



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 226 – 244

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 226

WAHROONGA – TURRAMURRA – PYMBLE via Eastern & Merrivale Rds

Timeline

As at date of Govt Gazette 13 November 1925: Wahroonga – Turramurra being operated by Elliott Bros (Athol V & Ronald E Elliott).

1931: 202, Pymble – Turramurra, transferred from Wood Bros to Elliott Bros and amalgamated with 226, as 226, Wahroonga – Turramurra – Pymble.

By 1941: Operated by Ronald Elliott, still trading as Elliott Bros.

May 1958: Transferred to RR (Ron) Deane.

October 1959: Pymble – Turramurra via Merrivale Rd, transferred to RR Harney (who was RR (Ron) Deane's brother-in-law) & renumbered 63, leaving 226 as Turramurra – Wahroonga via Eastern Rd.

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

By 1967: Rerouted via North Wahroonga (new suburb).

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 575 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*).
- New 576, which covered some of the route between Turramurra and East Wahroonga on weeknights and weekends, also commenced.

Streets

Turramurra – Wahroonga

1925 (Source: Govt Gazette of 13 November 1925)

From Wahroonga (reserve at station at Railway [now Illoura] Av) via Railway Av, Stuart St, Cleveland St, Grosvenor St, Junction Rd, Allans Lane [now part of Wahroonga Av], Wahroonga Av, Braeside St, Eastern Rd, Rohini St to Turramurra station. Reverse on return.

By 1929 Railway Av, Wahroonga had been renamed Illoura Av.

Wahroonga – Turramurra – Pymble

Circa 1946 (Source: Gregory's Street Directory)

From Wahroonga (station) via Millewa Av, Illoura Av, Stuart St, Cleveland St, Burns Rd, Grosvenor St, Sir Edgeworth David Av [probably now Junction Rd], Eastern Rd, Rohini St (**Turramurra**), Pacific Hwy, Kuring-gai Av, Boomerang St, Pentecost Hwy [now Av], Merrivale Rd, Telegraph Rd, Pacific Hwy, Grandview St (Pymble).

Alteration

October 1961 (Source: T&BT): Extended via Eastern Rd, Grosvenor St & Carrington Rd.

Turramurra – Wahroonga

1963 (Source: RGH notes)

From Turramurra (Rohini St at station) via Eastern Rd, Trentino Rd, Burns Rd, Hampden Av, Gladys Av, Junction Rd, Eastern Rd, Carrington St, Grosvenor St, Burns Rd, Cleveland St, Stuart St, Coonanbarra Rd, Millewa Av to Wahroonga station.

From Wahroonga (Millewa Av at station) via Illoura Av, Stuart St, then reverse route to Trentino Rd, then Eastern Rd, Brentwood Av, Turramurra Av, Pacific Hwy, Rohini St to Turramurra station.

Trips direct via Eastern Rd: Ex Turramurra from Eastern Rd/Trentino Rd via Eastern Rd, Carrington Rd. Reverse on return.

Alterations

- *January 1965 (Source: T&BT):* Ex Turramurra from Burns Rd via Clissold Rd, Cherrywood Av, [Hampden Av,] Gladys Av. Reverse on return.
- *1967 (Source: RGH notes/timetable) (trips via North Wahroonga):* From Carrington Rd/Grosvenor St, via Grosvenor St, Fisher Av, Curtin Av, Grosvenor St to Carrington Rd.
- *1982 (Source: timetable) (North Wahroonga trips):* Via Page St instead of Fisher Av.
- *1984 (Source: timetable):* Ex Turramurra from Cherrywood Av via Hampden Rd, Boundary Rd, Westbrook Av, Junction Rd, Eastern Rd, Boundary Rd, Wahroonga Av, Carrington Rd. Reverse on return.
- *1984 (Source: timetable)*
Esk St diversion: From Westbrook Av/Boundary Rd via Westbrook Av, Esk St, Huon St, Westbrook Av to Boundary Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Wahroonga	21	M-F	Turramurra	6.10am	Wahroonga	7.24pm	60	A
		Sat		6.10am		2.34pm	60	
		Sun						

A – Extra trips Friday night.

1940s/50s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Wahroonga	15	M-F	Turramurra	7.16am	Turramurra	6.33pm	60*	A
		Sat		7.16am	Wahroonga	6.35pm	60	B
		Sun						
Turramurra-Pymble	15	M-F	Turramurra	6.50am	Pymble	6.30pm	60*	
		Sat		7.57am		7.18pm	60	C
		Sun						

Trips through-routed between Wahroonga and Pymble during M-F off-peak and Saturdays.

* More frequent in peak hours.

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

B – Plus short-working/s before first trip & after last trip shown. Gap in service. Plus picture bus Saturday night.

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

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-Wahroonga	18	M-F	Turramurra	7.10am	Turramurra	6.28pm	60*	A
		Sat		7.50am	Wahroonga	11.11am	60	A
		Sun						

* More frequent in peak hours.

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

Route 227

WATSONS BAY – ROSE BAY – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Comfort Coach Co (a subsidiary of Dalgety & Co).

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Watsons Bay (South Head Rd at Gap Rd [now Old South Head Rd approx opposite Russell St]) via [now Old] South Head Rd, Salisbury St, Gladstone St [now part of Hopetoun Av], Hopetoun Av (**Vaucluse**), New South Head Rd (**Rose Bay, Double Bay**), Bayswater Rd (**Kings Cross**), Victoria St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

1926 (Source: Govt Gazette of 15 October 1926)

From Watsons Bay (South Head Rd at Gap Rd [now Old South Head Rd approx opposite Russell St]) via [now Old] South Head Rd, Salisbury St, Gladstone St [now part of Hopetoun Av], Hopetoun Av (**Vaucluse**), New South Head Rd (**Rose Bay, Double Bay**), Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Watsons Bay-Central Railway	48	M-F	Watsons Bay	6.46am	Central Rly	12.07am	15-30	
		Sat		6.46am		12.07am	15-30	
		Sun		8.31am		12.07am	15-30	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Watsons Bay-Central Railway	50	M-F	Central Rly	6.33am	Central Rly	12.23am	10	
		Sat		6.33am		12.23am	10	
		Sun		8.23am		11.33pm	AM 20 PM 10	

Route 227

SYDENHAM – STANMORE Fire Station

Timeline

1953: Renumbered & curtailed from part of 222. Operated by Sydenham Bus Service (Mrs Priscilla Warren).

8 April 1965: Transferred to Tempe Bus Service (Appleby & Nelson).

6 December 1965: 120, 129 & 227 amalgamated as 129, Rockdale – Sydenham – Stanmore – Lilyfield – Rozelle.

Streets

Circa 1962 (Source: Collins Street Directory)

From Sydenham (Railway Pde at station) via Marrickville Rd, Buckley St, Sydenham Rd, Fitzroy St, Edinburgh Rd, Edgeware Rd (**Enmore**), Stanmore Rd, Merchant St, Cambridge Rd to Stanmore station (route to Stanmore Fire Station?).

From Stanmore (Cambridge Rd/Holt St at station) via Holt St, Stanmore Rd, then reverse route to Sydenham Rd, then Railway Pde to Sydenham station.

