



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 26 – 50

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 26

BANKSTOWN – MILPERRA via Milperra Rd & Ashford Av

Timeline

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

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bankstown (South Tce at railway bridge) via South Tce, Chapel St [now Rd], Canterbury Rd, Milperra Rd, Ashford Av, Bullecourt Av to Fleurbaix Av [now Henry Lawson Dr] (Milperra). 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		
Bankstown-Milperra	25	M-F	Milperra	6.00am	Bankstown	6.30pm	5 trips	
		Sat		6.00am		6.30pm	5 trips	A
		Sun	Bankstown	10.05am	Milperra	6.30pm	2 trips	

A – Plus picture bus Saturday night.

Route 26

BANKSTOWN – PUNCHBOWL – LAKEMBA

Timeline

November 1929: Commenced by RJ (Roy) Doughty.

13 February 1939: Rerouted (?) via Wiley Park station.

1 July 1950: Transferred to Red Top Transport Service (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager). From about this time ran in conjunction with 176.

October 1965: Rerouted via Roselands shopping centre, following its opening.

12 September 1972: Transferred to Blue & White Bus Service (Neville J Muscat).

27 September 1976: Transferred to Bankstown – Lakemba Bus Lines (Bob Stephens).

By 1973:

- Most inter-peak trips (also most peak hour trips by 9 December 1978) diverted via Moxon Rd to cover that part of 176.
- Most Saturday trips further diverted via Marshall St, also covering part of 176.

Circa 1980: Operator's name altered to Bankstown Coaches.

4 July 1983:

- Truncated to run Bankstown – Punchbowl.
- All trips rerouted via Moxon Rd.
- Shared part of route with 176.
- Punchbowl – Roselands section replaced by extension of 92 and Roselands – Lakemba section replaced by rerouting of 35 (35 and 92 operated by Cumberland Coaches) [1925 numbers].

June 1984: Bankstown Coaches transferred to Geoff Tegel.

16 December 1985:

- Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill).
- Re-extended from Punchbowl to Roselands, replacing part of 92 which was amalgamated with 39 & 229 as 39, which did not serve Punchbowl.

February 1986: Transferred to Challenge Travel (Bob Stephens).

29 January 1990: Transferred to Revesby Bus & Coach Service (Colin Crossley).

10 January 1992: Ceased. Parts of route replaced by rerouting of Punchbowl Bus Co's 36, 188 & 244 [1925 numbers].

Streets

Bankstown – Punchbowl – Lakemba

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown via South Tce, Chapel Rd, Macauley Av, Stacey St, Aster Av, James St, Lancaster Av, Warwick St, Punchbowl Rd (**Punchbowl**), Canterbury Rd, Rossmore Av, The Boulevarde, Dudley St, Hillcrest St, Renown Av, The Boulevarde (**Wiley Park**), Wileys Av [now King Georges Rd], Canterbury Rd, Sproule St, The Boulevarde (Lakemba).

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown via Restwell St, Macauley Av, Stacey St, Aster Av, James St, Lancaster Av, Warwick St, Punchbowl Rd (**Punchbowl**), Canterbury Rd, Rossmore Av, The Boulevarde, Dudley St, Hillcrest St, Renown Av, The Boulevarde (**Wiley Park**), Wileys Av [now King Georges Rd], Canterbury Rd, Sproule St, The Boulevarde (Lakemba).

Bankstown – Punchbowl – Roselands – Lakemba

1969 (Source: RGH notes/Leon Batman)

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Macauley Av, Stacey St, Aster Av, James St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Rossmore Av, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Renown Av, The Boulevarde (**Wiley Park**), King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Canarys Rd, Canterbury Rd, Sproule St, The Boulevarde, Croydon St, Oneata St, Haldon St, The Boulevarde to Lakemba station.

From Lakemba (The Boulevarde at station) via The Boulevarde, Sproule St, Canterbury Rd, Canarys Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, then reverse route to Restwell St, then Raymond St, West Tce, South Tce to Bankstown station.

Alterations

Circa 1976 (Source: Leon Batman)

- Ex Bankstown from Canterbury Rd via Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Canterbury Rd. Reverse on return.
- Ex Bankstown from Rossmore Av via The Boulevarde, The Broadway, Hillcrest St. Return from Hillcrest St via Arthur St, The Boulevarde, Rossmore Av.
- **Trips terminating at Punchbowl:** From Rossmore Av via Hillcrest St, Arthur St to The Boulevarde. Returning via The Boulevarde, Rossmore Av.

Bankstown – Punchbowl

1983 (Source: timetable)

From Bankstown (bus terminal, South Tce) via West Tce, Raymond St, Cross St, Stacey St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Canterbury Rd, Rossmore Av, Hillcrest St, Arthur St to The Boulevarde (Punchbowl).

From Punchbowl (Arthur St at The Boulevarde) via The Boulevarde, Rossmore Av, then reverse route to Raymond St, then Restwell St to Bankstown station.

Bankstown – Punchbowl – Roselands

From 16 December 1985 (Source: RGH notes/Leon Batman)

From Bankstown (bus terminal, South Tce) via West Tce, Raymond St, Cross St, Stacey St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Canterbury Rd, Rossmore Av, The Boulevarde (**Punchbowl**), Dudley St (or The Broadway?), Hillcrest St, Ferguson Av (or Denman St?), Canterbury Rd, King Georges Rd, Roselands Dr to Roselands shops

From Roselands (shops) via Roseland Av, King Georges Rd, Canterbury Rd, Ferguson Av (or Denman St?), Hillcrest St, Arthur St, The Boulevarde (**Punchbowl**), Rossmore Av, then reverse route to Raymond St, then Restwell St to Bankstown station.

Timetable Summary

1930s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Lakemba	29	M-F	Lakemba	7.36am	Bankstown	8.07pm	60	A
		Sat		7.36am		7.07pm	30-60	B
		Sun						

A – Extra trips Friday night.

B – Plus picture bus Saturday night.

Circa 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Roselands-Lakemba	Fr Banks 18P 35L	M-F	Punchbowl	6.02amB	Lakemba	5.06pmB	A	
			Bankstown	8.50amL	Bankstown	6.58pmP		
		Sat	Bankstown	7.23amP	Lakemba	11.56pmB	40	C
				8.32amL	Bankstown	11.10pmP		
		Sun	Punchbowl	6.57amB	Punchbowl	7.06amB	40	D

* More frequent in peak hours.

A – Peak hours, Bankstown-Punchbowl. Day, Bankstown-Lakemba 40*. Plus short-working/s before first trip shown.

B – To Bankstown.

C – Morning, Bankstown-Lakemba 40. Afternoon 40, includes 176.

D – Includes 176. Plus short-working/s before first trip & after last trip shown.

L – To Lakemba.

P – To Punchbowl.

6 November 1976

Bankstown – Punchbowl (south side) routes

26, 176

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
26: Bankstown-Punchbowl-Roselands-Lakemba via James St	Fr Banks 18P 35L	M-F	Punchbowl	6.13amB	Lakemba	5.07pmB	A	
			Bankstown	8.05amL	Bankstown	6.50pmP		
		Sat		8.10amR	Roselands	12.05pmB	C	
		Sun						
176: Bankstown-Punchbowl via Marshall St	18	M-F	Punchbowl	5.55am	Punchbowl	7.11pm	Ph	D
		Sat						D
		Sun						

A – Peak hours, mainly Bankstown-Punchbowl (selected trips diverted via Marshall St & Moxon Rd parts of 176).

Day, Bankstown-Lakemba 40 (diverted via Moxon Rd part of 176). Plus short-working/s before first trip shown.

B – To Bankstown.

C – Mostly Bankstown-Roselands 20-40 (most trips diverted via Marshall St & Moxon Rd parts of 176). Plus short-working/s before first trip & after last trip shown.

D – Trips to parts of route at other times provided by diversions of 26 (*see 26 above*).

L – To Lakemba.

P – To Punchbowl.

Ph – Peak hours only.

R – To Roselands.

June 1983

Bankstown – Punchbowl (south side) routes

26, 176

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
26: Bankstown-Punchbowl via Lancaster Av	17	M-F	Punchbowl	7.32am	Bankstown	6.13pm	60*	A
		Sat		7.40am	Punchbowl	12.28pm	60	B
		Sun						
176: Bankstown-Punchbowl via Marshall St	Fr Banks 5C 20P	M-F	Punchbowl	5.49am	Punchbowl	7.05pm	D	
		Sat	Bankstown	7.20am	Bankstown	12.47pm	E	
		Sun						

* More frequent in peak hours.

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

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

C – To Clements Av.

D – Peak hours, Bankstown-Punchbowl. Day, Bankstown-Clements Av 60.

E – Selected trips, Bankstown-Punchbowl. Morning, Bankstown-Clements Av 60.

P – To Punchbowl.

Circa 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Roselands	Fr Banks 18P 26R	M-F	Punchbowl	7.05amB	Bankstown	5.35pmP	A	
		Sat	Roselands	8.30amB	Roselands	12.00nnB	60	C
		Sun						

* More frequent in peak hours.

A – Peak hours, Bankstown-Punchbowl. Day, Bankstown-Roselands 60*. 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.

P – To Punchbowl.

R – To Roselands.

Route 27

BANKSTOWN – ENFIELD – BURWOOD

STRATHFIELD – ENFIELD – BANKSTOWN via various routes

STRATHFIELD – ENFIELD – GREENACRE

Timeline

As at date of Govt Gazette 13 November 1925: Bankstown – Enfield – Burwood being operated by A Widderson.
1930: Transferred to ARB (Archie senior) McVicar.

31 October 1931: Curtailed to run Bankstown – Enfield, as Enfield – Burwood was competitive with Government railway or tram services under State Transport (Co-ordination) Act.

April 1932: Extended from Enfield to Strathfield to become Strathfield – Enfield – Bankstown via Liverpool Rd [now Hume Hwy].

By 26 June 1950: At least half of trips rerouted via Rawson Rd & Noble Av, Greenacre.

By 21 July 1952: Almost all trips rerouted through parts of Greenacre and Chullora (now all Greenacre), mostly via two separate routes, which varied between 1952 and 1979.

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

8 October 1962: Extra route, Strathfield – Greenacre, commenced.

February 1978: Transferred to Bankstown-Strathfield Bus Service (Treuer family).

18 September 1988: Renumbered into Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*):

484 Strathfield – Greenacre

485 Strathfield – Bankstown via Roberts Rd

486 Strathfield – Bankstown via Rawson Rd

Streets

Bankstown – Enfield – Burwood

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

From Bankstown (North Tce at station) via North Tce, Marion St, Meredith St, Liverpool Rd [now Hume Hwy] (Enfield), Burwood Rd, Belmore Rd, Shaftesbury Rd, Railway Pde to Burwood station.

From Burwood (Railway Pde at station) via Railway Pde, Burwood Rd, then reverse route to Bankstown station.

Strathfield – Enfield – Bankstown direct via Liverpool Rd [now Hume Hwy]

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

From Bankstown via North Tce, Chapel Rd, Liverpool Rd [now Hume Hwy] (Enfield), The Boulevarde, Strathfield Sq (Strathfield).

Strathfield – Enfield – Bankstown

21 July 1952 (*Source: timetable*)

Via Highview Av

From Strathfield (Strathfield Sq at station) via The Boulevarde (Enfield), Hume Hwy, Highview Av (Greenacre), Banksia Rd, Stacey St, Hume Hwy, Chapel Rd, North Tce to Bankstown station. Reverse on return.

Via Noble Av & Rawson Rd

From Strathfield (Strathfield Sq at station) via The Boulevarde (Enfield), Hume Hwy, Noble Av, Rawson Rd (Greenacre), Hume Hwy, Chapel Rd, North Tce to Bankstown station. Reverse on return.

26 June 1965 (*Source: timetable*)

Via Lawford St & Highview Av

From Strathfield (Strathfield Sq at station) via The Boulevarde (Enfield), Hume Hwy, Roberts Rd, Lawford St, Hume Hwy, Highview Av (Greenacre), Banksia Rd, Stacey St, Hume Hwy, Chapel Rd, North Tce to Bankstown station. Reverse on return.

Jacobs St diversion: Ex Strathfield from Stacey St via Frederick St, Jacobs St, Rickard Rd, Chapel Rd. Reverse on return.

Alteration

17 April 1967 (*Source: timetable*): Ex Strathfield from The Boulevarde via Hume Hwy, Margaret St, Jean St, Roberts Rd, Lawford St, Hume Hwy, Hillcrest Av (Greenacre), Chiswick Rd, Highview Av; reverse on return.

26 June 1965 (Source: timetable)

Via Noble Av & Rawson Rd

From Strathfield (Strathfield Sq at station) via The Boulevarde (**Enfield**), Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av, Rawson Rd (**Greenacre**), Hume Hwy, Chapel Rd, North Tce to Bankstown station. Reverse on return.

7 November 1977 (Source: timetable)

Via Roberts Rd & Hillcrest Av

From Strathfield (Strathfield Sq at station) via The Boulevarde (**Enfield**), Hume Hwy, Margaret St, Jean St, Roberts Rd, Lawford St, Murray St, Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, The Mall, Lady Cutler Av (Bankstown Sq shops), North Tce to Bankstown station.

From Bankstown (North Tce at station) via Chapel Rd, then reverse route to Waterloo Rd, then Norfolk Rd, Roberts Rd, Lawford St, Murray St, Jean St, Roberts Rd, Hume Hwy, The Boulevarde to Strathfield station.

Via Noble Av & Rawson Rd

From Strathfield (Strathfield Sq at station) via The Boulevarde (**Enfield**), Hume Hwy, Margaret St, Jean St, Roberts Rd, Lawford St, Murray St, Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Rawson Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, The Mall, Lady Cutler Av (Bankstown Square shops), North Tce to Bankstown station.

From Bankstown (North Tce at station) via Chapel Rd, then reverse route to Waterloo Rd, then Hume Hwy, The Boulevarde to Strathfield station.

1 January 1979 (Source: timetable)

Via Roberts Rd & Hillcrest Av

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde (**Enfield**), Hume Hwy, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Norfolk Rd, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, (?), Bankstown Square shops, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, (?), Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Via Noble Av & Rawson Rd

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde (**Enfield**), Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Rawson Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, (?), Bankstown Square shops, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, (?), Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Strathfield – Enfield – Greenacre

1968 (Source: RGH Notes)

From Strathfield (Strathfield Sq at station) via The Boulevarde (**Enfield**), Hume Hwy, Margaret St, Jean St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre Post Office). Reverse on return.

Alteration

7 November 1977 (Source: timetable): Ex Strathfield from Hume Hwy via Murray St, Lawford St, Roberts Rd. Ex Greenacre from Juno Pde via Roberts Rd, Lawford St, Murray St, Jean St, Roberts Rd.

1 January 1979 (Source: timetable)

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde (**Enfield**), Hume Hwy, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre Post Office).

From Greenacre (Juno Pde/Waterloo Rd at Post Office) via reverse route to Raw Sq, then Albert 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		
Bankstown-Burwood	39	M-F	Bankstown	7.05am	Burwood	10.30pm	30-90	A
		Sat		7.05am		10.30pm	30-90	
		Sun		10.15am		9.40pm	40-90	

A – Extra trips Friday night.

21 July 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via various routes	28	M-F	Bankstown	5.55am	Strathfield	12.02am	15-30*	A
		Sat		6.35am		12.30am	15-30	A
		Sun		6.52am		11.45pm	15-30	A

* More frequent in peak hours.

