood Rd to Blaxlands Cnr, then Northwood Rd, Cliff Rd, Eva St, Point Rd (Northwood).

From Northwood (Point Rd) via Northwood Rd to Blaxlands Cnr, then Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Margaret St (Wynyard, City).

City (Wynyard) – Northwood – Lane Cove (peak hour trips extended to Tambourine Bay)

1971 (Source: RGH notes)

From City (Wynyard) (Barrack St) via York St, Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Shirley Rd (**Crows Nest**), River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Longueville Rd to Burns Bay Rd (Lane Cove).

From Lane Cove (Longueville Rd at Burns Bay Rd) via Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Tambourine Bay extension (peak hours): Extended from Lane Cove (Longueville Rd at Burns Bay Rd) via Burns Bay Rd, Tambourine Bay Rd, Hamilton St, Pengilly St, Fox St, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd to Longueville Rd.

Timetable Summary

Late 1930s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tambourine Bay-Northwood	29 round trip	M-F	Tamb Bay	6.22am	Northwood	7.20pmT 9.56pmL	30*	A
		Sat		6.22am		7.46pm	AM 30 PM 40	A
		Sun						

* More frequent in peak hours.

A – Day, Tambourine Bay-Northwood. Night, Lane Cove-Northwood. Plus picture bus Monday-Saturday.

L – To Lane Cove tram terminus.

T – To Tambourine Bay.

1945/6

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tambourine Bay-Northwood	29 round trip	M-F	Tamb Bay	6.08am	Northwood	11.08pm	30	
		Sat		7.08am		11.08pm	AM 30 PM 40	
		Sun		6.40am		9.25pm	40	

1 May 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tambourine Bay-Northwood-St Leonards	50 round trip	M-F	Tamb Bay	6.05amL 7.08amS	St Leonards	9.08pmT	30*	A
		Sat		6.40amN 7.20amS		7.55pmT	20**	A
		Sun		6.38am		10.36am	7 trips	A
City (Wynyard)-Northwood	25	M-F	Northwood	7.00am	Wynyard	11.45pm	60*	
		Sat		7.00am		11.30pm	60	
		Sun		1.15pm		9.45pm	60	

* More frequent in peak hours.

** Less frequent in afternoon.

A – Some trips ran Tambourine Bay-Northwood (*not* to St Leonards). Gap in service Saturday. Plus picture bus Monday-Saturday.

L – To Lane Cove tram terminus.

N – To Northwood.

S – To St Leonards.

T – To Tambourine Bay.

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove-Tambourine Bay	13 round trip	M-F	Tamb Bay	6.15am	Tamb Bay	7.10pm	40*	A
		Sat		8.45am		11.19am	40	
		Sun		6.38am		9.28am	4 trips	
City (Wynyard)-Northwood	25	M-F	Northwood	6.15am	Wynyard	8.05pm	60*	
		Sat		8.08am		12.45pm	60	
		Sun						

* More frequent in peak hours.

A – Gap in service.

7 February 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Northwood-Lane Cove	40	M-F	Lane Cove	6.10am	Wynyard	8.30pm	60*	A
		Sat		7.40am		5.15pm	60	B
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

B – Afternoon trips ran Wynyard-Longueville only (*not* via Northwood).

Route 225

TURRAMURRA – WAHROONGA SANITARIUM – FOX VALLEY

WARRAWEE – WAHROONGA SANITARIUM – FOX VALLEY

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

Timeline

As at date of Govt Gazette 13 November 1925: Warrawee – Wahroonga Sanitarium (terminus within grounds) being operated by Donald R Limback.

By the 1930s: Transferred to JG (Vince) Farrell, then or later trading as Warrawee Bus Service.

1950s(?): Extended from Wahroonga Sanitarium to Fox Valley (new residential area) (initially in peak hours, later full time).

December 1962: Transferred to Turramurra-Bobbin Head Bus Co (Deane family), following death of Mr Farrell.

Early 1963: Off-peak trips altered to run Turramurra – Wahroonga Sanitarium – Fox Valley (peak hour trips remained as Warrawee – Wahroonga Sanitarium – Fox Valley).

By 26 February 1973: Selected off-peak trips diverted via Warrawee Valley to cover 160.

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

24 July 1985: 160 & 225 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):

573 Turramurra – Warrawee Valley

574 Turramurra – Wahroonga Sanitarium – Fox Valley

Warrawee – Wahroonga Sanitarium – Fox Valley

Streets

Warrawee – Wahroonga Sanitarium

1925 (Source: Govt Gazette of 13 November 1925)

From Warrawee (Heydon Av at station) via Heydon Av, Lane Cove Rd [now Pacific Hwy], Fox Valley Rd to Wahroonga Sanitarium. Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Warrawee (station) via Heydon Av, Pacific Hwy, Fox Valley Rd (Wahroonga Sanitarium).

Warrawee – Wahroonga Sanitarium – Fox Valley

Early 1960s (Source: RGH Notes)

From Warrawee (Heydon Av at station) via Heydon Av, Pacific Hwy, Fox Valley Rd (diverting into Wahroonga Sanitarium grounds), The Broadway, Leuna Av to Morona Av (Fox Valley).

From Fox Valley (Leuna Av at Morona Av) via Leuna Av, The Broadway, Fox Valley Rd (diverting into Wahroonga Sanitarium grounds), Pacific Hwy, Borambil St to Warrawee station.

Turramurra – Wahroonga Sanitarium – Fox Valley

1963 (Source: RGH notes)

From Turramurra (William St at station) via William St, Pacific Hwy, Fox Valley Rd (diverting into Wahroonga Sanitarium grounds), The Broadway, Leuna Av to Morona Av (Fox Valley). Reverse on return.

Alteration

1970 (Source: timetable): Ceased to divert into Wahroonga Sanitarium grounds.

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		
Warrawee-Wahroonga Sanitarium	12	M-F	Sanitarium	8.06am	Warrawee	9.24pm	30-120	
		Sat		8.06am		9.24pm	30-120	
		Sun		9.07am		9.11pm	10 trips	

Circa 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warrawee-Wahroonga Sanitarium	12	M-F	Warrawee	7.30am	Sanitarium	9.05pm	30	
		Sat		8.31am		8.05pm	AM 60 PM 30	
		Sun		10.24am		8.05pm	AM 60 PM 30	

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warrawee-Wahroonga Sanitarium†		M-F	Warrawee	7.25am	Sanitarium	8.05pm§	30	A
		Sat						
		Sun						

† Selected trips extended to Fox Valley.

§ Estimated time.

A – Gap in service. 4 trips extended from Wahroonga Sanitarium to Fox Valley.

October 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Fox Valley	9	M-F	Fox Valley	9.07am	Turramurra	3.00pm	60	
		Sat						
		Sun						
Warrawee-Fox Valley	11	M-F	Fox Valley	6.51am	Warrawee	6.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).