Timetable Summary

10 October 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Stanmore Fire Station	Fr Syd 11S 14F	M-F	Stanmore FS	6.20am	Stanmore FS	9.45pm	A	
		Sat		7.45amY	Sydenham	6.30pmF	A	
		Sun	Sydenham	9.30amS		6.30pmF	B	

A – Base service, Sydenham-Stanmore station 30. Most trips extended to Stanmore Fire Station.

B – Morning, Sydenham-Stanmore station 60. Afternoon, Sydenham-Stanmore station 60, Sydenham-Stanmore Fire Station 120.

F – To Stanmore Fire Station.

S – To Stanmore station.

Y – To Sydenham.

Route 228

WAVERLEY (Birrell St) – BONDI JUNCTION – CENTRAL RAILWAY

Timeline

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

- Bronte Motors (JH Cumming)
- Walters & Phillips
- City & Suburban Safety Coaches.

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 Waverley (Alfred St at Hewlett St) via Alfred St, Birrell St, Cowper St [now Bronte Rd] (**Bondi Junction**), 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 Waverley.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway via Eddy Av, 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		
Waverley-Central Railway	30	M-F	Waverley	6.20am	Central Rly	12.45am	30-40	
		Sat		6.20am		12.45am	30-40	
		Sun		7.40am		11.15pm	30-40	

Second operator

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Waverley-Central Railway	30	M-F	Waverley	6.10am	Central Rly	12.35am	10-20	
		Sat		6.10am		12.35am	10-20	
		Sun		7.50am		11.35pm	10-20	

Route 228

ARTARMON – TAMBOURINE BAY (Riverview College)

Timeline

17 March 1932: Commenced by Frank Ritchie & Percy Stiddig.

10 March 1933: Most trips ceased due to lack of patronage. Remaining three school trips renumbered 224.

Streets

1932 (Source: "Terminus Please" by LB Manny)

From Tambourine Bay (Riverview College) via Riverview St, Tambourine Bay Rd, Burns Bay Rd (**Lane Cove**), Longueville Rd, Parklands Av, Nundah St, Ralston St, Mowbray Rd, Hampden Rd to Artarmon station.

Route 228

HURSTVILLE – CARSS PARK via Conway Rd [now southernmost part of Woniora Rd]

Timeline

Circa 1949: Commenced by Jamieson Bus Service. Operated in conjunction with 109 & 197.

By 27 July 1953: Renumbered part of 109 (but service continued largely unaltered).

Streets

1950s (Source: Frank Goldthorpe)

From Hurstville (Ormonde Pde at station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd, Blakesley Rd, Woniora Rd, Forster St, Conway Rd [now part of Woniora Rd], Currawang St, Carwar Av to Carss Park entrance.

Timetable Summary

1950s

See also 109

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carss Park	12	M-F	Hurstville	8.53am	Carss Pk	3.05pm	30	
		Sat						
		Sun						

Route 228

EASTWOOD – MIDWAY – RYDE via Bridge Rd

(Midway is located at corner of North & Lovell Rds.)

Timeline

12 September 1966: Renumbered from part of 85. Operated by Hunters Hill Bus Co (John A Gilbert family, majority shareholder, KA (Ken) Butt, manager).

15 November 1976: Rerouted to replace Eastwood – Midway – Fiveways part of 85 as part of rearrangement of 85, 141 & 228.

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

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

532 Ryde – Midway

544 Eastwood – Bridge Rd

Streets

From 12 September 1966 (Source: RGH notes/timetable)

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

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

Alterations

- *1972 (Source: timetable):* To approach Eastwood via Ethel St instead of Rowe St. Terminus in Ethel St at Railway Pde.
- *From 15 November 1976 (Source: RGH notes/timetable):* Ex Eastwood from North Rd via Threlfall St, Abuklea Rd, Bridge Rd. Reverse on return.

Timetable Summary

12 September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde	16	M-F	Ryde	6.40am	Eastwood	7.45pm	40	A
		Sat		7.03am		7.28pm	40	B
		Sun						

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

B – Gap in service.

15 November 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde	21	M-F	Ryde	7.23am	Eastwood	6.49pm	60*	A
		Sat		7.33am		1.08pm	60	
		Sun						

* More frequent in peak hours.

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

Route 229

WAVERLEY CEMETERY – BONDI JUNCTION – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by J Hynes. May have also been operated by Mrs ME Gail/Gail family (at least until 19 February 1925) and/or Comfort Coach Co (a subsidiary of Dalgety & Co).

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Waverley Cemetery (Macpherson St at St Thomas St) via Macpherson St, Albion St, Leichhardt St, Cowper St [now Bronte Rd] (**Bondi Junction**), 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 Waverley.

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Waverley Cemetery-Central Railway	30	M-F	Waverley Cem	6.55am	Central Rly	8.04pm	70-90	
		Sat		6.55am		11.40pm	70-90	
		Sun		8.05am		11.40pm	70-90	

Route 229

RUSHCUTTERS BAY – DARLINGHURST

Timeline

1932: Feeder service commenced by Mrs Monaghan.

27 August 1935: Taken over by Department of Road Transport & Tramways as 4.

Route 229

KOGARAH – BEXLEY NORTH – ROSELANDS

Timeline

February 1971: Commenced by EH Blythe. (May have operated as 68(R) for a short period.)

May 1984: Transferred to Bexley Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1985: Transferred to Canterbury Bus Lines (also part of Highway Tours).

18 December 1985: 39, 92 & 229 amalgamated as 39, Campsie – Belfield – Roselands – Bardwell Park.

Streets

1968 (Source: RGH notes)

From Kogarah (Station St at station) via Paine St, Queen Victoria St, Forest Rd, Besborough Av, Donnan St, Henderson Rd, Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd, Bexley Rd (**Bexley North**), Homer St, Kingsgrove Rd, Moorefields Rd, King Georges Rd, Roselands Dr to Roselands shops.

From Roselands (shops) via Roselands Av, King Georges Rd, then reverse route to Kogarah station.

Timetable Summary

July 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Roselands	28	M-F	Kogarah	8.40am	Roselands	5.30pm	60	
		Sat		7.45am		12.15pm	60	
		Sun						

Route 230

WAVERLEY (various termini) – BONDI JUNCTION – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Waverley (Cuthbert St) – Central Railway being operated by Cuthbert St Motor Bus Co (John W Shand). May have also been operated by Comfort Coach Co (a subsidiary of Dalgety & Co).

By date of Govt Gazette 22 February 1929: Extended in Waverley from Cuthbert St to Queens Park.

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

Streets

Waverley (Cuthbert St) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Waverley (Cuthbert St at Denison St) via Cuthbert St, Newland St, Birrell St, Cowper St [now Bronte Rd] (**Bondi Junction**), 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 Waverley.

Alteration

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

Waverley (Queens Park) – Central Railway

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Cuthbert St/Denison St via Denison St, Victoria St [now Queens Park Rd], York Rd to near Victoria St (Queens Park). 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		
Waverley-Central Railway	26	M-F	Waverley	6.47am	Central Rly	8.17pm	30	A
		Sat		7.17am		12.17am	30	
		Sun		7.47am		11.17pm	30	

A – Extra trips Friday night.