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

20 April 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Greenacre	21	M-F	Greenacre	6.35am	Strathfield	6.00pm	50*	
		Sat		6.39am		5.53pm	60	
		Sun		7.48am		5.58pm	60	

* More frequent in peak hours.

1 January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via various routes	34	M-F	Bankstown	5.05am	Strathfield	11.10pm	20*	
		Sat		5.45am		11.09pm	20	
		Sun		7.20am		10.15pm	30	
Strathfield-Greenacre	24	M-F	Greenacre	5.02am	Strathfield	6.05pm	60*	
		Sat		6.45am		2.00pm	60	
		Sun						

* More frequent in peak hours.

Route 28

BAY VIEW PARK, CONCORD – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mortlake Bus Co. Also operated for a period by Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart).

By date of Govt Gazette 22 February 1929: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bay View Park (Burwood Rd at park entrance) via Burwood Rd (**Concord**), 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, then reverse route to Bay View Park.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bay View Park-Central Railway	46	M-F	Bay View Pk	6.18am	Central Rly	10.44pm	90-120	
		Sat		6.18am		10.44pm	90-120	
		Sun		10.26am		10.44pm	90-120	

Route 28

HURSTVILLE – NARWEE – PUNCHBOWL

Timeline

Unknown, prior to 1930s: Hurstville – Dumbleton [now Beverly Hills] – Punchbowl commenced by Arthur Marrin (by 1940s trading as Red & White Bus Service).

1940: Suspended because of World War II.

2 January 1944: Recommenced, but with 83 (Narwee – Hurstville) absorbed into it. Part of route shared with 33 when it commenced.

November 1945: Transferred to CA (Cec) Leach & HC (Cliff) Mallam.

Circa 1946: Timetable suggests alternate trips on weekdays & Saturday mornings ran via Canarys [now King Georges] Rd (as above) & Karne St (as below). Saturday afternoon trips all via Karne St.

May 1946: Transferred to De Luxe Bus Service (PM (Pat) Geoghegan).

December 1947: Operator incorporated as Punchbowl Bus Co.

30 June 1952: Transferred to Narwee Bus Co (WH Griffin, CV Griffin & FS Pobje).

October 1958: Narwee Bus Co became part of Punchbowl Bus Co when Punchbowl Bus Co was transferred to the owners of Narwee Bus Co.

By 25 May 1959: Service via King Georges Rd reduced to 2 trips per weekday. All other trips via Karne St.

October 1965: Rerouted through Roselands shopping centre, following its opening.

6 November 1967: 4 & 28 amalgamated as 244, Bankstown – Chullora – Punchbowl – Roselands – Narwee – Hurstville [1925 numbers].

Streets

Hurstville – Punchbowl via Canarys [now King Georges] Rd or Karne St

Circa 1946 (Source: timetable)

Timetable suggests alternate trips on weekdays & Saturday mornings ran via Canarys [now King Georges] Rd (*see below*) & Karne St (*see below*). Saturday afternoon trips all via Karne St.

Hurstville – Punchbowl via Canarys [now King Georges] Rd

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Penshurst St (**Penshurst**), Stoney Creek Rd, Mercury St, Edgbaston Rd, Queensbury St [now Mountview Av], Broad Arrow Rd (**Narwee**), Penshurst St, Canary[s] Rd, Wileys Av [last two now King Georges Rd], Canterbury Rd, Rossmore Av, Hillcrest St, Arthur St (Punchbowl).

Hurstville – Punchbowl via Karne St

1959

From Hurstville (Forest Rd at station) via Forest Rd, Penshurst St (**Penshurst**), Stoney Creek Rd, Mercury St, Edgbaston Rd, Mountview Av, Broad Arrow Rd (**Narwee**), Hannans Rd, Penshurst Rd, Graham Rd, Karne St, Martin St, Violet St, Payten Av, Draper Av, Canterbury Rd, Dudley St, The Boulevard to Punchbowl station.

From Punchbowl (The Boulevard at station) via Rossmore Av, Canterbury Rd, then reverse route to Hurstville.

Alteration

Circa 1965 (after opening of Roselands shops): From Martin St/Violet St via Martin St, Roselands Dr to **Roselands shops**, then Roselands Dr, Martin St to Violet St.

Timetable Summary

Probably 30 April 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Punchbowl	26	M-F	Punchbowl	6.25am	Hurstville	8.07pm	30	A
		Sat		7.10am		8.07pm	AM 30 PM 60	A
		Sun						

A – Timetable suggests alternate trips on weekdays & Saturday mornings ran via Canarys [now King Georges] Rd & Karne St. Saturday afternoon trips all via Karne St. Plus short-working/s before first trip shown.

25 May 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Punchbowl	24	M-F	Hurstville	6.42am	Punchbowl	10.12pm	30	A
		Sat		7.46am		8.06pm	AM 30 PM 60	A
		Sun		8.56am		9.45pm	60	A

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

Route 28

KILLARA – EAST KILLARA

LINDFIELD – EAST KILLARA

Timeline

3 March 1969: Lindfield – East Killara (off-peak) and Killara – East Killara (peak hour) parts of 133 transferred to Keith M Chalmers and given new number, as a result of East Killara Bus Service (Basil Lombe) being delicensed by the Department of Motor Transport and 133 Lindfield – Killara – East Killara – Gordon – East Gordon being divided between Keith Chalmers and St Ives Bus Services.

July 1969: Operator incorporated as Chalmers Coaches. From 1975, Chalmers Coaches also traded as East Killara Lindfield Bus Services.

February/March 1985: Keith Chalmers sold interest in business, when Bayside/Sunliner group became involved with operation.

Late 1988: Transferred to East Killara-Lindfield Bus Service (Stan Graham).

5 April 1990:

- Operator's name changed to East West Bus Lines.
- 28 & 183 reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):

556 Lindfield – Killara – East Killara

557 Roseville – East Lindfield – Lindfield

558 Chatswood – Roseville – East Lindfield – Lindfield – East Killara – Gordon (through journeys on 556 & 557).

Streets

Killara – East Killara

1969 (Source: RGH notes/timetable)

Morning

From Killara (Locksley St at Werona Av) via Werona Av, Arnold St, Rosebery Rd, Koola Av, Saiala Rd (**East Killara**), Redfield Rd, Barrie Rd, Cunliffe Rd, Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Karranga Av, Locksley St to Killara station.

Afternoon

From Killara (Locksley St at Werona Av) via Werona Av, Stanhope Rd, Springdale Rd, Yirgella Av, Churchill Rd, Koola Av, Saiala Rd (**East Killara**), Redfield Rd, Barrie Rd, Cunliffe Rd, Koola Av, Rosebery Rd, Arnold St, Locksley St to Killara station.

1981 (Source: timetable)

Morning

From Killara (Werona Av at Locksley St) via Werona Av, Powell St, Wattle St, Koola Av, Churchill Rd, Wentworth Av, Redfield Rd (**East Killara**), Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Stanhope Rd, Werona Av to Killara station.

Afternoon

From Killara (Werona Av at Locksley St) via Werona Av, Stanhope Rd, Springdale Rd, Yirgella Av, Churchill Rd, Wentworth Av, Redfield Rd (**East Killara**), Koola Av, Wattle St, Powell St, Werona Av to Killara station.

Lindfield – East Killara

1969 (Source: RGH notes/timetable)

From Lindfield (Lindfield Av at station) via Lindfield Av, Woodside Av, Nelson Rd, Stanhope Rd, Rosebery Rd, Koola Av, Saiala Rd (**East Killara**), Redfield Rd, Barrie Rd, Cunliffe Rd, Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Rosebery Rd, Stanhope Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield station.

1981 (Source: timetable)

From Lindfield (Lindfield Av at station) via Lindfield Av, Woodside Av, Nelson Rd, Stanhope Rd, Rosebery Rd, Koola Av, Churchill Rd, Wentworth Av, Redfield Rd (**East Killara**), Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Rosebery Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield station.

Timetable Summary

3 March 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Killara-East Killara	18 round trip	M-F	East Killara	7.06am	Killara	6.25pm	Ph	
		Sat						
		Sun						
Lindfield- East Killara	21 round trip	M-F	East Killara	9.30am	Lindfield	2.00pm	3 trips	
		Sat						
		Sun						

Ph – Peak hours only.

Route 29

BELLEVUE HILL – CENTRAL RAILWAY via Carlotta Rd

- **Post 31 October 1931 feeder: DOUBLE BAY – BELLEVUE HILL – BONDI JUNCTION**

Timeline

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

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

1932: Relicensed as a feeder, Double Bay – Bellevue Hill – Bondi Junction, operated by Blue Transit Co (Bardsley & Warburton families).

17 June 1933: Ceased due to competition from Department of Road Transport & Tramways 30 (Central Railway – Bondi Junction via West Bellevue Hill), which commenced on 8 March 1933.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bellevue Hill (Bellevue Rd at Victoria Rd) via Bellevue Rd, Arthur St, Suttie St, Carlotta St, Kiora St (**Double Bay**), New South Head Rd, Bayswater Rd (**Kings Cross**), Victoria St, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

1926 (Source: Govt Gazette of 15 October 1926)

From Bellevue Hill (Bellevue Rd at Victoria Rd) via Bellevue Rd to Arthur St, then Bellevue Rd, Bulkara Rd, Kulgoa Rd, Yamba Rd, Bellevue Rd, Arthur St, Suttie St, Carlotta St, Kiora St (**Double Bay**), New South Head Rd,

Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).
Reverse on return.

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Ex Bellevue Hill from Bellevue Rd via Arthur 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		
Bellevue Hill-Central Railway		M-F	Bellevue Hill	6.55am	Central Rly	11.26pm	30-60	
		Sat		6.55am		11.26pm	30-60	
		Sun		8.18am		10.03pm	90	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bellevue Hill-Central Railway	37	M-F	Central Rly	7.27am	Central Rly	11.27pm	20	
		Sat		7.27am		11.27pm	20	
		Sun	Bellevue Hill	8.52am		11.27pm	AM 20-40 PM 20	

Route 29

HURSTVILLE – HERNE BAY – PEAKHURST

- **Hurstville – Punchbowl (Russell St) (1953-57)**

(Herne Bay was gazetted as Riverwood in 1958.)

(Russell St, Punchbowl terminus is in current Riverwood.)

Timeline

29 April 1946: Hurstville – Herne Bay commenced by De Luxe Bus Service (PM (Pat) Geoghegan).

November 1946: Extended in Herne Bay from station to Pan Rd [now Salt Pan Rd].

December 1947: Operator incorporated as Punchbowl Bus Co.

April 1953: Extra route, Hurstville – Punchbowl (Russell St) commenced.

1956: Miss P Fitzpatrick became governing director following Pat Geoghegan's death.

1957: Hurstville – Punchbowl (Russell St) ceased.

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

12 September 1964: Extended from Herne Bay (Pan Rd) to Peakhurst (Johnstone St/Evans St).

Between circa 1970 & 1986: Peakhurst terminus progressively curtailed (*see Alterations to Streets below*).

18 August 1997: Ceased as part of general reorganization of Punchbowl Bus Co's routes. 940 covered most of route between Hurstville & Riverwood, but 941 & 944 also replaced some other streets.

Streets

Hurstville – Herne Bay (Pan Rd)

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Apsley St, Bridge St, Penshurst St (**Penshurst**), Austral St, Ocean St, Forest Rd, Queensbury Rd, Argyle St, Stoney Creek Rd, Penshurst St, Edgbaston Rd, Mercury St, Broad Arrow Rd (**Narwee**), Queensbury St, Gardinia St, Baumans Rd, Meadowland Rd, Romilly St, Thurlow St (**Herne Bay**), Belmore Rd, Clarendon Rd [to Pan Rd?] (Herne Bay).

Hurstville – Riverwood – Peakhurst

1968 (Source: RGH notes/timetable)

From Hurstville (Treacy St) via Forest Rd, Connelly St, Bridge St, Penshurst St (**Penshurst**), Austral St, Ocean St, Forest Rd, Queensbury Rd, Argyle St, Stoney Creek Rd, Penshurst St, Bryant St, Broad Arrow Rd (**Narwee**), Mountview Av, Gardinia St, Baumans Rd, Meadowland Rd, Bonds Rd, Romilly St, Thurlow St (**Riverwood**), Belmore Rd, Shenstone Rd, Salt Pan Rd, Clarendon Rd, Johnstone St to Evans St (Peakhurst).

From Peakhurst (Johnstone St/Evans St) via Evans St, Ogilvy St, Henry Lawson Dr, Johnstone St, then reverse route to Connelly St, then Forest Rd, Alfred St, Treacy St (Hurstville).

Alterations

- *By circa 1970 (Source: timetable):* Peakhurst terminus curtailed to Johnstone St/Clarendon St.
- *By circa 1970 (Source: timetable):* Ex Hurstville from Argyle St via Nicholson St, Penshurst St. Reverse on return.
- *By January 1983 (Source: timetable):* Peakhurst terminus curtailed to Ogilvy St/Henry Lawson Dr, due to changed traffic conditions in Henry Lawson Dr.
- *By February 1986 (Source: timetable):* Peakhurst terminus further curtailed to Clarendon Rd/Johnstone St.

Timetable Summary

12 September 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Peakhurst	30	M-F	Peakhurst	6.16am	Hurstville	6.23pm	30	
		Sat		7.12am		4.45pm	AM 30 PM 60	
		Sun						

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Peakhurst	30	M-F	Peakhurst	6.14am	Hurstville	6.21pm	30	
		Sat		8.02am		12.06pm	70	
		Sun						

Route 30

BEXLEY – KOGARAH – BRIGHTON-le-SANDS

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Byrne & McGuire.

By date of Govt Gazette 15 October 1926: Renumbered 32.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bexley (Kingsland Rd at Forest Rd) via Kingsland Rd, Forest Rd, Queen Victoria St, Kitchener St, Paine St, Station St, Railway Pde (**Kogarah**), Regent St, Gladstone St, President Av, Grand Pde to Bay St (Brighton-le-Sands). Reverse on return.

Brighton-le-Sands extension (Sundays & Public Holidays): Extended from Grand Pde via Bay St, Trafalgar St, Duke St, Grand Pde to Duke St. Return via Grand Pde, President Av.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bexley-Brighton-le-Sands	18	M-F	Brighton	6.50am	Bexley	8.55pm	60	
		Sat		6.50am		8.55pm	60	
		Sun		9.25am		9.55pm	60	

Route 30

BRIGHTON-le-SANDS – NEWTOWN – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 15 October 1926: Commenced.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1926 (Source: Govt Gazette of 15 October 1926)

From Brighton-le-Sands (Grand Pde at Bay St) (*Sundays & Public Holidays*, Grand Pde at Princess St) via Grand Pde, Princess St, The Avenue [now Moate Av], Bay St (**Rockdale**), 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, then reverse route to Bay St, then Grand Pde (Brighton-le-Sands).

Route 30

BEROWRA – BEROWRA CREEK

(Berowra Creek terminus is now known as Berowra Waters.)

Timeline

By date of Govt Gazette 22 June 1928: Being operated by WC (Charlie) Lailey.

1932: Ceased.

General note: Berowra – Berowra Creek later revived as 31.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Berowra (railway station approach) via Peats Ferry Rd [now Pacific Hwy], Parks St, Crown St [both assumed now part of Berowra Waters Rd], Berowra Creek Rd [now Berowra Waters Rd] to Refreshment Room (Berowra Creek). Reverse on return.

Route 30

BROOKLYN (Hawkesbury River station) – MOONEY MOONEY

- **Extended from Mooney Mooney to Cheero Point (*selected trips*)**
- **Mooney Mooney – Brooklyn – Hornsby (*shoppers service*)**

Timeline

1944: Brooklyn (Hawkesbury River station) – Mooney Mooney, being operated by BA Callen, given a route number after having been probably run as a “country” route since 1939.

Early 1950s: Transferred to WD Scott.

June 1955: Transferred to AJ Schubert.

December 1957: Transferred to JEL (Jim) Talbot, then or later trading as Talbot’s Transport Service.

25 September 1978: Talbot’s Transport Service transferred to Jim Knox (becoming part of the Hornsby Bus Group).

By 1 November 1989:

- Selected trips extended from Mooney Mooney to Cheero Point
- Friday shopper service, Mooney Mooney – Brooklyn – Hornsby, commenced (days of service extended to all weekdays by 12 January 1992; later also Saturdays).

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

1 October 1992: Shorelink transferred to John A Gilbert.

6 February 1995: Renumbered 592 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*).

Streets

Brooklyn – Mooney Mooney

1973 (Source: RGH notes)

From Brooklyn (Dangar Rd at Hawkesbury River station) via Dangar Rd, Brooklyn Rd, Pacific Hwy, Point Rd to Mara Cr (Mooney Mooney). Reverse on return.

Peat Island diversion: From Pacific Hwy/Peat Island access road via Peat Island access road to end. Reverse on return.

Brooklyn – Mooney Mooney (*selected trips extended to Cheero Point*)

Alteration

1990 (Source: RGH notes/timetable)

Cheero Point extension: Extended from Mooney Mooney (Pacific Hwy/Point Rd) via Pacific Hwy, Cheero Point Rd to Milloo Pde. Reverse on return.

Timetable Summary

1940s/early 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn-Mooney Mooney	20	M-F	M/Mooney	6.40am	Brooklyn	7.15pm	A	
		Sat		6.40am		8.10pm	9 trips	B
		Sun	Brooklyn	7.00am		7.35pm	C	

A – Mondays-Thursdays, 6 trips. Fridays, 3 extra trips (last trip 8.10pm from Brooklyn (Hawkesbury River station)).

B – Plus picture bus.

C – 8 trips from Mooney Mooney, 10 trips from Brooklyn (Hawkesbury River station).

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn-Mooney Mooney	10	M-F	M/Mooney	5.15am	Brooklyn	6.15pm	8 trips	
		Sat		5.20am		6.15pm	7 trips	
		Sun		4.55am		6.20pm	5 trips	

2 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn-Mooney Mooney	10	M-F	M/Mooney	5.15am	Brooklyn	6.15pm	9 trips	
		Sat						
		Sun						

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn-Mooney Mooney†	10	M-F	M/Mooney	5.50am	Brooklyn	6.10pm	9 trips	A
		Sat						
		Sun						

† Selected trips extended from Mooney Mooney to Cheero Point (weekdays) & from Brooklyn to Hornsby (shoppers trip)

A – 2 trips extended to Cheero Point. Friday, shoppers trip extended to Hornsby.

Route 31

BONDI JUNCTION – CENTRAL RAILWAY via Oxford St

Timeline

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

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bondi Junction (Spring St at Cowper St) via Spring St, Cowper St [now Bronte Rd], Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St, Newland St, Spring St to Bondi Junction.

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		
Bondi Junction-Central Railway	21	M-F	Bondi Jun	5.44am	Central Rly	12.05am	10-15	
		Sat		5.44am		12.05am	10-15	
		Sun		1.20pm		12.33am	10-20	

Route 31

HORNSBY – BEROWRA – BEROWRA WATERS

(Berowra Creek terminus is now known as Berowra Waters)

Timeline

General note: Berowra – Berowra Creek previously operated as 30.

1 April 1935: Berowra – Berowra Creek commenced by Berowra Coach Services (RH (Roy) Corrigan). ER (Ted) Jackson also provided a car service over the route, at least around 1935. Corrigan was sole proprietor by 1941.

By 1 August 1955:

- Extended from Berowra to Hornsby.
- Base service ran Berowra – Berowra Heights. Selected trips at school times, off-peak & weekends extended from Berowra Heights to Berowra Waters. Selected trips on Mondays to Saturdays also extended from Berowra to Hornsby.

By 1973: Curtailed from Berowra Waters to Berowra Heights. Routes then became:

Berowra – Berowra Heights

Hornsby – Berowra Heights

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

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

594 Hornsby – Berowra Heights

597 Berowra – Berowra Heights.

Streets

Hornsby – Berowra – Berowra Waters

Circa 1964 (Source: RGH notes)

From Hornsby (Station St at station) via Station St, Jersey St, Pacific Hwy to **Berowra** station, then Pacific Hwy, Berowra Waters Rd (**Berowra Heights**) to Berowra Waters ferry.

Hornsby – Berowra Heights

1977 (Source: timetable)

From Hornsby (Station St at station) via Station St, Coronation St, Pacific Hwy, Yallambee Rd, Anembo Rd, Waratah Rd, Crowley Rd, Berowra Waters Rd (**Berowra Heights**), Barnetts Rd, Easton Rd, Wyanna Rd, Barnetts Rd, Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Crowley Rd, then reverse route to Pacific Hwy, then Station St to Hornsby station.

Gwandalan Cr & Kywong Rd diversion: From Yallambee Rd/Anembo Rd via Yallambee Rd, Gwandalan Cr, Kywong Rd, Redwood Av (?), Yallambee Rd to Anembo Rd.

Berowra – Berowra Heights

1977 (Source: timetable)

Morning

From Berowra (Pacific Hwy at station) via Pacific Hwy, Berowra Waters Rd (**Berowra Heights**), Barnetts Rd, Easton Rd, Wyanna Rd, Barnetts Rd, Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Warrina St, Hillcrest Av, Berowra Waters Rd, Pacific Hwy to Berowra station.

Afternoon

From Berowra (Pacific Hwy at station) via Pacific Hwy, Berowra Waters Rd, Hillcrest Av, Warrina St, Berowra Waters Rd (**Berowra Heights**), Barnetts Rd, Easton Rd, Wyanna Rd, Barnetts Rd, Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Pacific Hwy to Berowra station.

Turner Rd extension: Extended in Berowra Heights from Turner Rd/Elizabeth St via Turner Rd to Alston Dr.
Reverse on return.

Timetable Summary

1 August 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights†	Fr Ber Hts 5S 30H	M-F	Berowra Hts	5.30amH	Hornsby	6.25pmB	A	
		Sat		7.55amS	Berowra	6.10pmB	C	
		Sun	Berowra	8.55amB		5.50pmB	D	

† Selected trips extended from Berowra Heights to Berowra Waters & from Berowra to Hornsby.

A – Berowra-Berowra Heights: 13 trips from Berowra Heights, 9 trips from Berowra station. 3 trips extended to Berowra Waters. 3 trips extended to Hornsby.

B – To Berowra Heights.

C – Berowra-Berowra Heights: 4 trips from Berowra Heights, 6 trips from Berowra station. 3 trips extended to Berowra Waters. 1 trip extended to Hornsby.

D – Berowra-Berowra Heights: 4 trips from Berowra Heights, 6 trips from Berowra station. 4 trips extended to Berowra Waters.

H – To Hornsby.

S – To Berowra (station).

18 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights†	35	M-F	Berowra Hts	5.25am	Berowra	6.50pm	13 trips	A
		Sat		7.55am		5.45pm	4 trips	A
		Sun		8.55am		4.55pm	4 trips	A

† Selected trips extended from Berowra Heights to Berowra Waters & from Berowra to Hornsby.

A – Trips extended from Berowra Heights to Berowra Waters: Monday-Saturday 2, Sunday 3. Trips extended from Berowra to Hornsby: M-F 5, Saturday 1.

November 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights	15 round trip	M-F	Berowra Hts	6.27am	Berowra	6.55pm	A	
		Sat		7.48am		12.50pm	2 trips	
		Sun						
Hornsby-Berowra Heights (<i>additional to above</i>)	25	M-F	Berowra Hts	5.20am	Hornsby	6.35pm	60*	
		Sat		8.25am		11.30am	1 trip	
		Sun						

* More frequent in peak hours.

A – Peak hours, Berowra-Berowra Heights. Day, mostly provided by Hornsby-Berowra Heights trips (*see next panel*).

Route 32

BONDI JUNCTION – COOGEE BEACH via Frenchmans Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by W Stone & Sons. Probably later operated by partnership of WC Etherington & Stone.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bondi Junction (Spring St at Cowper St) via Spring St, Cowper St [now Bronte Rd], Leichhardt St, Albion St, Frenchmans Rd, Avoca St (**Randwick**), Frances St, Cook St, Belmore Rd, Beach St [former street], Dolphin St to near Beach St (Coogee Beach)

From Coogee Beach (Dolphin St at Beach St) via reverse route to Cowper St, then Ebley St, Newland St, Spring St to Bondi 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		
Bondi Junction-Coogee Beach	22	M-F	Bondi Jun	7.15am	Coogee Bch	12.01am	20	
		Sat		7.15am		12.01am	20	
		Sun		9.00am		12.01am	20	

Route 32

BEXLEY – KOGARAH – BRIGHTON-le-SANDS

BEXLEY – KOGARAH – RAMSGATE – DOLLS POINT

Timeline

By date of Govt Gazette 15 October 1926: Bexley – Kogarah – Brighton-le-Sands renumbered from 30, operated by FH Uren, later trading as Ramsgate Bus Co.

By October 1931: Extra route, Bexley – Kogarah – Scarborough Park (somewhere along current Chuter Av?), commenced.

By October 1935: Bexley – Kogarah – Scarborough Park extended from Scarborough Park to Ramsgate Baths.

About 1940: Ramsgate Bus Co transferred to Reo Motors (John A Gilbert).

March 1947: Transferred to Foleys Bus Service (John Foley & his sons Neville, Keith & Paul). (At about the same time, Foley sold his Orange town services to Reo Motors.)

June 1947:

- Bexley – Kogarah – Brighton-le-Sands section renumbered 193.
- 32 curtailed to run Kogarah – Ramsgate.

Early 1948: Kogarah – Ramsgate extended from Ramsgate to Dolls Point.

1951: John Foley died & the service passed to his sons.

Late December 1994: Transferred to Peakhurst Bus Co (Saint family).

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

Streets

Bexley – Kogarah – Brighton-le-Sands

1926 (Source: Govt Gazette of 15 October 1926)

From Bexley (Kingsland Rd at Forest Rd) via Kingsland Rd, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], President Av, Grand Pde to Bay St (Brighton-le-Sands). (On Sundays & Public Holidays, continued via Bay St, Trafalgar St, Duke St, Grand Pde to Duke St.) Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Weekday trips followed Sunday route at Brighton-le-Sands.

Circa 1946 (Source: Gregory's Street Directory)

From Bexley via Bexley Rd, Kingsland Rd, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde (**Kogarah**), Montgomery St, Hogben St, Princes Hwy, President Av, The Grand Pde (Brighton-le-Sands).

Bexley – Kogarah – Ramsgate Baths

Circa 1946 (Source: Gregory's Street Directory)

From Bexley via Oriental St, Kingsland Rd, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde (**Kogarah**), Montgomery St, Hogben St, Princes Hwy, President Av, O'Connell St, Robinson St, Cassilis St, Burlington St, Garden St [now part of Chuter Av], Chuter Av, Ramsgate Rd (Ramsgate Baths).

Kogarah – Dolls Point

1968 (Source: RGH notes)

Morning

From Kogarah (Montgomery St at Regent St) via Regent St, Gladstone St, Princes Hwy, President Av, O'Connell St, Chuter Av, Ramsgate Rd (**Ramsgate**), The Grand Pde, Malua St (**Dolls Point**), Gannon Av, Norman Av, Sandringham St, Chuter Av, O'Connell St, President Av, Princes Hwy, Montgomery St to Regent St (Kogarah).

Afternoon

From Kogarah (Montgomery St at Regent St) via Regent St, Gladstone St, Princes Hwy, President Av, O'Connell St, Chuter Av, Sandringham St, Norman Av, Gannon Av, Malua St (**Dolls Point**), The Grand Pde, Ramsgate Rd (**Ramsgate**), Chuter Av, O'Connell St, President Av, Princes Hwy, Montgomery St to Regent St (Kogarah).

1979 (Source: timetable)

All trips followed the afternoon route.

Timetable Summary

July 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Dolls Point	24 round trip	M-F	Dolls Pt	5.25am	Kogarah	9.40pm	30*	
		Sat		5.58am		11.35pm	30	
		Sun		7.04am		9.27pm	30	

* More frequent in peak hours.

15 February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Dolls Point	28 round trip	M-F	Dolls Pt	5.50am	Kogarah	7.00pm	30*	
		Sat		7.45am		1.30pm	30	
		Sun						

* More frequent in peak hours.

Combined Routes 32/113

PEAKHURST – HURSTVILLE – RAMSGATE – KOGARAH

Timeline

By April 1995: 32 & 113 amalgamated as 32/113 Peakhurst – Hurstville – Ramsgate – Kogarah, operated by Peakhurst Bus Co (Saint family).

29 April 1997: Renumbered 947 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

1997 (Source: timetable)

From Kogarah (Railway Pde at station) via Railway Pde, Gladstone St, Regent St, Princes Hwy, President Av, O'Connell St, Chuter Av, Sandringham St, Norman Av, Gannon Av, Malua St (**Dolls Point**), The Grand Pde, Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd, Treacy St, Park Rd, Cross St (**Hurstville**), Crofts Av, Barratt St, Queens Rd, Forest Rd, Gloucester Rd, Stoney Creek Rd, Central Rd, Junction Rd, Baumans Rd to Stoney Creek Rd (Peakhurst).

From Peakhurst (Baumans Rd at Stoney Creek Rd) via Stoney Creek Rd, Gloucester Rd, Forest Rd (**Hurstville**), Lily St, Railway Pde, Andover St, Tanner Av, Park Rd, Ramsgate Rd, Chuter Av, Sandringham St, Norman Av, Gannon Av, Malua St (**Dolls Point**), The Grand Pde, Ramsgate Rd, Chuter Av, O'Connell St, President Av, Princes Hwy, Kensington St, Montgomery St, Railway Pde to Kogarah station.

Timetable Summary

2 January 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Peakhurst-Hurstville-Ramsgate-Kogarah	35	M-F	Peakhurst	6.00amK	Kogarah	7.05pmP	30*	A
		Sat		7.00amR 8.30amK		5.10pmP 6.35pmP	AM 30 PM 45	
		Sun		8.40amK	Kogarah	5.50pmP	80	

* More frequent in peak hours.

A – Extra trips Thursday night.

K – To Kogarah.

P – To Peakhurst.

R – To Ramsgate.

Route 33

BRIGHTON-le-SANDS – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Central Railway – Newtown – Brighton-le-Sands being operated by H&H Bus Co (Louis Hasforth & Raymond Harrigan).

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

?: Ceased.

Streets

Brighton-le-Sands – Newtown – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Brighton-le-Sands (Grand Pde at Bay St on weekdays or Grand Pde at Princess St on Sundays) via Grand Pde, Princess St, The Avenue [now Moate Av], Bay St (**Rockdale**), Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**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, then reverse route to Bay St, then Grand Pde to Brighton-le-Sands.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Brighton-le-Sands from King St via Australia St, Parramatta Rd. Reverse on return.