Route 231

DUMBLETON – FERGUSONS NURSERY, WEST BEXLEY – NEWTOWN – CENTRAL RAILWAY

(Dumbleton was renamed Beverly Hills in 1940.)

(Ferguson's Nursery was located on the site of Kingsgrove High School.)

Timeline

As at date of Govt Gazette 13 November 1925: Fergusons Nursery – Central Railway being operated by Jack Iffland.

1926: Extended from Ferguson's Nursery to Dumbleton.

1927: Ceased.

Streets

Fergusons Nursery, West Bexley – Newtown – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Fergusons Nursery, West Bexley (Stoney Creek Rd at Croydon Rd) via Stoney Creek Rd, Forest Rd, Rocky Point Rd [now Princes Hwy], 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 Fergusons Nursery, West Bexley.

Dumbleton – Newtown – Central Railway

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Extended from Fergusons Nursery, West Bexley via Stoney Creek Rd to Belmore [now King Georges] Rd (Dumbleton). Reverse on return.

Route 231

WENTWORTHVILLE – GIRRAWEEN

Timeline

By date of Govt Gazette 22 June 1928: Commenced by David Reeve.

Later in 1928: Ceased.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Wentworthville (Kings Hwy [now The Kingsway] at station) via Kings Hwy, Dunmore St, Wentworth St [now Pendle Way], Gilba Rd, Targo Rd, Girraween Rd (**Girraween**), Magowar Rd, Wentworth St [now Pendle Way], Dunmore St, Kings Hwy to Wentworthville station.

Route 232

WILLOUGHBY PARK – NORTHBRIDGE – MILSONS POINT

Timeline

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

- Russell & Blackwell
- A Sammins
- May have also been operated by White Transit Co (Charles H Hicks).

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Willoughby Park (McClelland St at Warrane Rd) via McClelland St, High St, Mowbray Rd, Chiltern Rd, Frenchs Rd (**Willoughby**), Alpha Rd, Sailors Bay Rd (**Northbridge**), Strathallen Av, Suspension [now Cammeray] Bridge, Miller St (**Cammeray, North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

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		
Willoughby Park-Milsons Point	35	M-F	Willoughby Pk	6.32am	Milsons Pt	11.23pm	75	
		Sat		6.32am		11.23pm	75	
		Sun		6.45am		11.10pm	75	

Second operator

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Willoughby Park-Milsons Point	35	M-F	Willoughby Pk	6.02am	Milsons Pt	11.49pm	20-60	
		Sat		6.02am		11.49pm	20-60	
		Sun		7.33am		11.31pm	30-75	

Route 233

WILLOUGHBY (Edinburgh Rd) [in current Castlecrag] – CROWS NEST – MILSONS POINT

Timeline

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

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 Willoughby (Edinburgh Rd at Lyle St [now Eastern Valley Way]) via Edinburgh Rd, High St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Lane Cove Rd [now Pacific Hwy], Berry St (**North Sydney**), Walker St, Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended from Edinburgh Rd/Lyle St via Edinburgh Rd to The Postern. 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		
Willoughby (Edinburgh Rd)-Milsons Point	28	M-F	Edinburgh Rd	6.02am	Milsons Pt	11.44pm	15-30	
		Sat		6.02am		11.44pm	15-30	
		Sun		7.59am		11.29pm	15-30	

Route 233

MASCOT AERODROME [now Sydney Airport] – MASCOT – ZETLAND

Timeline

March 1949: Mascot Aerodrome (also known as Kingsford Smith Aerodrome) – Mascot Post Office (Botany Rd/King St) commenced by LV Tuckwell.

?: Extended from Mascot Post Office to Royal South Sydney Hospital, Zetland.

1953: Transferred to RJ Mooney.

October 1953: Transferred to RL Moon.

September 1956: Transferred to Jack Yendle.

July 1960: Ceased due to lack of patronage. Later partly replaced by extension of Department of Government Transport 302 & 303.

Streets

1952 (Source: timetable)

From Zetland via Joynton Av, Rothschild Av, Morley Av, Primrose Av, Gardeners Rd, (?), Coward St (**Mascot**), Old Botany Rd [now O’Riordan St], (?), Lords Rd, roadways administered by the Department of Civil Aviation (Mascot Aerodrome).

Route 234

WOOLWICH (Valentia St Wharf) – GLADESVILLE

(Destination signs for short-workings terminating at Hunters Hill shops were at one time “Figtree” and later, when the roads associated with the new Gladesville Bridge opened in 1963, “Hunters Hill Overpass”).

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Walter J Bruce.

By date of Govt Gazette 22 June 1928: Selected trips diverted via High St [now in Boronia Park].

1929/30: Transferred to Richard Smith.

21 August 1931: Operator incorporated as Hunters Hill Omnibus Co (later Hunters Hill Bus Co).

1941(?): Hunters Hill Bus Co transferred to John A Gilbert family, majority shareholder (CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

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

23 July 1990: As part of general reorganisation of North & Western’s routes:

- Renumbered 538 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- 537, Chatswood – Woolwich, in the Sydney Region Route Number System (*see Private Route Histories – Routes ceased without replacement*), also commenced, sharing with 538 between Woolwich and Hunters Hill.

General note: During periods when Valentia St Wharf was closed temporarily for repairs (eg, in mid-1981 & January 1986), an additional peak hour service ran Valentia St Wharf – Gladesville Wharf (Huntleys Point Rd).

Streets

Woolwich (Valentia St Wharf) – Gladesville via Ryde Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Woolwich (Valentia St at wharf) via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Gladesville Rd, Ryde Rd, Pittwater Rd to Great North [now Victoria] Rd (Gladesville). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Woolwich [Valentia St at wharf] via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Joubert St, Gladesville Rd, Ryde Rd, Pittwater Rd (Gladesville).

Woolwich (Valentia St Wharf) – Gladesville via High St

1925 (Source: Govt Gazette 22 June 1928)

From Woolwich (Valentia St at wharf) via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Gladesville Rd, Ryde Rd, Blaxland St, High St, Pittwater Rd to Great North [now Victoria] Rd (Gladesville). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Woolwich [Valentia St at wharf] via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Joubert St, Gladesville Rd, Ryde Rd, Blaxland St, High St, Pittwater Rd (Gladesville).

Woolwich (Valentia St Wharf) – Gladesville via Ryde Rd & High St

1963 (Source: RGH notes)

From Woolwich (Valentia St at wharf) via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Gladesville Rd, Ryde Rd, Blaxland St, Princes St, Park Rd, High St, Pittwater Rd to Victoria Rd (Gladesville). Reverse on return.

Alteration

1967 (Source: RGH notes)

Barons Cr diversion: Ex Woolwich from Park Rd via Barons Cr to end, then Barons Cr, Blaxland St to High St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	25	M-F	Gladesville	7.05am	Woolwich	7.20pm	30	A
		Sat		7.05am		7.20pm	30	
		Sun		1.00pm		10.50pm	60	

A – Extra trips Friday night.