Brighton-le-Sands – Enmore – Central Railway

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Brighton-le-Sands from King St [now Princes Hwy] via May St, Edgeware Rd, Stanmore Rd (**Enmore**), Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now part of Salisbury Rd], Australia St, 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		
Brighton-le-Sands-Central Railway		M-F	Brighton	7.35am	Central Rly	8.40pm	30	
		Sat		7.35am		8.40pm	30	
		Sun		7.35am		8.40pm	30	

Route 33

BANKSTOWN – PUNCHBOWL – ROSELANDS – HURSTVILLE via Salvia St

Timeline

18 August 1947: Punchbowl – Narwee – Hurstville commenced by De Luxe Bus Service (PM (Pat) Geoghegan).

Part of route shared with 28 (later 244)

December 1947: Operator incorporated as Punchbowl Bus Co.

30 June 1952: Transferred to Narwee Bus Co (WH Griffin, CV Griffin & FS Pobje).

October 1958: Narwee Bus Co became part of Punchbowl Bus Co when Punchbowl Bus Co was transferred to the owners of Narwee Bus Co.

October 1965: Rerouted through Roselands shopping centre, following its opening.

January 1968: Transferred to GP Bus Co (also trading at one time as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje) (another company associated with Punchbowl Bus Co).

16 December 1968: Amalgamated with 37 (Punchbowl – Bankstown via Salvia St) to become 33 Bankstown – Punchbowl – Narwee – Hurstville.

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

18 August 1997: Renumbered 940 in the Sydney Region Route Number System & rerouted to include part of 29 as part of general reorganization of Punchbowl Bus Co's routes (*see Private Route Histories – Contract Region 5*).

Streets

Punchbowl – Narwee – Hurstville

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl via Arthur St, The Boulevarde, Rossmore Av, Canterbury Rd, Mount Av, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), Mercury St, Stoney Creek Rd, Penshurst St, Forest Rd, Alfred St, Tracey [now Treacy] St (Hurstville).

May 1959 (Source: timetable)

From Punchbowl (The Boulevarde at station) via Rossmore Av, Canterbury Rd, Draper Av, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), Mercury St, Stoney Creek Rd, Penshurst St, Forest Rd, Alfred St, Tracey [now Treacy] St (Hurstville).

From Hurstville (Tracey [now Treacy] St) via Forest Rd, then reverse route to Canterbury Rd, then Dudley St, The Boulevarde to Punchbowl station.

Punchbowl – Roselands – Hurstville

1968 (Source: RGH notes)

From Punchbowl (The Boulevarde at station) via Rossmore Av, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Rd (**Roselands shops**), Roselands Dr, Martin St, Violet St, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), 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 to Punchbowl station.

Bankstown – Punchbowl – Roselands – Hurstville

December 1968 (Source: RGH notes/timetable)

From Bankstown (South Tce at station) via South Tce, Stacey St, Salvia Av, Columbine Av, Scott St, Gowrie Av, Warwick St, Punchbowl Rd, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Rd (**Roselands shops**), Roselands Dr, Martin St, Violet St, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), Mercury St, Stoney Creek Rd, Penshurst 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 (**Punchbowl**), Punchbowl Rd, then reverse route to South Tce, then Restwell St, Greenfield St, Chapel Rd, South Tce to Bankstown station.

Alterations

- **1975 (Source: timetable):** To approach Bankstown from Columbine Av via Gardenia Av, Stacey St, Rickard St, Lady Cutler Av, Bankstown Square shops, North Tce to Bankstown station. Ex Bankstown (North Tce) via [railway bridge], South Tce, West Tce, [Raymond St], Cross St, Stanley St, Stacey St, Salvia St, Columbine Av.
- **1983 (Source: timetable):** From Bankstown (North Tce) via Fetherstone St, The Mall [which then extended eastwards to Lady Cutler Av], Lady Cutler Av, North Tce, Stacey St, Salvia St.
- **1995 (Source: timetable):** From Hurstville from Forest Rd via Park Rd, Queens Rd, Forest Rd. Unaltered on return.
- **1995 (Source: timetable):** To approach Bankstown from Rickard Rd via Jacobs St, Bankstown Square shops [then The Mall, The Appian Way, North Tce].

Timetable Summary

25 May 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Hurstville	27	M-F	Punchbowl	6.00am	Hurstville	10.30pm	30*	A
		Sat		6.30am		11.45pm	30	A
		Sun		7.06am		9.46pm	60	A

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Plus picture bus Monday-Saturday nights.

16 December 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Hurstville	41	M-F	Bankstown	6.20am	Hurstville	10.48pm	30	A
		Sat		7.15am		7.00pm	30	A
		Sun		9.00am		6.45pm	60	A

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

Route 34

BURWOOD – LAKEMBA – BANKSTOWN

BURWOOD – LAKEMBA – HURSTVILLE

STRATHFIELD – LAKEMBA – HURSTVILLE

- **Post 31 October 1931 feeder: ENFIELD – LAKEMBA – HURSTVILLE**

Timeline

As at date of Govt Gazette 13 November 1925: Burwood – Lakemba – Punchbowl – Bankstown being operated by Arthur Marrin (in the 1920s, trading as All-Gold Bus Service, but by late 1940s trading as Red & White Bus Service).

By date of Govt Gazette 15 October 1926: Rerouted as Burwood – Lakemba – Hurstville.

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

31 December 1931: Relicensed as a feeder, Enfield – Lakemba – Hurstville, as only the Burwood – Enfield section was competitive under the State Transport (Co-ordination) Act. (A list dated October 1935 lists the route as Hurstville – Punchbowl.)

September 1946: Extended from Enfield to Strathfield.

December 1948: Transferred to Red Top Transport Service (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager).

October 1965: Rerouted through Roselands shopping centre, following its opening. Roselands – Hurstville shared with 39 until 18 December 1985.

1 July 1977: Transferred to Cumberland Coaches (Todd family).

31 August 1983: Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill).

16 July 1986: Through-routed with 68.

September 1987: Through-routing with 68 ceased, so that 68 could be transferred separately.

1 September 1987: Canterbury Bus Lines transferred to partnership of Eddie Hayman & Colin Crossley.

12 October 1995: Renumbered 450 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*).

Streets

Burwood – Lakemba – Bankstown

1925 (Source: Govt Gazette of 13 November 1925)

From Burwood (Railway Pde at station) via Railway Pde, Burwood Rd, Liverpool Rd, Jersey St [now Homebush Rd], Water St, [Punchbowl Rd], Linda St, [Lola St, now Burwood Rd], Yangoora Rd, Wangee Rd, Lakemba St, Haldon St (**Lakemba**), Railway Pde, Croydon St, Lakemba St, Wiley's Av [now King Georges Rd], Hillcrest St, Dudley St, The Boulevarde (**Punchbowl**), Punchbowl Rd, Griffiths Av, Scott St, Columbine Av, Salvia Av, Stanley St, Restwell St, South Tce to Bankstown station.

From Bankstown (South Tce to station) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood station.

Burwood – Lakemba – Hurstville

1926 (Source: Govt Gazette of 15 October 1926)

From Burwood (Railway Pde at station) via Railway Pde, Burwood Rd, Liverpool Rd, Jersey St [now Homebush Rd], Water St, Burwood Rd, Yangoora Rd, Wangee Rd, Lakemba St, Haldon St (**Lakemba**), Canterbury Rd, Canary[s] Rd, Penshurst Rd, Shorter Av, Canary[s] Rd, Belmore Rd [both now King Georges Rd], Forest Rd to Railway Sq (Hurstville station).

From Hurstville (Railway Sq at station) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood station.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended in Hurstville from Railway Sq via Forest Rd, Rose St to near Forest Rd. Reverse on return.

Enfield – Lakemba – Hurstville

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Dumbleton [now King Georges] Rd, Canary[s] [now King Georges] Rd, Shorter Av, Penshurst Rd, Canary Rd [now King Georges Rd, Canarys Rd] (**Beverly Hills**), Canterbury Rd, Haldon St (**Lakemba**), Lakemba St, Benaroon Rd, Punchbowl Rd, Water St, Dean St, Jersey St [now Homebush Rd], Liverpool Rd [now Hume Hwy], Punchbowl Rd [now Coronation Pde] (Enfield).

Strathfield – Lakemba – Hurstville

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Dumbleton [now King Georges] Rd, Canary Rd [now King Georges Rd, Canarys Rd] (**Beverly Hills**), Canterbury Rd, Haldon St (**Lakemba**), Lakemba St, Benaroon Rd, Punchbowl Rd, Water St, Dean St, Coronation Pde, The Boulevarde, Strathfield Sq (Strathfield).

1968 (Source: RGH notes)

From Strathfield (Strathfield Sq at station) via Coronation Pde, The Boulevarde, Dean St, Water St, Punchbowl Rd, Benaroon Rd, Lakemba St, Haldon St (**Lakemba**), Canterbury Rd, Canarys Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Forest Rd, Alfred St, Treacy St (Hurstville).

From Hurstville (Treacy St) via Forest Rd, King Georges Rd (**Beverly Hills**), Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Canarys Rd, then reverse route to Strathfield Sq (Strathfield station).

Ponyara Rd diversion: Ex Strathfield from King Georges Rd/Ponyara Rd via Ponyara Rd, Pallamana Pde, Tooronga Tce to King Georges Rd. Reverse on return.

Shorter Av diversion: Ex Strathfield from King Georges Rd/Penshurst Rd via Penshurst Rd, Shorter Av to King Georges Rd. Reverse on return.

Alterations

1990 (Source: timetable):

- From Hurstville via Forest Rd, Park Rd, Queens Rd, Forest Rd. Unaltered on return.
- Ex Hurstville from Benaroon Rd via Yangoora Rd, Yerrick Rd, Punchbowl Rd. Reverse on return.
- To approach Strathfield from The Boulevarde via Redmyre Rd, Raw Sq, Albert Rd to station. Return via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde.

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		
Burwood-Bankstown	47	M-F	Burwood	7.08am	Bankstown	6.28pm	60	
		Sat		7.08am		6.28pm	60	
		Sun		9.12am		8.35pm	90-120	

8 September 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Hurstville	55	M-F	Burwood	6.55am	Hurstville	6.20pm	60	A
		Sat		8.45am		8.15pm	60	B
		Sun	Hurstville	8.30am	Burwood	9.20pm	60**	

** Less frequent in morning

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

B – Plus picture bus Saturday night.

15 March 1943

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Enfield-Hurstville	37	M-F	Enfield	7.00am	Hurstville	10.00pm	45*	
		Sat		7.00am		10.00pm	30-45	A
		Sun		8.28am		10.30pm	45	

Plus short-working/s Enfield-Lakemba before first trip & after last trip shown each day.

* More frequent in peak hours.

A – Plus picture bus Saturday night.

1 July 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Hurstville	43	M-F	Hurstville	6.00am	Strathfield	10.55pm	30*	
		Sat		7.00am		10.55pm	30	
		Sun		7.10am		10.25pm	30	

Plus short-working/s Strathfield-Lakemba & Hurstville-Lakemba before first trip & after last trip shown each day.

* More frequent in peak hours.

21 September 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Hurstville	40	M-F	Hurstville	6.00am	Strathfield	7.15pm	30*	A
		Sat		7.00am		7.00pm	AM 30 PM 45	
		Sun		8.30am		7.15pm	AM 45 PM 90	

Plus short-working/s Strathfield-Lakemba & Hurstville-Lakemba before first trip & after last trip shown each day.

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 35

BURWOOD – CENTRAL RAILWAY via Queen St & Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart) & Burwood Bus 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 Burwood (station, Deane St at Burwood Rd) via Deane St, Burwood Rd, Victoria St, Queen St, Lang St, Church St, Frederick 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, then reverse route to Burwood Rd, then George St Mary St, Deane St to Burwood Rd (Burwood 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		
Burwood-Central Railway		M-F	Burwood	6.48am	Central Rly	11.33pm	10	
		Sat		6.48am		11.33pm	10	
		Sun		6.48am		11.33pm	10	

Route 35

PUNCHBOWL – CAMPSIE

PUNCHBOWL – ENFIELD

Timeline

November 1931: Punchbowl – Enfield (The Broadway) via Punchbowl Rd commenced by Arthur Marrin.

16 December 1933: Altered/extended to run Punchbowl (– Enfield?) – Campsie.

19 March 1934: Campsie – Enfield absorbed into 39. Enfield – Punchbowl section discontinued.

Route 35

BELMORE – LAKEMBA

Timeline

19 August 1935: Commenced by Arthur Marrin (by 1940s trading as Red & White Bus Service).

December 1948: Transferred to Red Top Transport Service (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager).

April 1951: Transferred back to Red & White Bus Service (Arthur Marrin).

February 1963: Transferred to EM (Eddie) Hayman.

April 1963: Transferred to Redline Bus Service (WE (Bill) Hayward).

February 1964: Transferred to Belmore–Lakemba Bus Service (LG (Les) & CC Roberts).

12 October 1965: Rerouted via Roselands shopping centre, upon its opening.

March 1978: Transferred to Cumberland Coaches (Todd family).

4 July 1983: Route altered between Roselands & Lakemba to partly replace truncation of 26 from Lakemba to Punchbowl.

31 August 1983: Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill).

September 1986: Transferred to Pleasure Tours of Australia (Ernie Stafford).

12 October 1992: As part of general reorganization of Pleasure Tours' routes, renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*) as:

445 Roselands – Belmore

446 Roselands – Kogarah

447 Roselands – Greenacre

Streets

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

From Belmore via Bridge Rd, Peel St, Leylands Pde, Moreton St, Chalmers St, Chapel St, Moorefields Rd, McCallum St, Rogers St, Dreadnought St, Canterbury Rd, Haldon St, The Boulevarde (Lakemba).

Circa 1961 (*Source: timetable*)

From Lakemba via Haldon St, Canterbury Rd, Dreadnought St, Albion St, Ludgate St, Stoddart St, Moorefields Rd, Rogers St, McCallum St, Moorefields Rd, Ada St, Forsythe St, Chapel St, Moreton St, Leyland Pde, Burwood Rd (Belmore).

Alteration

Circa 1962 (*Source: Collins Street Directory*): Ex Lakemba from Dreadnought St via Bennett Av, Ludgate St, Stoddart St, Moorefields Rd, Rogers St.

1968 (Source: *RGH notes*)

From Belmore (station, Bridge Rd at Burwood Rd) via Bridge Rd, Peel St, Leylands Pde, Moreton St, Chalmers St, Chapel St, Forsyth St, Kingsgrove Rd, Moorefields Rd, McCallum St, Rogers St, Moorefields Rd, Stoddart St, Berring Av, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Berring Av, Stoddart St, Ludgate St, Albion St, Dreadnought St, Canterbury Rd, Haldon St, The Boulevarde to Haldon St (Lakemba).

From Lakemba (station, The Boulevarde at Haldon St) via The Boulevarde, Croydon St, Oneata St, Haldon St, then reverse route to Ludgate St, Stoddart St, Berring Av, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Berring Av, Stoddart St, Moorefields Rd, Rogers St, then reverse route to Leylands Pde, then Burwood Rd, Bridge Rd to near Burwood Rd (Belmore station).

Alterations

1983 (Source: *timetable*):

- To approach Lakemba station from Canterbury Rd via Sproule St, The Boulevarde, Croydon St, Oneata St, Haldon St. Returning via The Boulevarde, Sproule St.
- Via Robert St instead of Kingsgrove Rd.

Timetable Summary

10 June 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Lakemba	24	M-F	Lakemba	6.14am	Belmore	9.18pm	30	
		Sat		8.22am		6.50pm	AM 30 PM 60	A
		Sun		8.23am		5.57pm	60	A

A – Gap in service.

May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Lakemba	24	M-F	Lakemba	6.11am	Belmore	6.32pm	60	A
		Sat		7.08am		12.37pm	60	
		Sun						

A – Extra trips Thursday night.

Route 36

BURWOOD – ENFIELD – BELMORE via Water St

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

Timeline

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

31 October 1931: Burwood – Enfield ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act, leaving the route as a feeder, Enfield – Belmore.

By 1934: Transferred to JC Moreton.

2 January 1934: Absorbed into 216, which became Strathfield – Belmore.

Streets

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

From Burwood (Railway Pde at station) via Railway Pde, Conder St, Nicholson St, Wentworth St, Liverpool Rd (Enfield), Jersey St [now Homebush Rd], Water St, Burwood Rd to Railway Pde (Belmore station).

From Belmore (Burwood Rd at Railway Pde) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood 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		
Burwood-Belmore	25	M-F	Belmore	6.30am	Burwood	6.50pm	30	A
		Sat		6.30am		10.00pm	30	
		Sun						

A – Extra trips Friday night.

Route 36

PUNCHBOWL – HERNE BAY – MORTDALE via Isaac St & Belmore Rd

- **Herne Bay – Lugarno (1954-57)**
- **Mortdale – Henley Pleasure Ground (weekend service?)**
- **Punchbowl – Henley Pleasure Ground (weekend service?)**

(Henley Pleasure Grounds were located at the foot of Blackbutts Av, Lugarno on Salt Pan Creek.)

(Herne Bay was gazetted as Riverwood in 1958.)

Timeline

18 August 1947:

- The Punchbowl – Herne Bay – Mortdale via Isaac St & Belmore Rd section of 188 renumbered 36.
- Mortdale – Henley Pleasure Ground & Punchbowl – Henley Pleasure Ground also transferred from 188 (?) – ran only at weekends (?) (when ceased?).
- Operated by De Luxe Bus Service (PM (Pat) Geoghegan).

Circa 1947: Selected trips rerouted via South Peakhurst.

December 1947: Operator incorporated as Punchbowl Bus Co.

1954: Extra route, Herne Bay – Lugarno, commenced.

1956: Following Pat Geoghegan's death, Miss P Fitzpatrick became governing director.

January/February 1957: Herne Bay – Lugarno renumbered 140.

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

By 2 February 1971: Rerouted via Roselands on trips *from* Punchbowl in off-peak & Saturday morning (later also Saturday afternoon).

18 August 1997: Renumbered 944 in the Sydney Region Route Number System & rerouted to include part of 29 as part of general reorganization of Punchbowl Bus Co's routes (*see Private Route Histories – Contract Region 5*).

Streets

Punchbowl – Mortdale

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl via The Boulevarde, Rossmore Av, Hillcrest St, Dudley St, Canterbury Rd, Victoria Rd, Wiggs Rd, Belmore Rd (**Riverwood**), Isaac St, Roberts Av, Boundary Rd, Crump St, Morts Rd (Mortdale).

Circa 1962 (Source: Collins Street Directory)

From Punchbowl via The Boulevarde, Dudley St, Canterbury Rd, Victoria Rd, Wiggs Rd, Belmore Rd (**Riverwood**), Isaac St, Roberts Av, Boundary Rd, Universal St, Morts Rd (Mortdale).

1968 (Source: RGH notes)

South Peakhurst diversion: Ex Punchbowl from Isaac St/Pindari Rd via Pindari Rd, Lorraine St, Waterside Pde, Bayview Rd, Lorraine St to Isaac St. Reverse on return.

Alterations

- **1971 (Source: timetable):** Off-peak & Saturday trips diverted from Canterbury Rd via Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr (**Roselands shops**), Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd.
- **1971 (Source: timetable)**
Sunshine Av, South Peakhurst diversion: Ex Punchbowl from Lorraine St/Waterside Pde via Lorraine St, Sunshine Pde, Waterside Pde to Bayview Rd. Reverse on return.
- **1971 (Source: timetable):** From Mortdale (Morts Rd at George St) via George St, Boundary Rd, Roberts Av.

- **1995:** (Source: *timetable*): From Mortdale via Pitt St instead of George St. Ex Punchbowl from Victoria Rd via Mitcham St, Cullens Rd, Wiggs Rd. Reverse on return.

Timetable Summary

28 January 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Mortdale	25	M-F	Punchbowl	5.59am	Mortdale	11.25pm	30*	
		Sat		7.02am		11.23pm	30	
		Sun		9.15am		8.12pm	60	A

* More frequent in peak hours.

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

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Mortdale	23MP 33PRM †	M-F	Punchbowl	5.54am	Mortdale	6.53pm	30*	A
		Sat		7.23am		5.49pm	AM 30 PM 60	
		Sun		9.40am		5.02pm	60	B

* More frequent in peak hours.

† Extra 3-4 via South Peakhurst diversion.

A – Extra trips Thursday night.

B – Gap in service.

MP – From Mortdale to Punchbowl.

PRM – From Punchbowl to Mortdale via Roselands.

Route 37

BURWOOD – CAMPSIE via Brighton Av

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased, but 38 already running Burwood – Campsie – Earlwood over same route between Burwood & Campsie.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Burwood (Railway Pde at station) via Railway Pde, Burwood Rd, Liverpool Rd, Brighton St, Georges River Rd (**Croydon Park**), Brighton Av, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood 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		
Burwood-Campsie	19	M-F	Campsie	7.00am	Burwood	10.20pm	60	
		Sat		7.00am		10.20pm	60	
		Sun						

Route 37

PUNCHBOWL – BANKSTOWN via Salvia Av

Timeline

June 1947: Commenced by Green Line (GH (Harold) Gail). Also traded as Star Omnibus Service.

1968: Transferred to GP Bus Co (GP being the initials of proprietors, Griffin & Pobje) (associated with Punchbowl Bus Co), following death of Mr Gail.

16 December 1968: Amalgamated with 33 (Punchbowl – Hurstville) as 33 Bankstown – Punchbowl – Narwee – Hurstville.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown via South Tce, Stacey St, Salvia Av, Columbine Av, Scott St, Gowrie Av, Warwick St, Punchbowl Rd, The Boulevarde to Punchbowl station.

Timetable Summary

1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Bankstown	17	M-F	Bankstown	5.55am	Punchbowl	8.00pm	30	A
		Sat		5.55am		8.00pm	30	A
		Sun						

A – Plus picture bus Wednesday, Friday & Saturday nights.

Route 38

BURWOOD – CAMPSIE – EARLWOOD (Marana Rd)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Edwyn L Balfour &/or (?) United Motors (McNicol Bros).

23 June 1934: Burwood – Campsie section taken over by Department of Road Transport & Tramways (& amalgamated with 93 as DRTT 92), leaving 38 as Campsie – Earlwood.

By October 1935: Operated by United Motors (McNicol Bros).

1 March 1937:

- Campsie – Earlwood taken over by Department of Road Transport & Tramways.
- Amalgamated with 87, 213 & DRTT 90, as 90 Drummoyne – Campsie – Earlwood.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Burwood (Railway Pde at station) via Railway Pde, Burwood Rd, Liverpool Rd, Brighton St, Georges River Rd (**Croydon Park**), Brighton Av, Beamish St, South Pde to near Beamish St (**Campsie**), then Beamish St, Canterbury Rd, Northcote St, Marana Rd to William St (Earlwood).

From Earlwood (Marana Rd at William St) via reverse route to Beamish St, then Brighton Av, then reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood station.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Via Croydon Av instead of Brighton Av.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Campsie-Earlwood	28	M-F	Campsie	6.45am	Burwood	9.50pm	60	A
		Sat		6.45am		9.50pm	60	B
		Sun		9.00am		10.35pm	30	C

A – Selected trips (mainly off-peak) extended from Campsie to Earlwood. Extra trips Friday night.

B – Selected trips extended from Campsie to Earlwood.

C – Alternate trips extended from Campsie to Earlwood during afternoon.

Route 38

BANKSTOWN – PADSTOW – REVESBY HEIGHTS – REVESBY (bidirectional loop south of Revesby)

Timeline

October 1947: Bankstown – Revesby – Padstow commenced by ARB (Archie) McVicar.

September 1957: Selected trips diverted via Bankstown Hospital. (By 1964, all trips rerouted via Hospital.)

February 1958: Diverted via South Revesby War Service Estate [now Revesby Heights].

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

By at least 1960s: Loop section of route became bidirectional.

By 30 August 1965: Sunday service (later also Saturday afternoons) along Northam Av (Bankstown Hospital) & via Revesby Heights provided by diversions of selected 23 trips.

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

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

27 February 1984: Renumbered 926 in the Sydney Region Route Number System as part of general reorganization of South Western Coach Lines' South Bankstown routes (*see Private Route Histories – Contract Region 13*).

Streets

Bankstown – Padstow – Revesby Heights – Revesby

Circa 1962 (Source: Collins Street Directory)

Similar to that shown for 1968 below, but loop in **Revesby Heights** area from Vega St/Mars St via Vega St, Edinburgh Dr, Centaur St, Morotai Rd, Rowell St, Sandakan Rd, Morotai Rd, Centaur St, Edinburgh Dr, Vega St.

Bankstown – Padstow – Revesby Heights – Revesby – Bankstown

1968 (Source: RGH notes)

Clockwise loop

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Chertsey Av, Northam Av, Eldridge Rd, Artagall St (**Bankstown Hospital**), Claribel St, Canterbury Rd, The River Rd, Sphinx Av, Doyle Rd, Howard Rd (**Padstow**), Ryan Rd, Davies Rd, Windsor Rd, Uranus Rd, Hydrae St, Mars St, The River Rd, Sandakan Rd, Morotai Rd (**Revesby Heights**), Centaur St, Edinburgh Dr, The River Rd, Mars St, Vega St, Uranus Rd, The River Rd, Macarthur Av, Revesby Pl, Blamey St (**Revesby**), The River Rd, Canterbury Rd, Claribel St, Artagall St (**Bankstown Hospital**), Eldridge Rd, Northam Av, Chertsey Av, Chapel Rd, South Tce to Bankstown station.

Anti-clockwise loop

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Chertsey Av, Northam Av, Eldridge Rd, Artagall St (**Bankstown Hospital**), Claribel St, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Uranus Rd, Vega St, Mars St, The River Rd, Sandakan Rd, Morotai Rd (**Revesby Heights**), Centaur St, Edinburgh Dr, The River Rd, Mars St, Hydrae St, Uranus Rd, Windsor Rd, Davies Rd, Ryan Rd, Faraday Rd, Padstow Pde (**Padstow**), Howard Rd, Doyle Rd, Sphinx Av, The River Rd, Canterbury Rd, Claribel St, Artagall St (**Bankstown Hospital**), Eldridge Rd, Northam Av, Chertsey Av, Chapel Rd, South Tce to Bankstown station.

Timetable Summary

27 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow-Revesby Heights-Revesby	56 round trip	M-F	Bankstown	5.18am	Padstow	8.43pm	30	A
		Sat		5.55am		8.03pm	30	B
		Sun						

A – Generally alternately in each direction.

B – Generally alternately in each direction. Plus picture bus Saturday night.

22 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow-Revesby Heights-Revesby	56 round trip	M-F	Padstow	5.50am	Bankstown	6.53pm	60*	A
		Sat		8.30am		7.15pm	60**	B
		Sun		8.35am		6.15pm	120	C

* More frequent in peak hours.

** Less frequent in afternoon.

A – Generally alternately in each direction.

B – Morning, generally alternately in each direction. Afternoon, service provided by diversions of 23.

C – Service provided by diversions of 23.

Route 39

BURRANEER POINT – CRONULLA

(Burraneer Point is in the suburb of Burraneer.)

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

General note: Later part of 66.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Cronulla (Gerrale St at Surf Rd) via Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Bicentennial Plaza], Kingsway, Burraneer [Bay] Rd [part now St Andrews Pl], Woollooware Rd to Burraneer Point. Reverse on return.

Trips from Burraneer Point terminating at Woollooware Rd/Kingsway (likely route in order to connect with Sutherland-Cronulla steam tram at the latter point): Ex Burraneer Point via Woollooware Rd to Kingsway [in current suburb of Woollooware]. 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		
Burraneer Point-Woollooware Rd/Kingsway†	Fr Burr Pt 9K 18C	M-F	Burraneer Pt	7.03am	Woollooware Rd/Kingsway	6.44pm	7 trips	A
		Sat		7.03am		4.16pm	10 trips	A
		Sun		8.55am		7.38pm	10 trips	A

† Selected trips extended to Cronulla.

A – Selected trips extended to Cronulla, including picture bus Monday-Saturday nights.

C – To Cronulla.

K – To Woollooware Rd/Kingsway.

Route 39

CAMPSIE – BELFIELD – ROSELANDS – HURSTVILLE

CAMPSIE – BELFIELD – ROSELANDS – KOGARAH HOSPITAL

CAMPSIE – NORTH BELMORE – ROSELANDS

- **Campsie – Belfield – Roselands – Bardwell Park (selected trips, 1985-86)**

Timeline

1920s: Campsie – Portland St, Enfield commenced.

By 1932: Operated by Arthur Marrin (by 1940s trading as Red & White Bus Service).

16 December 1933: Extended from Portland St to The Broadway, Enfield via Enfield Baths.

19 March 1934: Amalgamated with Campsie – Enfield part of 35 to become 39, Campsie – Water St/Punchbowl Rd, Belfield.

6 March 1939: Extended from Water St to Benaroon Rd, Belmore. (*Gregory's Street Directory* of circa 1946 lists terminus at Yerrick Rd, which is one block west of Benaroon Rd.)

By 1948: Extended from Benaroon Rd, Belmore to Punchbowl Rd/Wileys Av [now King Georges Rd], Wiley Park.

December 1948: Transferred to Red Top Transport Service (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager).

1951: Extended from Punchbowl Rd/Wileys Av [now King Georges Rd], Wiley Park to Wiley Park station.

12 October 1965: Extended from Wiley Park to Hurstville via Roselands shopping centre (becoming Campsie – Roselands – Hurstville), at the time of the opening of Roselands shopping centre. Roselands – Hurstville shared with 34.

1 July 1977: Transferred to Cumberland Coaches (Todd family).

31 August 1983: Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill).

18 December 1985:

- Amalgamated with 92 as 39, Campsie – Belfield – Roselands – Kogarah Hospital.
- Selected trips amalgamated with 229 as 39, Campsie – Belfield – Roselands – Bardwell Park.
- Existing 34 provided alternative service between Roselands & Hurstville.

16 July 1986: Shortened to become Campsie – Belfield – Roselands. Roselands – Kogarah Hospital & Roselands – Bardwell Park replaced by reinstated 92.

July 1986: Transferred to Greenacre Bus Lines (Ron Gallagher).

Late 1986: Transferred back to Highway Tours (JD (Jim) Hill).

March 1988: Transferred to Canterbury Bus Lines (Eddie Hayman & Colin Crossley).

24 August 1991: 39 & 46 amalgamated as 39, Campsie – North Belmore – Roselands. Service along deleted part of 39 (ie, Burwood Rd, Georges River Rd & Punchbowl Rd) provided by existing 34 & State Transit Authority routes.

12 October 1995: Renumbered 451 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*).

Streets

Campsie – Belmore (Punchbowl Rd & Yerrick Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Campsie via South Pde, Beamish St, Ninth Av, Fifth Av, Burwood Rd, Georges River Rd, Punchbowl Rd.