17 August 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	28	M-F	Gladesville	6.48am	Woolwich	7.39pm	30	A
		Sat		6.48am		7.37pm	AM 30 PM 60	A
		Sun		1.40pm		11.07pm	60	

A – Extra trips Friday night. Plus picture bus Wednesday & Saturday nights.

4 November 1936

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	27	M-F	Gladesville	6.21am	Woolwich	11.02pm	30	A
		Sat		9.36am		11.02pm	AM 30 PM 40	B
		Sun		7.38am		11.08pm	60	A

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

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

22 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	25	M-F	Gladesville	5.59am	Woolwich	10.57pm	30*	A
		Sat		6.06am		11.03pm	AM 30 PM 60	A
		Sun		8.40am		8.03pm	60	A

* More frequent in peak hours.

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

8 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	21	M-F	Gladesville	6.00am	Woolwich	7.55pm	60*	
		Sat		7.32am		6.54pm	60	
		Sun						

* More frequent in peak hours.

Route 235

HURSTVILLE – WONIORA RD, BLAKEHURST – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (*weekends and Public Holidays*)**

Timeline

As at date of Govt Gazette 13 November 1925: Woniara Rd, Blakehurst – Rockdale (extended from Rockdale to Brighton-le-Sands on weekends and Public Holidays) being operated by E Dews.

December 1927: Extended from Woniara Rd to Hurstville.

By date of Govt Gazette 22 June 1928: Ceased. Replaced by 197 on a similar route by date of Govt Gazette 22 February 1929.

Streets

Woniara Rd, Blakehurst – Rockdale (*selected trips extended from Rockdale to Brighton-le-Sands*)

1925 (Source: Govt Gazette of 13 November 1925)

From Blakehurst (Blakesley Rd at Woniara Rd) via Blakesley Rd, Woids Av, Planthurst St, Park Rd, Tanners Av, Andover St, Hampden Court Rd, Garfield St, Railway Pde (**Carlton, Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St to near Rocky Point Rd (Rockdale). Reverse on return.

Brighton-le-Sands extension: Extended from Rockdale via Bay St, The Grand Pde to near Bay St (Mondays to Saturdays) or at Princess St (Sundays & Public Holidays). Return via The Grand Pde, Princess St, The Avenue [now Moate Av], Bay St, King St.

Hurstville – Woniara Rd, Blakehurst – Rockdale

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Blakesley Rd/Woniara Rd via Blakesley Rd, Woniara Rd, Butler Rd, Ormonde Pde to Hurstville station. Return via Ormonde Pde, Railway St, Woniara Rd, Blakesley Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Woniora Rd-Rockdale†	32	M-F	Woniora Rd	6.25amC	Brighton	3.50pmW	A		
				9.19amR	Carlton	6.46pmW			
				10.14amB					
		Sat		6.24amC	Brighton	4.52pmW			D
				9.20amR	Carlton	11.30pmW			
				2.12pmB					
Sun		1.10pmB	Brighton	4.54pmW	E				
			Carlton	8.05pmW					

† Selected trips to Brighton-le-Sands on weekends & Public Holidays.

A – Base service Woniora Rd-Carlton 60. 4 trips extended to Brighton-le-Sands. 2 trips extended to Rockdale.

B – To Brighton-le-Sands.

C – To Carlton.

D – Base service Woniora Rd-Carlton 60. 3 trips extended to Brighton-le-Sands, 3 trips extended to Rockdale.

E – Base service Woniora Rd-Carlton 60. 4 trips extended to Brighton-le-Sands.

R – To Rockdale.

W – To Woniora Rd.

Route 236

WYONG RD, MOSMAN – SPIT JUNCTION – MUSGRAVE ST WHARF

- **Post 31 October 1931 feeder: QUEEN ST, MOSMAN – MUSGRAVE ST WHARF**

(Musgrave St Wharf is now known as Mosman South Wharf.)

Timeline

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

31 October 1931:

- Ceased as competitive with Government tram services under State Transport (Co-ordination) Act.
- 204 provided a replacement service in North Cremorne from 1932.

1931/32: Recommenced as a feeder, Musgrave St Wharf – Queen St, Mosman. Then or earlier operated by Paddison Bros (Herbert E & Roland R Paddison).

16 January 1933: Extended in Mosman from Queen St to Raglan St/Military Rd. The route was then deemed partly competitive with trams under the State Transport (Co-ordination) Act and paid tax.

19 April 1933: Taken over by Department of Road Transport & Tramways. On 8 May 1933 combined with 156 & extended as:

Musgrave St Wharf – Spit Junction – Balmoral Heights (Wyargine St)

Musgrave St Wharf – Spit Junction – Mosman (Medusa St).

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Wyong Rd, Mosman (at Macpherson St) via Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Raglan St, Musgrave St to wharf. 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		
Musgrave St Wharf-Wyong Rd, Mosman	18	M-F	Wyong Rd	7.42am	Musgrave St	12.15am	30	
		Sat		7.42am		12.15am	30	
		Sun		7.10am		12.25am	30	

Route 237

RAMSGATE – BRIGHTON-le-SANDS – MASCOT (Lauriston Park) – KENSINGTON – CENTRAL RAILWAY via Botany & Gardeners Rds & Darlinghurst

- **Post 31 October 1931 feeder: RAMSGATE – BRIGHTON-le-SANDS – KENSINGTON (Doncaster Av) (later extended from Kensington to Raleigh Park in peak hours)**

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

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

Timeline

As at date of Govt Gazette 13 November 1925: Mascot (King St/Botany Rd) – Central Railway being operated by The Doncaster & Rosebery White Transit Co (T Stalker & W Langford).

By date of Govt Gazette 15 October 1926: Extended in Mascot from King St/Botany Rd to Lauriston Park.

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

By 1929: Extended from Mascot to Brighton-le-Sands.

Circa 1930:

- Some trips continued to run to Lauriston Park – Central Railway.
- An additional special Sunday service ran Mascot (King St) – Mascot Aerodrome.

31 October 1931: Classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act, but relicensed as a feeder, Kensington (Doncaster Av) – Mascot – Brighton-le-Sands.

1933: Selected Kensington – Brighton-le-Sands trips diverted via Lauriston Park (also serving Mascot Aerodrome) at request of Mascot Council (ceased later in 1933).

5 October 1933: Extended from Brighton-le-Sands to Ramsgate.

15 August 1934: Extended from Kensington (Doncaster Av) to Raleigh Park (probably at peak hours only).

8 December 1934: Taken over by Department of Road Transport & Tramways & extended as 3 City (Eddy Av, Central Railway) – Kensington – Mascot – Dolls Point.

Streets

Mascot – Kensington – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

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

Mascot (Lauriston Park) – Kensington – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Mascot (Lauriston Park) (Ross Smith Av at Roslyn St) via Ross Smith Av, Roslyn St, Lords Rd, Melrose St [last three, former streets], Ross Smith Av, Old Botany Rd [now O'Riordan St], High St, Botany Rd, Gardeners Rd, Anzac Pde (**Kensington**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

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		
Mascot-Central Railway	40	M-F	Mascot	6.00am	Central Rly	12.20am	40-60	
		Sat		6.00am		12.20am	40-60	
		Sun		8.00am		11.22pm	50-70	

Route 237

SUTHERLAND – PRICES AV [in current Woronora]

SUTHERLAND – PRINCE EDWARD PARK [in current Woronora] – MENAI – ILLAWONG – PADSTOW

Timeline

11 February 1935: Sutherland – Woronora River commenced by GH Ramsay.

December 1948: Transferred to Mayman Bros.

By 11 September 1950: Routes were (both daily service):

Sutherland – Prices Av [now Circ]

Sutherland – Prince Edward Park

By 1956: School trips ran Sutherland – Menai.

By 1960s: Sutherland – Prices Av reduced to selected trips.

July 1966: Transferred to Woronora Bus Co (DL (Doug) & E Smith/family)

November 1980: Extended to become Sutherland – Prince Edward Park – Menai – Illawong – Padstow, making use of the Alford's Point Bridge (opened in 1973), with selected trips to/diversions via Prices Av.

By 1984: Operator's name changed to Menai Bus Service.

July 1987: Doug Smith died and service passed to his family/estate.

16 November 1987: Reorganised & renumbered in to the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*):

960 Sutherland – Padstow direct

961 Sutherland – Padstow via Illawong *or* Alford's Point

962 Sutherland – Menai

963 Sutherland – Alford's Point

Streets

Sutherland – Prince Edward Park

Circa 1946 (Source: Gregory's Street Directory)

From Sutherland via East Pde, Oxford St, The Boulevarde [now part of Linden St], Linden St, Bridge St, Mersey St, Derwent St [now Prince Edward Park Rd], Thorp Rd (Price Edward Park).

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland via East Pde, Oxford St, Linden St, Moira St [now Galga St], River Rd, Mersey St [now River Rd, Prince Edward Park Rd], Derwent St [now Prince Edward Park Rd], The Crescent (Prince Edward Park).

1970 (Source: RGH notes)

From Sutherland (East Pde at station) via Oxford St, Linden St, River Rd, Prince Edward Park Rd (Prince Edward Park).

From Prince Edward Park via reverse route to Linden St, then Flora St, East Pde to Sutherland station.

Sutherland – Prices Av

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland via East Pde, Oxford St, Linden St, Moira St [now Galga St], River Rd, [old] Woronora Bridge, Menai Rd, Prices Av [now Cct].

1970 (Source: RGH notes)

From Sutherland (East Pde at station) via Oxford St, Linden St, River Rd, [old] Woronora Bridge, Menai Rd, Prices Av [now Cct].

From Prices Av via reverse route to Linden St, then Flora St, East Pde to Sutherland station.

Alteration

Mid-1970s: Rerouted via the full circuit of Prices Av [now Cct], when the road was fully opened.

Sutherland – Menai – Illawong – Padstow

1983 (Source: RGH notes)

From Sutherland (East Pde at station) via Oxford St, Linden St, River Rd, Menai Rd (**Menai**), Old Illawarra Rd, Fowler Rd to Bignell St (**Illawong**), then Fowler Rd, Old Illawarra Rd, Alford's Point Rd, Davies Rd, Windsor Rd, Faraday Rd, Padstow Pde, Howard Rd to Padstow station.

From Padstow (Howard Rd at station) via Faraday Rd, then reverse route to Linden St, then Flora St, East Pde to Sutherland station.

Timetable Summary

11 September 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Prince Edward Park	13	M-F	Pr Edward Pk	5.35am	Pr Edward Pk	7.30pm	60*	A
		Sat		6.03am		7.25pm	60	B
		Sun	Sutherland	8.00am	Pr Edward Pk	8.15pm	60	
Sutherland- Princes Av	15	M-F	Princes Av	6.00am	Princes Av	6.12pm	8 trips	
		Sat		8.30am		12.15pm	5 trips	
		Sun	Sutherland	10.30am		5.45pm	3 trips	

* More frequent in peak hours.

A – Extra trip Friday. Plus picture bus Wednesday.

B – Plus picture bus Saturday night.

Circa 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Prince Edward Park	15	M-F	Pr Edward Pk	5.42am	Sutherland	6.35pm	40	
		Sat		7.18am		1.15pm	30	A
		Sun						

A – Plus late afternoon trip.

Circa 1982

Additional to Sutherland-Prince Edward Park shown above

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Padstow	25	M-F	Padstow	6.30am	Sutherland	6.40pm	6 trips	A
		Sat						
		Sun						

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

May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Prince Edward Park-Padstow	Fr Suth 35P 30L	M-F	Sutherland	5.46am	Padstow	6.25pm	70*	A
		Sat	Illawong	8.00amS	Sutherland	12.30pmI	60	
		Sun						

* More frequent in peak hours.

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

I – To Illawong.

P – To Padstow.

S – To Sutherland.

Route 238

COMO – CARAVAN HEAD – COMO (bidirectional loop)

COMO – THE BONNETT

JANNALI – CARAVAN HEAD – JANNALI (bidirectional loop)

JANNALI – COMO WEST (The Bonnett)

JANNALI – KAREELA – NORTH SUTHERLAND (Alpita St)

JANNALI – NORTH SUTHERLAND (Waratah St)

- **Jannali – Sixth Av (shopping service)**

(Caravan Head is in the suburb of Oyster Bay.)

(Until 1972, Como station was located at the southern end of Como railway bridge.)

(Kareela was originally known as Sylvan Headland estate.)

(The Bonnett is now known as Como West.)

Timeline

9 August 1938: Commenced by V Brittain:

Como – Caravan Head (*not* a loop)

Como – Como West (The Bonnett)

By 1946: Transferred to JT (Mick) Jennings.

April 1948: Transferred to Sutherland Bus Service (Allan Small), after being temporarily run by Reo Motors.

1952: Transferred to Como Bus Service (Coleman family).

By 2 September 1956: Services partly reoriented so that the main railway station served was Jannali rather than Como. Services at that date were:

Como – Caravan Head – Como (bidirectional loop, mainly peak hour)

Como – Como West (The Bonnett) (mainly peak hour service)

Jannali – Caravan Head – Jannali (bidirectional loop)

Jannali – Como West (The Bonnett) (mainly off-peak service)

June 1962: Extra service Jannali – Sylvania Heights approved (believed never operated, although Alpita St, North Sutherland (*see below*) is located between those points).

By 15 August 1969:

- Additional routes commenced:
 - Jannali – Como West (Currah Rd) (shopping service)
 - Jannali – North Sutherland (Alpita St) via Eighth Av
 - Jannali – North Sutherland (Waratah St)
 - Jannali – Sixth Av (shopping service)
- Operator's name altered to Jannali-Como Bus Service, due to main routes being based on Jannali rather than Como.

By 1 October 1971: Jannali – North Sutherland (Alpita St) service extended via Kareela (new suburb).

By November 1973: Services from Como ceased at the same time as or following the relocation of Como station in November 1972. Other routes rationalised as:

Jannali – Caravan Head – Jannali (bidirectional loop)

Jannali – Kareela – North Sutherland (Alpita St)

Jannali – Como West (The Bonnett)

16 May 1977: Transferred to Kareela Bus Lines (Max Holman).

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

By 23 February 1981: All trips on Jannali – Caravan Head – Jannali (loop) ran clockwise.