Campsie – Wiley Park (Punchbowl Rd & Wileys Av [now King Georges Rd])

Circa 1948 (Source: Gregory's Street Directory)

From Campsie via North Pde, Beamish St, Seventh Av, Fifth Av, Burwood Rd, Georges River Rd, Punchbowl Rd (Wiley Park).

Campsie – Belfield – Roselands – Hurstville

1968 (Source: RGH notes)

From Campsie (Wilfred Av [now North Pde] at station) via Beamish St, Seventh Av, Fifth Av, Burwood Rd, Georges River Rd, Punchbowl Rd, King Georges Rd (**Wiley Park**), Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd (**Beverly Hills**), Forest Rd, Alfred St, Treacy St (Hurstville).

From Hurstville (Treacy St) via Forest Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Punchbowl Rd, then reverse route to Beamish St, then Campsie St, London St, Wilfred Av (Campsie station).

Ponyara Rd diversion: Ex Campsie from King Georges Rd/Ponyara Rd via Ponyara Rd, Pallamana Pde, Tooronga Tce to King Georges Rd. Reverse on return.

Shorter Av diversion: Ex Campsie from King Georges Rd/Penshurst Rd via Penshurst Rd, Shorter Av Tce to King Georges Rd. Reverse on return.

Campsie – Belfield – Roselands – Kogarah Hospital

18 December 1985 (based on streets followed by 39 & 229 prior to amalgamation as 39)

From Campsie via same route as above to Roselands shops, then Roseland Av, King Georges Rd, Moorefields Rd, Kingsgrove Rd, Homer St, Bexley Rd (**Bexley North**), New Illawarra Rd, Alston St, Stoney Creek Rd, Henderson Rd, Donnan St, Besborough Av, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde, Belgrave St, Kensington St (Kogarah hospital).

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, then reverse route to Roselands shops, then as per "From Hurstville" for Campsie-Hurstville above.

Campsie – North Belmore – Roselands

24 August 1991 (Source: timetable)

From Campsie (Wilfred Av [now North Pde] at station) via Beamish St, Seventh Av, First Av, Clarence St, Baltimore St, Albert St, Burwood Rd, Yangoora St (**North Belmore**), Wangee Rd, Punchbowl Rd, King Georges Rd (**Wiley Park**), Roselands Dr (Roselands shops).

From Roselands (shops) via Roseland Av, King Georges Rd, then reverse route to Beamish St, then Campsie St, London St, Wilfred Av (Campsie station).

Timetable Summary

25 August 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Wiley Park	18	M-F	Wiley Pk	6.28am	Campsie	6.10pm	40*	
		Sat		7.18am		1.46pm	20	
		Sun						

* More frequent in peak hours.

3 August 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Roselands-Hurstville	Fr Camps 26R 43H	M-F	Roselands	6.22amC	Campsie	4.53pmH	A	
			Hurstville	8.40amC				
		Sat	Roselands	7.25amC		11.33amH	B	
			Hurstville	9.02amC				
		Sun						

A – Morning peak hour, Campsie-Roselands. Day, Campsie-Hurstville 20. Plus short-working/s before first trip & after last trip shown.

B – Early morning, Campsie-Roselands. Day, Campsie-Hurstville 20. Plus short-working/s before first trip & after last trip shown.

C – To Campsie.

H – To Hurstville.

R – To Roselands.

18 December 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Roselands-Kogarah Hospital	Fr Camps 22R 54K	M-F	Roselands	6.28amC	Campsie	5.25pmK	A	
			Campsie	7.30amK				
		Sat	Campsie	7.30amK	Kogarah Hosp	12.55pmC	60	B
		Sun						

* More frequent in peak hours.

A – Early morning, Campsie-Roselands. Day, Campsie-Kogarah Hospital 60*. Plus short-working/s before first trip & after last trip shown.

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

C – To Campsie.

K – To Kogarah Hospital.

R – To Roselands.

July 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Roselands	22	M-F	Roselands	7.06am	Campsie	5.30pm	60*	A
		Sat		8.17am		12.30pm	60	A
		Sun						

* More frequent in peak hours.

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

24 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-North Belmore-Roselands	25	M-F	Roselands	7.24am	Roselands	5.38pm	60*	A
		Sat		8.15am	Campsie	4.35pm	60	
		Sun						

* More frequent in peak hours.

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

Route 40

CAMMERAY (Cammaray Rd) – 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 Cammeray (Cammeray Rd at Alan St) via Cammeray Rd, Carter St, Palmer St, Miller St, Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milson's 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		
Cammeray-Milson's Point	20	M-F	Cammeray	6.38am	Milson's Pt	11.18pm	20-30	
		Sat		6.38am		11.18pm	20-30	
		Sun		8.56am		11.42pm	20-30	

Route 40

CABRAMATTA – BONNYRIGG – MT PRITCHARD (Dayments Corner or Reservoir) via Cabramatta Rd

CABRAMATTA – MT PRITCHARD (Townview Rd)

CABRAMATTA – SOUTH BONNYRIGG via Cabramatta Rd

CABRAMATTA – ST JOHNS PARK via John St

CABRAMATTA – ST JOHNS PARK via St Johns Rd

LIVERPOOL – BONNYRIGG

- Extended from Bonnyrigg to Badgerys Creek (*infrequent service*)
- Cabramatta – Sussex St, Cabramatta (*limited service*)

(Dayments [Corner], Mt Pritchard was at Park Rd/Mulgoa Rd [now Meadows Rd/Elizabeth Dr, Mt Pritchard]. It was apparently named after the family of John Dayment, who is said to have lived there in the late 1800s/early 1900s.)

(South Bonnyrigg is now known as Bonnyrigg Heights.)

Timeline

By date of Govt Gazette 22 June 1928: Cabramatta – Bonnyrigg via Cabramatta Rd commenced.

By October 1935: Operated by Mrs EL Roberts

August 1948: Transferred to Cabramatta-Bonnyrigg Bus Service (GW Stanton).

By 1950:

- Outer termini for most trips:
Bonnyrigg (probably Cabramatta Rd/Mulgoa Rd [now Elizabeth Dr]) *or*
Dayments Corner (*see above*) *or*
Reservoir (Mulgoa Rd/Green Valley Rd [now North Liverpool Rd/Elizabeth Dr, Mt Pritchard]).

- New route, Liverpool – Bonnyrigg – Green Valley commenced. Selected trips extended from Bonnyrigg to Cowpasture Rd *or* Badgerys Creek.

August 1951: Transferred to Calabro Bros (A, B, G & F Calabro).

December 1956: Selected trips rerouted via Hemphill Av & Mulgoa Rd.

June 1957: New route(s), Cabramatta – Humphreys Rd (*either* via John St *and/or* St Johns Rd?), commenced. St Johns Rd route ran in competition with Bosnjaks' 45 along the same road until 24 October 1982, when Bosnjaks' 45 ceased to run there.

December 1959: New route, Cabramatta – Mt Pritchard (Townview Rd) (destination "Townview Rd via Cooks Hill"), commenced.

By 25 January 1960: Trips to Reservoir (Mulgoa Rd/Green Valley Rd [now North Liverpool Rd/Elizabeth Dr, Mt Pritchard]) curtailed to Dayments Corner (Park Rd/Mulgoa Rd [now Meadows Rd/Elizabeth Dr, Mt Pritchard]).

By 1960s: Routes were:

Cabramatta – Bonnyrigg via Cabramatta Rd (infrequent service extended to Badgerys Creek)

Cabramatta – Mt Pritchard (Townview Rd)

Cabramatta – St Johns Park (Humphries Rd) via John St

Cabramatta – St Johns Park (Humphries Rd) via St Johns Rd

By 2 February 1982: New route, Liverpool – Bonnyrigg via Cabramatta Rd. Infrequent extension from Bonnyrigg to Badgerys Creek transferred from Cabramatta – Bonnyrigg via Cabramatta Rd to this new route.

By 1984: Routes were:

Cabramatta – Bonnyrigg (Tarlington Pde) via John St

Cabramatta – Mt Pritchard (Townview Rd)

Cabramatta – South Bonnyrigg

Cabramatta – St Johns Park (Edensor Rd) via St Johns Rd

Liverpool – Bonnyrigg (Cowpasture Rd) via Cabramatta Rd (selected trips extended to Badgerys Creek)

By February 1988: New route (limited service), Cabramatta – Sussex St, Cabramatta commenced.

By 12 September 1988: Infrequent extension Bonnyrigg – Badgerys Creek transferred from Liverpool – Cowpasture Rd via Cabramatta Rd service to new Liverpool – Cowpasture Rd via John St service.

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

4 February 1991: As part of general reorganization of Westbus's Bonnyrigg area routes, renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*) as:

826 Cabramatta – Fairfield via Canley Vale Rd & Polding St

827 Cabramatta – Fairfield via St Johns Rd & Brenan St

831 Cabramatta – Bonnyrigg

832 Cabramatta – South Bonnyrigg

833 Cabramatta – Mt Pritchard – South Bonnyrigg

834 Cabramatta – Mt Pritchard (Townview Rd)

835 Liverpool – South Bonnyrigg – Penrith

836 Liverpool – South Bonnyrigg – Badgerys Creek

837 Liverpool – South Bonnyrigg – Bonnyrigg

Cabramatta – Sussex St, Cabramatta (limited service) continued as an unnumbered route.

Streets

Cabramatta – Bonnyrigg via Cabramatta Rd

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

From Cabramatta (Railway Pde at station) via Railway Pde, Cabramatta Rd, Mulgoa Rd [now Elizabeth Dr] to Park [now Meadows] Rd [Dayments Corner] (in current Mt Pritchard).

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

From Cabramatta via Railway Pde, Cabramatta Rd, Mulgoa Rd [now Elizabeth Dr] (Bonnyrigg).

By 1960

Trips to Dayments (Corner): Ex Cabramatta from Cabramatta Rd in a loop via Mulgoa Rd [now Elizabeth Dr] to Park [now Meadows] Rd (Dayments), then Park [now Meadows] Rd, Cabramatta Rd; *or reverse order of streets*.

1984 (*Source: timetable*)

From Cabramatta (Railway Pde at station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Meadows Rd, Anderson Av, Hemphill Av, Elizabeth Dr (**Bonnyrigg**), Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta station.

Cowpasture Rd extension: Extended from Bonnyrigg (Elizabeth Dr/Cabramatta Rd) via Elizabeth Dr, Kalang Rd, Cowpasture Rd, Elizabeth Dr. Reverse on return.

Lewis St, South Bonnyrigg extension: Extended from Bonnyrigg (Elizabeth Dr) via Brown Rd, Aplin Rd, Simpson Rd, Wilson Rd, Lewis St. Reverse on return.

Tarlington Pde extension: Extended from Bonnyrigg (Elizabeth Dr) via Bonnyrigg Av, Tarlington Pde to Cabramatta Rd.

Cabramatta – St Johns Park (Humphries Rd) via John St

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at station) via John St, Harrington St, St Johns Rd, Humphries Rd (**St Johns Park**), Edensor Rd, Harrington St, John St, Park Rd, Arthur St, Railway Pde to Cabramatta station.

Cabramatta – Bonnyrigg (Tarlington Pde) via John St

1984 (Source: timetable)

From Cabramatta (Railway Pde at station) via John St, Harrington St, Edensor Rd, Bonnyrigg Av, Tarlington Pde (**Bonnyrigg**), Cabramatta Rd, Humphries Rd, Edensor Rd, Harrington St, John St, Hill St, Hughes Av, Railway Pde to Cabramatta station.

Cabramatta – St Johns Park (Humphries Rd) via St Johns Rd

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at station) via John St, Gladstone St, St Johns Rd, Harrington St, Edensor Rd, Humphries Rd (**St Johns Park**), St Johns Rd, Gladstone St, Hughes St, Railway Pde to Cabramatta station.

Cabramatta – Bonnyrigg (Bunker Pde) via St Johns Rd

1984 (Source: timetable)

From Cabramatta (Railway Pde at station) via John St, Park Rd, McBurney Rd, Gladstone St, St Johns Rd, Humphries Rd, Edensor Rd, Bunker Pde (**Bonnyrigg**), Humphries Rd, St Johns Rd, Gladstone St, McBurney Rd, Railway Pde to Cabramatta station Pde.

Cabramatta – Mt Pritchard (Townview Rd)

1984 (Source: timetable)

From Cabramatta (Railway Pde at station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Townview Rd, Oliphant St (clockwise loop) (**Mt Pritchard**), Townview Rd, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta station.

Alteration

1988 (Source: timetable): From Cabramatta Rd via Anderson Av, David St, Oliphant St, Townview Rd, Oliphant St (clockwise loop), Townview Rd to Cabramatta Rd.

Liverpool – Bonnyrigg – Badgerys Creek via Cabramatta Rd

1984 (Source: timetable)

From Liverpool (station forecourt) via Bigge St, Moore St, Macquarie St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr (**Bonnyrigg**), Badgerys Creek Rd to Longleys Rd (Badgerys Creek).

From Badgerys Creek (Badgerys Creek Rd at Longleys Rd) via reverse route to Copeland St, then Elizabeth Dr, Elizabeth St, George St, Moore St, Bigge St to Liverpool station.

Liverpool – South Bonnyrigg via Brown Rd

12 September 1988 (Source: timetable)

From Liverpool (station forecourt) via Bigge St, Moore St, Northumberland St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr (**Bonnyrigg**), Brown Rd, Aplin Rd, Simpson Rd, Wilson Rd, Mount St, Cowpasture Rd (**South Bonnyrigg**), Lewis St, Wilson Rd, then reverse route to Copeland St, then Elizabeth Dr, Elizabeth St, George St, Moore St, Bigge St to Liverpool station.

Liverpool – South Bonnyrigg via John St (selected trips extended to Badgerys Creek)

12 September 1988 (Source: timetable)

From Liverpool (station forecourt) via Bigge St, Moore St, Northumberland St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Gladstone St, John St, Harrington St, Edensor Rd, Humphries Rd, Cabramatta Rd, Elizabeth Dr (**Bonnyrigg**), Kalang Rd [Kalang Rd then met Elizabeth Dr at Smithfield Rd & met Cowpasture Rd] to Cowpasture Rd (Edensor Park).

From Cowpasture Rd (at Kalang Rd) via Cowpasture Rd, Elizabeth Dr, Humphries Rd, then reverse route to Copeland St, then Elizabeth Dr, Elizabeth St, George St, Moore St, Bigge St to Liverpool station.

Badgerys Creek extension: Extended from Bonnyrigg (Cowpasture Rd/Elizabeth Dr) via Elizabeth Dr, Martin Rd, Cuthel St, Lawson Rd, Pitt St, Badgerys Creek Rd to Longleys Rd (Badgerys Creek), returning via Badgerys Creek Rd, Elizabeth Dr to Cabramatta Rd.

Cabramatta – Sussex St

1988 (Source: timetable)

From Cabramatta (Railway Pde at station) via Railway Pde, Boundary Lane, Church St, Bolivia St, Huon St, Sussex St, Carrabeen St, Bolivia St, Kurrajong St, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta station.

Timetable Summary

14 August 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-various termini in Bonnyrigg area		M-F	Reservoir	5.58amC	Cabramatta	9.50pmD	40-60*	A
		Sat	Dayments	5.45amC		12.37amD	AM 30 PM 60	A
		Sun	Bonnyrigg	7.35amC		9.50pmD	60	A
Liverpool-various termini in Bonnyrigg area		M-F	Bonnyrigg	8.10amL	Liverpool	4.00pmP	B	
		Sat		8.15amL		11.45pmG	E	
		Sun						

* More frequent in peak hours.