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

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

28 January 1992: Transferred to Southtrans (Ron Deane).

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

966 Jannali – Como West

967 Jannali – Caravan Head – Jannali (clockwise loop)

968 Jannali – Kareela – Miranda.

Streets

Como – Caravan Head

Circa 1948 (Source: Gregory's Street Directory)

From Como [old station site] via Cremona Rd, Novara Cr, Ortona Pde, Tivoli Esp, Oyster Bay Rd, Como Rd, Rickard Rd, Connell Rd, Georges River Cr, Cook Rd (Caravan Head).

Como – Caravan Head – Como

1970 (Source: RGH notes)

Clockwise loop

From Como (north end Cremona Rd at old station site) via Cremona Rd, Novara Cr, Ortona Pde, Tivoli Esp, Oyster Bay Rd, Green Point Rd (**Green Point**), Caravan Head Rd, Cook Rd, Georges River Cr (**Caravan Head**), Connell Rd, Rickard Rd, Como Rd (**Oyster Bay**), Oyster Bay Rd, then reverse route to Como station (old site).

Anti-clockwise loop

From Como (north end Cremona Rd at old station site) via Cremona Rd, Novara Cr, Ortona Pde, Tivoli Esp, Oyster Bay Rd, Como Rd (**Oyster Bay**), Rickard Rd, Connell Rd, Georges River Cr (**Caravan Head**), Cook Rd, Caravan Head Rd, Green Point Rd (**Green Point**), Oyster Bay Rd, then reverse route to Como station (old site).

Como – Como West (The Bonnett)

Circa 1948 (Source: Gregory's Street Directory)

From Como [old station site] via Cremona Rd, Novara Cr, Ortona Pde, Railway Pde (incl former level crossing), Warraba St, Wolger St, Woronora Cr (Como West (The Bonnet)).

1970 (Source: RGH notes)

From Como (north end Cremona Rd at old station site) via Cremona Rd, Novara Cr, Railway Rd (incl former level crossing), Warraba St, Wolger St, Woronora Cr, Keele St (Como West (The Bonnet)). Reverse on return.

Jannali – Como West (The Bonnett)

1970 (Source: RGH notes)

From Jannali (Jannali Cr at station) via Mary St, Victoria St, Mitchell Av, Soldiers Rd, Wolger St, Woronora Cr, Keele St (Como West (The Bonnett)).

From Como West (The Bonnett) (Keele St) via reverse route to Mitchell Av, then Jannali Cr to Jannali station.

1983 (Source: RGH notes)

From Jannali (Jannali Cr at station) via Mary St, Victoria St, Mitchell Av, Soldiers Rd, Wolger St, Woronora Cr, Keele St to Burunda St (**The Bonnett**), then Keele St, Woronora Cr, Currah Rd (**Como West**), Bulumin St, Mulyan St, Burunda St, Wolger St, Soldiers Rd, Mitchell Av, Jannali Cr to Jannali station.

Jannali – Como West (Currah Rd)

1970 (Source: RGH notes/timetable)

From Jannali (Railway Cr at station) via Railway Cr, Novara Cr, Railway Rd (incl former level crossing), Warraba St, Wolger St, Burunda St, Girraween Av, Woronora Cr, Currah Rd (**Como West**), Bulumin St, Mulyan St, Burunda St, Wolger St, Warraba St, Railway Rd (incl former level crossing), Novara Cr, Railway Cr, Box Rd, Roberts St, White St, Railway Cr to Jannali station.

Jannali – Caravan Head – Jannali

1970 (Source: RGH notes)

Clockwise loop

From Jannali (Railway Cr at station) via Box Rd, Georges River Rd, Oyster Bay Rd, Green Point Rd (**Green Point**), Caravan Head Rd, Cook Rd, Georges River Cr (**Caravan Head**), Connell Rd, Rickard Rd, Como Rd (**Oyster Bay**), Oyster Bay Rd, Georges River Rd, Box Rd, Roberts St, White St, Railway Cr to Jannali station.

Anti-clockwise loop

From Jannali (Railway Cr at station) via Box Rd, Georges River Rd, Oyster Bay Rd, Como Rd (**Oyster Bay**), Rickard Rd, Connell Rd, Georges River Cr (**Caravan Head**), Cook Rd, Caravan Head Rd, Green Point Rd (**Green Point**), Oyster Bay Rd, Georges River Rd, Box Rd, Roberts St, White St, Railway Cr to Jannali station.

Jannali – North Sutherland (Alpita St)

From 15 August 1969 (Source: timetable)

From Jannali (Railway Cr at station) via Box Rd, Eighth Av, The Circle, Georges River Rd, Bates Dr to Alpita St (North Sutherland).

Jannali – Kareela – North Sutherland (Alpita St)

1983 (Source: RGH notes)

From Jannali (Railway Cr at station) via Box Rd, Georges River Rd, Bates Dr, Box Rd, Freya St, Solo St (**Kareela**), Anitra Av, Solveig Cr, Freya St, Box Rd, Bandain Av, Garnett Rd, Alpita St (**North Sutherland**), Bates Dr, Georges River Rd, Box Rd, Roberts St, White St, Railway Cr to Jannali station.

Jannali – Sixth Av

From 16 August 1969 (Source: timetable)

Full route not shown, but ran via Jannali Cr & Wattle Rd.

Jannali – North Sutherland (Waratah St)

From 16 August 1969 (Source: timetable)

From Jannali (Railway Cr at station) via Railway Cr, Toronto Pde, Waratah St (**North Sutherland**), Auburn St, The Boulevarde, Toronto Pde, Railway Cr to Jannali station.

Timetable Summary

2 February 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Como-Caravan Head	15	M-F	Caravan Hd	5.55am	Como	7.05pm	16 trips	A
		Sat		6.00am	Caravan Hd	7.11pm	14 trips	A
		Sun	Como	8.50am	Como	8.50pm	60	B
Como-The Bonnett	9	M-F	Como	8.25am	Como	6.20pm	C	
		Sat		11.20am	The Bonnett	11.30am	1 trip	
		Sun		10.21am		7.30pm	2 trips	

A – Plus picture Monday-Saturday nights.

B – Gap in service.

C – 7 trips from Como, 5 trips from The Bonnett.

2 June 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Jannali-Caravan Head	27 round trip	M-F	Caravan Hd	5.44am	Jannali	9.33pm	30*	
		Sat		7.30am		12.03am	30	A
		Sun		9.15am		7.33pm	30	A
Como-Caravan Head	24 round trip	M-F	Caravan Hd	5.38am	Caravan Hd	6.32pm	Ph	
		Sat		6.15am	Como	6.30pm	60	A
		Sun		8.45am	Caravan Hd	5.15pm	3 trips	
Como-Como West	9	M-F	Como	8.15am	Como West	6.41pm	30	B
		Sat		8.01am		5.10pm	3 trips	
		Sun		10.30am		5.36pm	2 trips	

* More frequent in peak hours.

A – Gap/s in service.

B – Selected trips ran Como West-Jannali.

Ph – Peak hours only.

15 August 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Jannali-Caravan Head	27 round trip	M-F	Caravan Hd	5.45am	Jannali	9.28pm	30*	
		Sat		6.10am		6.28pm	30	A
		Sun	Jannali	8.28am	Caravan Hd	6.40pm	30	A
Como-Caravan Head	24 round trip	M-F	Caravan Hd	5.30am	Como	5.50pm	Ph	
		Sat						
		Sun						
Jannali-Como West	10	M-F	Como West	8.45am	Jannali	5.28pm	30	
		Sat	Jannali	8.57am	Como West	5.15pm	5 trips	
		Sun		10.00am		5.15pm	2 trips	
Como-Como West	10	M-F	Como West	7.37am	Como	6.30pm	8 trips	
		Sat						
		Sun						
Jannali-North Sutherland (Alpita St)	10	M-F	Alpita St	6.57am	Jannali	6.05pm	10 trips	B
		Sat						
		Sun						
Jannali-Sixth Av	4	M-F	Sixth Av	9.09am	Sixth Av	10.34am	3 trips	
		Sat						
		Sun						
Jannali-North Sutherland (Waratah St)	10 round trip	M-F	Waratah St	6.41am	Waratah St	5.35pm	10 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service.

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

Ph – Peak hours only.

23 February 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Jannali-Caravan Head†	25 round trip	M-F	Caravan Hd	5.40am	Caravan Hd	7.15pm	45*	A
		Sat	Jannali	7.00am		1.28pm	30	
		Sun						
Jannali-Como West	10	M-F	Como West	8.36am	Jannali	5.26pm	7 trips	
		Sat	Jannali	9.12am	Como West	11.08am	2 trips	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Kareela.

A – 12 trips extended to Kareela.

Route 239

GRANVILLE (Blaxcell St) – AUBURN – BERALA

- Auburn – Sheffield St (*infrequent service*)

Timeline

As at date of Govt Gazette 13 November 1925: Granville (Blaxcell St) – Auburn (station) – Auburn (Water St) being operated by George R Sinclair.

By 20 June 1949: Extended from Auburn (Water St) to Berala (Mt Auburn Rd). Operated as two separate routes:

Auburn – Berala (Mt Auburn Rd)

Auburn – Granville (Blaxcell St).

October 1951: Transferred to NW Barber.

July 1952: Transferred back to George R Sinclair, trading as Eastwood Bus Service. At various times also traded as Sinclair's Passenger Service, Fleet Services and (at least in respect of 239) Auburn District Bus Service.

By February 1953: Extended in Berala from Mt Auburn Rd to station.

By 9 December 1955: Extra route, Auburn – Sheffield St (infrequent service), commenced.

July 1959: Transferred to Carl N Tattam.

June 1960: Transferred to Stone Bros Transport (Arthur & Jim Stone)

September 1960: Auburn – Berala section split off & renumbered 116, leaving 239 as Auburn – Granville (Blaxcell St) and Auburn – Sheffield St.

Prior to March 1961: Auburn – Sheffield St replaced by diversion of Auburn – Granville (Blaxcell St) trips via Sheffield St & Chisholm Rd during off-peaks and Saturday mornings.

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

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

31 July 1985: Renumbered 916 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Granville (Blaxcell St) – Auburn – Auburn (Water St)

1925 (Source: Govt Gazette of 13 November 1925)

From Granville (Blaxcell St) (Blaxcell St at Hudson St) via Blaxcell St, Hudson St, Clyde St, Mona St, Cumberland Rd, Cardigan St, Smith St, Normanby Rd, Queen St, Park Rd, South Pde (**Auburn station**), Auburn Rd, Water St to Graham St (Auburn). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Granville (Blaxcell St) via Blaxcell St, Redfern St, The Trongate, Hudson St, Clyde St, Mona St, Cumberland Rd, Normanby Rd, Queen St, Park Rd, South Pde (**Auburn** (station)), Auburn Rd, Norval St, Cockthorpe Rd, Water St, Graham St, Mt Auburn Rd (Auburn).

Auburn – Granville (Blaxcell St)

1968 (Source: RGH notes)

From Auburn (South Pde at station) via South Pde, Alice St, Normanby Rd, Cumberland Rd, Sheffield St, Chisholm Rd, Mona St, Clyde St, Hudson St, The Trongate, Redfern St, Blaxcell St to Lisgar St (Granville).

From Granville (Blaxcell St) (at Lisgar St) via Hudson St, then reverse route to Normanby Rd, then Queen St, Auburn Rd, South Pde to Auburn 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		
Auburn (Water St)- Auburn-Granville (Blaxcell St)	17	M-F	Blaxcell St	9.15am	Water St	4.45pm	60	A
		Sat		9.15am		11.45am	60	B
		Sun						

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

B – Plus short-working/s before first trip & after last trip shown. Plus 2 late afternoon trips Auburn- Granville (Blaxcell St).

19 November 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berala (Graham St)-Auburn-Granville (Blaxcell St)	Fr Auburn 10B 13G	M-F	Graham St	9.48amB	Blaxcell St	4.21pmG 7.04pmA	C	
		Sat		9.18amB		12.51pmG 7.21pmA	D	
		Sun						

A – To Auburn.

B – To Granville (Blaxcell St).

C – Day, Berala (Graham St)-Granville (Blaxcell St). Afternoon peak hour, Auburn-Granville (Blaxcell St). Extra trips Friday night. Plus short-working/s before first trip shown.

D – Morning, Berala (Graham St)-Granville (Blaxcell St) 30. Afternoon, Auburn-Granville (Blaxcell St) 60. Plus picture bus Saturday night. Plus short-working/s before first trip shown.

G – To Berala (Graham St).

28 July 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	10	M-F	Auburn	6.00am	Auburn	11.00pm	30*	
		Sat		7.00am	Blaxcell St	11.10pm	30	
		Sun		9.00am		10.29pm	60	
Auburn-Berala (Mt Auburn Rd)	13	M-F	Auburn	6.21pm	Mt Auburn Rd	9.55pm	30	A
		Sat		7.30am	Auburn	11.00pm	30	
		Sun		9.30am	Mt Auburn Rd	9.55pm	60	

* More frequent in peak hours.

A – Plus picture bus Wednesday night.

18 May 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	10	M-F	Blaxcell St	5.42am	Auburn	7.25pm	30*	
		Sat		7.23am		4.20pm	AM 20 PM 60	
		Sun						

* More frequent in peak hours.

26 October 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	12	M-F	Auburn	6.11am	Blaxcell St	5.52pm	45*	
		Sat		8.20am		12.18pm	45	
		Sun						

* More frequent in peak hours.

Route 241

PARRAMATTA – EASTERN CREEK

Timeline

By date of Govt Gazette 15 October 1926: Commenced by SW (Sol) Williams. (The Doran Report of 1925 says Williams operated Parramatta – Penrith.)

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1926 (Source: Govt Gazette of 15 October 1926)

From Parramatta (Church St at Macquarie St) via Church St, Western Rd [now Great Western Hwy] (**Prospect**) to Eastern Creek public school. Reverse on return.