A – Cabramatta-various termini (Bonnyrigg, Reservoir, Cowpasture Rd or Dayments). Extra trips Wednesday night.

B – Liverpool-various termini (Bonnyrigg, Green Valley or Cowpasture Rd). 6 trips to Liverpool, 4 trips from Liverpool.

C – To Cabramatta.

D – To Mt Pritchard (Dayments).

E – Liverpool-various termini (Bonnyrigg or Green Valley). 5 trips to Liverpool, 3 trips from Liverpool.

G – To Green Valley.

L – To Liverpool.

P – To Cowpasture Rd.

25 January 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Bonnyrigg or Mt Pritchard via Cabramatta Rd	12	M-F	Bonnyrigg or Mt Pritchard	4.58am	Cabramatta	11.18pm	30*	
		Sat		5.32am		11.20pm	30	
		Sun		7.22am		9.18pm	30-60	
Cabramatta-Edensor Rd/ Meadows Rd via John St	8	M-F	Edensor Rd/ Meadows Rd	5.09am	Cabramatta	9.16pm	20*	A
		Sat		5.32am		9.46pm	AM 15 PM 30	A
		Sun		8.33am		9.18pm	30	B
Cab'matta-St Johns Pk (Humphries Rd) via St Johns Rd	10	M-F	Humphries Rd	5.10am	Cabramatta	11.16pm	30*	A
		Sat		6.22am		11.16pm	30	A
		Sun		7.58am		5.48pm	4 trips	B

* More frequent in peak hours.

A – Selected trips ran from Cabramatta via St Johns Rd & returned via John St.

B – Selected trips ran from Cabramatta via John St & returned via St Johns Rd.

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-South Bonnyrigg via Cabramatta Rd	35	M-F	Sth Bonnyrigg	4.40am	Cabramatta	10.20pm	30*	
		Sat		5.45am		5.30pm	40-55	
		Sun		7.20am		6.30pm	55	
Cabramatta-Bonnyrigg (Tarlington Pde) via John St	15	M-F	Tarlington Pde	4.55am	Cabramatta	7.08pm	35*	
		Sat		6.25am		6.05pm	AM 35 PM 30	A
		Sun		7.50am		6.05pm	30	A
Cabramatta-St Johns Park (Bunker Pde) via St Johns Rd	15	M-F	Bunker Pde	4.55am	Cabramatta	7.08pm	35*	
		Sat		6.25am		6.05pm	AM 35 PM 30	A
		Sun		7.50am		6.05pm	30	A
Cabramatta-Mt Pritchard (Townview Rd)	20 round trip	M-F	Townview Rd	4.53am	Cabramatta	10.30pm	30	
		Sat		6.08am		5.30pm	AM 30 PM 50	B
		Sun		7.38am		6.30pm	50	B
Liverpool-South Bonnyrigg via Cabramatta Rd	23	M-F	Sth Bonnyrigg	5.32am	Liverpool	6.43pm	50	
		Sat		7.12am		1.16pm	50	
		Sun						
Liverpool-South Bonnyrigg via John St	27	M-F	Sth Bonnyrigg	5.35am	Liverpool	6.07pm	60	C
		Sat		8.20am		12.30pm	60	C
		Sun						

* More frequent in peak hours.

A – Saturday afternoon & Sunday trips ran from Cabramatta via St Johns Rd & returned via John St.

B – Weekday nights, Saturday afternoons & Sundays, service provided by diversion of Cabramatta-Bonnyrigg via Cabramatta Rd route.

C – Selected trips extended to Badgerys Creek.

Route 41

CAMPSIE – PETERSHAM – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by (1) J Northey & (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 Campsie (station, North Pde at Beamish St) via North Pde, Beamish St, Canterbury Rd, New Canterbury Rd (**Dulwich Hill**), Palace [now Audley] St (**Petersham**), Trafalgar St, Crystal St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Campsie from Crystal St via Fort St, Railway St, Parramatta Rd. Unaltered ex Central Railway.

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		
Campsie-Central Railway		M-F	Campsie	6.50am	Central Rly	11.21pm	30	
		Sat		6.50am		11.21pm	30	
		Sun		7.50am		12.03am	30	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Central Railway		M-F	Campsie	6.49am	Central Rly	11.38pm	20	
		Sat		6.49am		12.38am	20	
		Sun		8.09am		11.38pm	20	

Route 41

LIVERPOOL – ASHCROFT – HINCHINBROOK via South Liverpool Rd

LIVERPOOL – BONNYRIGG – GREEN VALLEY

LIVERPOOL – MILLER via Maxwells Av (selected trips extended to Busby Rd)

LIVERPOOL – MT PRITCHARD (Townview Rd)

LIVERPOOL – ORANGE GROVE ESTATE

- **Liverpool – Heckenberg – Busby – Miller (shopping service, from 1980)**
- **Miller – Busby – Heckenberg – Miller (shopping service, approx. 1968-80)**

(Orange Grove estate is in the vicinity of O'Brien Pde & Marsden Rd)

(Dayments [Corner], Mt Pritchard was at Park Rd/Mulgoa Rd [now Meadows Rd/Elizabeth Dr, Mt Pritchard]. It was apparently named after the family of John Dayment, who is said to have lived there in the late 1800s/early 1900s.)

Timeline

31 July 1933: Liverpool – Bonnyrigg commenced by Mrs EL Roberts.

By 1948: Route was Liverpool – Bonnyrigg – Green Valley (terminus at Green Valley Rd/Wilson Rd).

August 1948: Transferred to Cabramatta – Bonnyrigg Bus Service (GW Stanton).

August 1951: Transferred to Calabro Bros.

December 1954: Transferred to Oliveri Bros.

October 1956: Rerouted via Meadows Rd & Mulgoa Rd [now Elizabeth Dr].

December 1956: Route extended via Cowpasture Rd & Heckenberg Rd [now North Liverpool Rd].

December 1959: New route, Liverpool – Mt Pritchard (Townview Rd) commenced (in off peak & at weekends, service provided by diverting selected Green Valley trips via Townview Rd/Oliphant St).

By 8 August 1960:

- New routes to Orange Grove estate commenced:
 - Liverpool – Woodlands Rd (in off peak & at weekends, service provided by diverting selected Green Valley trips via Woodlands Rd)
 - Liverpool – Orange Grove Rd
- Green Valley trips extended in a loop via North Liverpool Rd, Cowpasture Rd & Green Valley Rd.

Late 1962: New route, Liverpool – Green Valley housing estate, commenced (possibly to South Liverpool Rd via Ashcroft and/or to Sadleir Av/Insignia St, Sadleir, the latter being the beginnings of the Liverpool – Miller route).

December 1962: Operator's name changed to Oliveri Transport Services.

June 1963: Liverpool – Sadleir Av/Insignia St extended to Bobin Rd, Sadleir.

By April 1965:

- [Probably] Liverpool – Bobin Rd, Sadleir extended from Bobin Rd to "Green Valley" [probably now Miller] shopping centre.
- Green Valley trips ran clockwise round North Liverpool Rd-Cowpasture Rd-Green Valley Rd loop on weekday afternoons & nights, but anti-clockwise at other times.

By 1966: Routes were:

Liverpool – Cowpasture Rd, Green Valley*

Liverpool – Miller

Liverpool – Mt Pritchard (Townview Rd)

Liverpool – Orange Grove Estate (Liverpool – Woodlands Rd & Liverpool – Orange Grove Rd routes combined)

Liverpool – South Liverpool Rd via Ashcroft*

On weeknights, Saturday afternoons & Sundays, these routes were combined in a loop from Liverpool via Dayments, Green Valley Rd, Rundle Rd, South Liverpool Rd & Dayments (not** via Ashcroft) & return to Liverpool.*

By 1968: New route, Miller – Busby – Heckenberg – Miller shopping service, commenced.

By July 1980:

- Miller – Busby – Heckenberg – Miller shopping service altered to run Liverpool – Heckenberg – Busby – Miller.
- Selected Liverpool – Miller trips extended to Busby Rd.

By 1981: New Bonnyrigg Estate (Montgomery Rd, Brown Rd & Wearne Rd) served by:

- Rerouting of selected Liverpool – Green Valley trips
- Extension of selected Liverpool – Ashcroft – South Liverpool Rd trips.

September 1988: Liverpool – Ashcroft – South Liverpool Rd extended to Hinchinbrook (new suburb).

1 July 1989: Oliveri Transport Services & Ingleburn Bus Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

10 December 1989: As part of general reorganization of Oliveri's Liverpool routes, renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*) as:

841 Liverpool – Heckenberg – Bonnyrigg – Green Valley

842 Liverpool – Miller – Hinchinbrook

843 Liverpool – Mt Pritchard (Townview Rd) – Orange Grove Estate

844 Liverpool – Ashcroft – Green Valley (South Liverpool Rd)

845 Liverpool – Green Valley via Bonnyrigg

846 Liverpool – Bonnyrigg – Green Valley (South Liverpool Rd) (loop)

Streets

Liverpool – Bonnyrigg – Green Valley

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [possibly station forecourt], Scott St, Macquarie St, Elizabeth St, Kemps Creek Rd [now Elizabeth Dr] (**Bonnyrigg**), Green Valley Rd [includes current Matthew Av] to Wilson Rd (**Green Valley**), then Green Valley Rd to Park Rd [now Meadows Rd] & Mulgoa Rd [now Elizabeth Dr].

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Bigge St, Railway St, George St, Scott St, Macquarie St, Elizabeth St, Kemps Creek Rd [now Elizabeth Dr], Green Valley Rd [includes current Matthew Av] to Wilson Rd (**Green Valley**), then Green Valley Rd to Park Rd [now Meadows Rd] & Mulgoa Rd [now Elizabeth Dr].

1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Elizabeth Dr, Meadows Rd, Matthew Av, St Johns Rd, North Liverpool Rd, Cowpasture Rd (**Green Valley**), Green Valley Rd, St Johns Rd, then reverse route to Elizabeth St, then George St, Railway St to Liverpool station.

Trips via Green Valley loop in opposite direction: From St Johns Rd via Green Valley Rd, Cowpasture Rd, North Liverpool Rd to St Johns Rd.

Alterations

- **Circa 1980 (Source: timetable):** To approach Liverpool station from George St via Moore St. Return via Moore St, Macquarie St.
- **1981 (Source: timetable):** Ex Liverpool from Matthew Av via St Johns Rd, Green Valley Rd, Oliveri Cr, Rundle Rd, North Liverpool Rd, Cowpasture Rd. Selected trips via reverse route.

1984 (Source: timetable)

Trips via Elizabeth Dr direct: Ex Liverpool from Elizabeth Dr/Reservoir Rd (eastern intersection) via Elizabeth Dr (**not** Reservoir Rd) to Elizabeth Dr/Reservoir Rd (western intersection). Reverse on return.

Liverpool – Miller

1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Maxwells Rd, Sadleir Av (**Sadleir**), Insignia St, Bobin Rd, Heckenberg Av, Cartwright Av, Woodward Av (anti-clockwise loop) to Miller shops.

From Miller (Woodward Cr at shops) via Cartwright Av, Heckenberg Av, then reverse route to Elizabeth St, then George St, Railway St to Liverpool station.

Alteration

Circa 1980 (Source: timetable): To approach Liverpool station from George St via Moore St. Return via Moore St, Macquarie St.

Liverpool – Miller (selected trips extended to Busby Rd)

1981 (Source: timetable)

Busby Rd extension: Extended from Miller shops via Cartwright Av, Busby Rd to South Liverpool Rd (?).

Liverpool – Ashcroft – Green Valley (South Liverpool Rd)

1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Maxwells Rd, Sinclair Rd, Sutton Rd (**Ashcroft**), Sadleir Av, South Liverpool Rd to Rundle Rd (Busby).

From South Liverpool Rd (at Rundle Rd) via reverse route to Elizabeth St, then George St, Railway St to Liverpool station.

Alteration

Circa 1980 (Source: timetable): To approach Liverpool station from George St via Moore St. Return via Moore St, Macquarie St.

Liverpool – Mt Pritchard (Townview Rd)

1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Townview Rd, Oliphant St (clockwise loop) (**Mt Pritchard**), Townview Rd, then reverse route to Elizabeth St, then George St, Railway St to Liverpool station.

Alterations

- *Circa 1980 (Source: timetable):* To approach Liverpool station from George St via Moore St. Return via Moore St, Macquarie St.
- *1984 (Source: timetable):* Ex Liverpool from Reservoir Rd via Phyllis St, Townview Rd, Oliphant St (clockwise loop), Townview Rd to Reservoir Rd.

Liverpool – Orange Grove Estate

1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Secant St, Campbell St, Copeland St, Orange Grove Rd, O'Brien Pde, Marsden Rd (**Orange Grove Estate**), Woodlands Rd, Lewis St, Marsden Rd, Elizabeth Dr, Elizabeth St, George St, Railway St to Liverpool station.

Alteration

Circa 1980 (Source: timetable): To approach Liverpool station from George St via Moore St. Return via Moore St, Macquarie St.

Miller – Busby – Heckenberg – Miller shopping service

1968 (Source: timetable)

From Miller (Woodward Cr at shops) via Cartwright Av, Busby Rd (**Busby**), South Liverpool Rd, Rundle Rd, Green Valley Rd, St Johns Rd, Matthew Av (**Heckenberg**), South Liverpool Rd, Heckenberg Av, Cartwright Av, Woodward Cr to Miller shops.

Liverpool – Heckenberg – Busby – Miller shopping service

1981 (Source: timetable)

From Liverpool (station forecourt) via Moore St, Macquarie St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Elizabeth Dr, Meadows Rd, Matthew Av (**Heckenberg**), St Johns Rd, Green Valley Rd, Rundle Rd, South Liverpool Rd, Busby Rd (**Busby**), Cartwright Av, Woodward Cr to Miller shops.

From Miller (Woodward Cr at shops) via Cartwright Av, Busby Rd, then reverse route to Elizabeth St, then George St, Moore St to Liverpool station.

Alteration

By January 1984 (Source: *timetable*): Ex Miller from Rundle Rd/Green Valley Rd via Rundle Rd, Oliveri Cr to Green Valley Rd. Unaltered ex Liverpool.

Timetable Summary

8 August 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Green Valley	45 round trip	M-F	Green Valley	5.08am	Liverpool	11.22pm	60*	
		Sat		5.13am		11.10pm	60	A
		Sun		5.23am		7.00pm	8 trips	
Liverpool-Orange Grove Estate (Woodlands Rd)	5	M-F	Woodlands Rd	5.23am	Liverpool	6.10pm	40-120	B
		Sat		5.59am		4.55pm	60-120	B
		Sun		7.45am		6.00pm	3 trips	B
Liverpool-Orange Grove Estate (Orange Grove Rd)	5	M-F	O/Grove Rd	6.45am	Liverpool	3.32pm	5 trips	
		Sat		9.00am		12.05pm	2 trips	
		Sun						
Liverpool-Mt Pritchard (Townview Rd)	7	M-F	Townview Rd	5.20am	Liverpool	11.22pm	30*	C
		Sat		5.25am		7.52pm	AM 15 PM 60	C
		Sun		5.45am		7.00pm	60	C

* More frequent in peak hours.

A – Plus picture bus Saturday night.