Route 241

HURSTVILLE – CRONULLA

Timeline

2 August 1931:

- Commenced by Bardsleys DeLuxe Blue Bus Service (FJ (Frank) Bardsley).
- Route deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931 and paid tax until 3 April 1933, when the tax was lifted.

16 December 1939: Ceased, when Sutherland-Cronulla electric railway opened.

Route 244

BONDI JUNCTION – WAVERLEY (Gibson St)

Timeline

26 February 1950: Transferred from the Department of Road Transport & Tramways to JH (Joe) Bowden.

21 February 1952: Re-transferred to Department of Government Transport (successor to Department of Road Transport & Tramways) & renumbered 313.

Streets

Same as or similar to Department of Government Transport 313 (*see Government Route Histories – Eastern Suburbs*).

Route 244

BANKSTOWN – CHULLORA – PUNCHBOWL – ROSELANDS – HURSTVILLE

(Areas of Chullora served by this route are now in Greenacre.)

Timeline

6 November 1967: 4 & 28 amalgamated & renumbered 244. Part of route shared with 33. Operated by Narwee Bus Co (WH Griffin, CV Griffin & FS Pobje).

By 1992: Routes run by GP Bus Co & Narwee Bus Co regarded as being run by Punchbowl Bus Co (Griffin family/Steve Scott).

13 January 1992: Rerouted between Punchbowl and Roselands to incorporate part of 26, which ceased.

18 August 1997: As part of general reorganization & renumbering of Punchbowl Bus Co's routes:

- Altered to include part of 29 at Peakhurst.
- Renumbered 941 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Mondays to Saturdays

1968 (Source: RGH notes)

From Bankstown (North Tce at station) via Chapel Rd, The Mall, Stacey St, Wattle St, Noble Av, Cardigan Rd, Waterloo Rd, Norfolk Rd (**Chullora**), Maiden St, Juno Pde, Waterloo Rd (**Greenacre**), Wattle St, Highclere Av, Punchbowl Rd, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Rossmore Av, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr to **Roselands shops**, then Roselands Dr, Martin St, Karne St, Graham Rd, Penshurst Rd, Hannans Rd (**Narwee**), Broadarrow Rd, Mountview Av, Edgbaston Rd, Mercury St, Stoney Creek Rd, Penshurst St, Bridge St, Connelly St, Forest Rd, Alfred St, Treacy St (Hurstville).

From Hurstville (Treacy St) via Forest Rd, then reverse route to Canterbury Rd, then Dudley St, The Boulevarde, then reverse route to Stacey St, then North Tce to Bankstown station.

Alterations

- **1985** (Source: timetable/RGH notes): Approached Bankstown from Wattle St via North Tce, Bankstown Square shops. From Bankstown via Fetherstone St, The Mall, Jacobs St, Bankstown Square shops, The Mall, Appian Way, North Tce, Wattle St.

- **1985** (Source: timetable/RGH notes): Ex Bankstown from Juno Pde via Waterloo Rd, Wattle St, Acacia Av, Punchbowl Rd. Reverse on return.
- **1985** (Source: timetable/RGH notes) (trips via Roselands): Ex Bankstown from Canterbury Rd via King Georges Rd, Roselands Dr to Roselands, then Roselands Dr, Martin St. Ex Hurstville from Martin St via Roselands Dr, Roselands shops, Roseland Av, King Georges Rd, Canterbury Rd.
- **1987** (Source: timetable): Ex Bankstown from Canterbury Rd via Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr to Roselands shops. Unaltered on return.
- **1992** (Source: timetable): From Hurstville (Forest Rd at station) via Forest Rd, Park Rd, Queens Rd, Forest Rd. Approached Hurstville from Connelly St via Forest Rd to Hurstville station.
- **1992** (Source: timetable): Via Grove Av instead of Graham Rd.
- **1992** (Source: timetable): Ex Hurstville from Canterbury Rd via Ferguson Av, Hillcrest St, The Broadway. Reverse on return.

Sundays & Public Holidays

1968 (Source: timetable)

From Bankstown (North Tce at station) via Chapel Rd, The Mall, Jacobs St, Rickard Rd, Stacey St, Greenacre Rd, Hillcrest Av, Boronia Rd, Wattle St, Noble Av, Cardigan Rd, Waterloo Rd, Norfolk Rd (**Chullora**), Maiden St, Juno Pde, Waterloo Rd (**Greenacre**), Old Kent Rd, Noble Av, Carrisbrook Av, Kelly St, Punchbowl Rd, The Boulevard (**Punchbowl**), Arthur St, Hillcrest St, Rossmore Av, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Karne St, Graham Rd, Penshurst Rd, Hannans Rd (**Narwee**), Broadarrow Rd, Mountview Av, Edgbaston Rd, Mercury St, Stoney Creek Rd, Penshurst St, Forest Rd, Alfred St, Treacy St to Hurstville.

From Hurstville (Treacy St) via Forest Rd, then reverse route to Canterbury Rd, then Dudley St, The Boulevard, then reverse route to The Mall, then The Appian Way, North Tce to Bankstown station.

Alterations

- **1985** (Source: timetable/RGH notes): Approached Bankstown from Rickard Rd via Bankstown Square shops, The Mall, Appian Way, North Tce to Bankstown station. From Bankstown via Fetherstone St, The Mall, Jacobs St, Bankstown Square shops, Jacobs St.
- **1985** (Source: timetable/RGH notes): Ex Bankstown from Kelly St via Breust Pl, Highclere Av, Waratah St, Acacia Av, Punchbowl Rd. Reverse on return.
- **1992** (Source: timetable): To approach Hurstville, from Connelly St via Forest Rd to Hurstville station. Return from Hurstville (Forest Rd at station) via Forest Rd, Park Rd, Queens Rd, Forest Rd.
- **1992** (Source: timetable): Via Grove Av instead of Graham Rd.
- **1992** (Source: timetable): Ex Hurstville from Canterbury Rd via Ferguson Av, Hillcrest St, The Broadway. Reverse on return.
- **1992** (Source: timetable): To approach Bankstown from Stacey St via North Tce to Bankstown station.
- **1995** (Source: timetable): Ex Bankstown from Canterbury Rd via King Georges Rd, Roselands Dr to Roselands shops, then Roselands Dr, Martin St. Ex Hurstville, from Martin St via Roselands Dr, Roselands shops, Roseland Av, King Georges Rd, Canterbury Rd.

Timetable Summary

6 November 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Hurstville	59	M-F	Hurstville	6.20amB	Hurstville	7.25pmB	A	
					Bankstown	11.24pmP		
		Sat	Bankstown	7.34amH		7.28pmH	AM 30 PM 60	C
		Sun	Hurstville	10.15amB		5.30pmH	60	C

* More frequent in peak hours.

A – Day, Bankstown-Hurstville 30*. Night, Bankstown-Punchbowl. Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

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

H – To Hurstville.

P – To Punchbowl.

16 March 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Hurstville	55	M-F	Hurstville	6.15am	Bankstown	6.29pm	30*	A
		Sat		7.46am		6.08pm	AM 30 PM 80	A
		Sun	Bankstown	9.03am	Hurstville	4.46pm	3 trips	B

* More frequent in peak hours.

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

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