B – Selected weekday, Saturday & all Sunday trips provided by diversion of Liverpool-Green Valley route. Plus picture bus Saturday night.

C – Selected trips provided by diversion of Liverpool-Green Valley route. Plus picture bus Saturday night.

23 February 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Green Valley	42 round trip	M-F	Green Valley	5.52am	Liverpool	11.30pm	60*	A
		Sat		5.08am		10.27pm	AM 50**	A
		Sun		5.15am		7.27pm	60	
Liverpool-Orange Grove estate	5	M-F	O/Grove est	5.27am	Liverpool	7.30pm	30*	
		Sat		5.47am		6.05pm	AM 60 PM 1 trip	
		Sun		5.48am		5.10pm	2 trips	
Liverpool-Mt Pritchard (Townview Rd)	8	M-F	Townview Rd	5.07am	Liverpool	7.30pm	30	
		Sat		5.23am		9.08pm	AM 20 PM 3 trips	
		Sun		7.28am		6.05pm	2 trips	
Liverpool-Miller	27	M-F	Miller	4.30am	Liverpool	12.00mn	30*	
		Sat		4.48am		11.00pm	AM 15 PM 60	
		Sun		6.30am		7.00pm	60	
Liverpool-Ashcroft-South Liverpool Rd	28	M-F	Sth Liv Rd	4.52am	Liverpool	11.30pm	30	
		Sat		5.36am		10.27pm	AM 15 PM 60	
		Sun		8.10am		5.25pm	4 trips	
Miller-Busby-Heckenberg-Miller	19 round trip	M-F	Miller	10.00am	Miller	2.30pm	60	
		Sat	Busby	9.06am		12.30pm	60	
		Sun						

* More frequent in peak hours.

** Less frequent in afternoon.

A – Extra trips Liverpool-Rundle Rd weekday & Saturday mornings.

Route 42

CAMPSIE – HURLSTONE PARK – MARRICKVILLE – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mick Fitzgibbons (also trading as White Deluxe Bus Service)

By date of Govt Gazette 4 April 1930: Rerouted via Enmore & Salisbury Rd (instead of Newtown).

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (station, North Pde at Beamish St) via North Pde, Beamish St, South Pde, Duke St, Canterbury Rd (Canterbury), Floss St (Hurlstone Park), Garnet St, Ewart St, Beauchamp St, Warren Rd, Illawarra Rd (Marrickville), Agar St, Newington Rd, Wemyss St, Stanmore Rd (Enmore), 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 Campsie station.

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Campsie from Stanmore Rd via Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd, George St West [now Broadway]. 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		
Campsie-Central Railway	48	M-F	Campsie	6.50am	Central Rly	11.35pm	60	
		Sat		6.50am		11.35pm	60	
		Sun		8.58am		12.03am	60	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Central Railway	48	M-F	Central Rly	7.12am	Central Rly	11.52pm	20	
		Sat		7.12am		12.32am	20	
		Sun	Campsie	8.17am		11.52pm	20	

Route 42

LIVERPOOL – HAMMONDVILLE – HOLSWORTHY

- Extended from Hammondville to Williams Creek [later known as East Hills Migrant Hostel, now Voyager Point] (*selected trips*)
- Further extended from East Hills Hostel to Sandy Point (*selected trips*)

LIVERPOOL – HILLVIEW [now Lurnea]

LIVERPOOL – MILPERRA BRIDGE

LIVERPOOL – MOOREBANK CAMP

Timeline

11 July 1933: Routes commenced by JC Bridges:

- Liverpool – Milperra Bridge
- Liverpool – Hillview
- Liverpool – Hammondville

19 September 1933: Liverpool – Hillview service ceased.

20 August 1934: Liverpool – Milperra Bridge service curtailed to run Liverpool – Newbridge Rd/Gordon Rd [now Governor Macquarie Dr]. (List dated October 1935 shows route as Liverpool – Chipping Norton – Milperra Bridge.)

Circa 1943: Liverpool – Newbridge Rd/Gordon Rd & Liverpool – Hammondville transferred to GV Scott.

Later: Liverpool – Newbridge Rd/Gordon Rd re-extended to Milperra Bridge.

August 1948:

- Liverpool – Milperra Bridge transferred to R Shepherd & renumbered 69.
- Liverpool – Hammondville transferred to Jeffrey H Moore.

By 24 July 1954:

- Operator's name changed to Liverpool Bus Service.
- Selected trips diverted via Moorebank Av.
- Extended from Hammondville to Holsworthy Camp.
- Selected trips extended to Williams Creek, which was the site of East Hills Migrant Hostel.

August 1959: Transferred to Hammondville Bus Service (Alan Redman). The 1 March 1961 timetable shows proprietors as Hammondville Bus Service *and* Moorebank Bus Service.

By 11 March 1968: Trips diverting via Moorebank Av altered to separate route, Liverpool – Moorebank Camp.

1973: Transferred to Mrs Redman on Mr Redman's death.

December 1974: Transferred to Holsworthy Bus Service (Frank & Maurice Grubisic).

1977: Operator's name changed to Westway Bus & Coach Service.

August 1982: Westway Bus & Coach Service transferred to Threlkeld family.

By December 1982: Selected East Hills Migrant Hostel trips extended to Sandy Point.

21 December 1987: Extended from Holsworthy Camp to Holsworthy railway station, upon opening of East Hills – Glenfield railway. Both train & extended bus route initially ran in weekday peak hours only, but both became full time from 12 September 1988, when a full service was provided on the railway.

16 March 1992:

- Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*):
 - 857 Liverpool – Moorebank Camp
 - 862 Liverpool – Holsworthy, with selected trips extended to East Hills Hostel & Sandy Point
- New 858, Holsworthy – Moorebank – Chipping Norton – Warwick Farm, commenced.

Streets

Liverpool – Milperra Bridge

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [possibly station forecourt], Illawarra [now Heathcote] Rd, Epsom Rd [part now Newbridge Rd, then current Epsom Rd, then approx current Abingdon St & Ascot Dr], Charlton Av [approx current Homestead Av], Ernest Av, Gordon Rd [now Governor Macquarie Dr], Newbridge Rd, Rickard Rd (Milperra Bridge).

Liverpool – Hammondville

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [possibly station forecourt], Illawarra [now Heathcote] Rd, Moorebank Av, Anzac Rd, Illawarra [now Heathcote] Rd, Walder Rd, Stewart Av (Hammondville).

Liverpool – Hammondville – Holsworthy (*selected trips extended to East Hills Hostel [now Voyager Point] & Sandy Point*)

1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Newbridge Rd, Heathcote Rd, Walder St, Judd Av, Stewart Av (**Hammondville**), Walder St, Heathcote Rd, Bardia Pde, Huon Pde (**Holsworthy**), Light Horse Pde [now Artillery Cr], Wagon St [now part of Sabre Cr], Artillery Cr [subsumed by Harris Creek reserve], Gunners Row [now Mews], Light Horse Pde, Bardia Pde, Wewak Rd, Derna Rd, Anzac Rd [which then extended to meet Heathcote Rd], Heathcote Rd, Scott St, George St, Railway St to Liverpool station.

East Hills Hostel extension: Extended from Holsworthy (Heathcote Rd/Bardia Rd) via Heathcote Rd, Sirius Rd [now The Avenue] to Migrant Centre [approx site of current western end of Sirius Rd]. Reverse on return.

Junction Rd & Nuwarra Rd diversion: Ex Liverpool from Heathcote Rd/Junction Rd via Junction Rd, Nuwarra Rd to Heathcote Rd. Reverse on return.

Alterations

- *1983 (Source: timetable)*
 - Junction Rd & Nuwarra Rd diversion:** Ex Liverpool from Heathcote Rd/Junction Rd via Junction Rd, Stockton Av, Maddecks Av (Moorebank shops), Nuwarra Rd to Heathcote Rd. Reverse on return.
 - Sandy Point extension:** (After running via East Hills Hostel) extended from Holsworthy (Heathcote Rd/Sirius Rd) via Heathcote Rd, St George Cr to Bingara Dr. Reverse on return.
 - Holsworthy Camp diversion (likely route):** From Holsworthy (Heathcote Rd/Illawarra Rd) via Illawarra Rd [extension of existing Illawarra Rd to Heathcote Rd] to camp (in Holsworthy Military Reserve).
- *1987 (Source: timetable):* All trips ex Liverpool from Heathcote Rd via Junction Rd, Nuwarra Rd to Heathcote Rd. Reverse on return.

1988 (Source: timetable)

From Liverpool (station forecourt) via Moore St, George St, Scott St, Heathcote Rd, Junction Rd, Stockton Av, Maddecks Av, Nuwarra Rd, Heathcote Rd, Walder Rd, Judd Rd (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Infantry Pde (**Holsworthy**), Bardia Pde, Heathcote Rd, Nuwarra Rd, Maddecks Av, Stockton Av, Junction Rd, Heathcote Rd, Scott St, Bigge St to Liverpool station.

Holsworthy station extension: Extended in Holsworthy from Heathcote Rd/Infantry Pde via Heathcote Rd, Macarthur Dr, station car park [now The Boulevarde] to station. Reverse on return.

Alterations

September 1988 (Source: timetable):

- Route through Hammondville became a one-way loop from Heathcote Rd via Walder Rd, Judd Rd, Stewart Av, Keato Av to Heathcote Rd.
- From Heathcote Rd/Bardia Pde via Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, station car park [now The Boulevarde] to Holsworthy station. Return via reverse route.

Liverpool – Moorebank Camp

1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Heathcote Rd, Moorebank Av to Chatham Village [approx site of current Chatham Av] (Moorebank). Return via reverse route to Scott St, then George St, Railway St to Liverpool station.

Alteration

1988 (Source: timetable): To approach Liverpool station from Heathcote Rd via Scott St, Bigge St. Return via Moore St, George St, Scott St, Heathcote Rd.

Timetable Summary

24 July 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy†	34 round trip	M-F	Hammondville	5.40am	Liverpool	7.20pm	30*	A
		Sat		6.30am		6.55pm	30	A
		Sun	Liverpool	8.50am	Holsworthy	9.07pm	9 trips	

* More frequent in peak hours.

† Selected trips extended to Holsworthy or Williams Creek.

A – Trips extended to Holsworthy: M-F 11, Saturday 13. Trips extended to Williams Creek: M-F 4, Saturday 2. Plus picture bus Monday-Saturday nights.

10 December 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Holsworthy†	40 round trip	M-F	Holsworthy	5.15am	Liverpool	7.40pm	30*	A
		Sat		6.40am		7.00pm	30-45	A
		Sun						
Liverpool-Moorebank Camp	12	M-F	Liverpool	6.45am	M'bank Camp	4.30pm	9 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to East Hills Hostel.

A – Trips extended to East Hills Hostel: M-F 12, Saturday 8. Extra trips Thursday night.

Route 43

CAMPSIE – HURLSTONE PARK – CENTRAL RAILWAY via various routes

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by (1) J Northey & (2) Mick Fitzgibbons (also trading as White Deluxe Bus Service), running via Hurlstone Park, Wardell Rd, Lewisham & Parramatta Rd.

By date of Govt Gazette 17 December 1926: Rerouted via North Campsie

By date of Govt Gazette 27 May 1927: Rerouted via Petersham instead of Lewisham.

By date of Govt Gazette 22 February 1929: Rerouted via Enmore & Newtown instead of Petersham.

By date of Govt Gazette 4 April 1930: Rerouted via Salisbury Rd instead of Newtown.

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

Streets

Campsie – Hurlstone Park – Lewisham – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (station, North Pde at Beamish St) via North Pde, Beamish St, South Pde, Duke St, Canterbury Rd (Canterbury), Floss St (**Hurlstone Park**), Garnet St, Ewart St, Wardell Rd (**Dulwich Hill**), New Canterbury Rd, Fraser Rd [now Hunter St], Railway Tce (**Lewisham**), Victoria St, Henry St, Old Canterbury Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Ex Campsie from Beamish St via Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd. Reverse on return.

Campsie – Hurlstone Park – Petersham – Central Railway

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Ex Campsie from New Canterbury Rd via Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd. Reverse on return.

Campsie – Hurlstone Park – Newtown – Central Railway

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Campsie from Canterbury Rd via New Canterbury Rd, Stanmore Rd (**Enmore**), Enmore R, King St (**Newtown**), Australia St, Parramatta Rd. Reverse on return.

Campsie – Hurlstone Park – Enmore – Central Railway

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Campsie from Stanmore Rd via Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Australia 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		
Campsie-Central Railway	48	M-F	Campsie	6.37am	Central Rly	11.16pm	60	
		Sat		6.37am		11.16pm	60	
		Sun		8.24am		11.58pm	60	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Central Railway		M-F	Campsie	6.55am	Central Rly	10.49pm	60	
		Sat		6.55am		11.49pm	60	
		Sun		12.55pm		11.49pm	60	

Route 43

CANTERBURY – CAMPSIE – BELMORE

Timeline

1932(?): Canterbury – Campsie (Beamish St/Canterbury Rd) commenced by United Motors (McNicol brothers).

11 September 1933: Extended from Beamish St/Canterbury Rd to Campsie station & Belmore (Sharp St).

1 March 1937: Taken over by Department of Road Transport & Tramways & combined with its 70 as 70, Summer Hill – Belmore (Sharp St).

Route 43

CARINGBAH – MIRANDA via Matson Cr

Timeline

July 1950: Caringbah – Miranda via Matson Cr section separated from 50 & renumbered 43, operated by Mrs M Batty.

November 1952: Renumbered back to part of 50.

Streets

See 50, circa 1946.

Route 43

LAKEMBA – GREENACRE – CHULLORA

Timeline

1954: Lakemba – Greenacre (Valencia St) section separated from 47 & renumbered 43, operated by XL Transport (Alfred, Henry & Eric O'Hara, brothers).

December 1955: Transferred to West Bankstown Bus Service (Treuer family).

July 1959: Extended from Valencia St to Chullora (Norfolk Rd).

September 1963: Renumbered back to part of 47.

Streets

Circa 1962 (Source: Collins Street Directory)

From Lakemba via Railway Pde, Haldon St, Lakemba St, Benaroon Rd, Punchbowl Rd, Juno Pde (**Greenacre**), Roberts Rd, Karuah St, Maiden St to Norfolk Rd (Chullora [now Greenacre]).

Timetable Summary

5 February 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Chullora	14	M-F	Chullora	5.35am	Lakemba	11.07pm	30*	
		Sat		6.15am		11.00pm	AM 30 PM 60	
		Sun		7.05am		10.06pm	60	

* More frequent in peak hours.

Route 43

CHATSWOOD – RYDE – WEST RYDE via various routes

- **Chatswood – Artarmon – Willoughby (limited service)**
- **Chatswood – Lane Cove West (Mars Rd) (peak hours)**
- **Chatswood – Macquarie University via Epping Rd (limited service, 1967-86)**
- **Chatswood – Macquarie University via Mowbray Rd West (1981-82)**

Timeline

16 January 1967:

- New routes commenced by Hunters Hill Bus Co (John A Gilbert family, majority shareholder; KA (Ken) Butt, manager):
 - Chatswood – Ryde via Lane Cove Rd
 - Chatswood – Ryde via Wicks Rd
 - Chatswood – Macquarie University via Epping Rd (limited service)
- These routes partly replaced 53 (which was rerouted via Pacific Hwy) & 205 (which was reduced to run during weekday peak hours & Saturday mornings only).
- The commencement of 43 compensated Hunters Hill Bus Co for the extension of Government bus routes (particularly 516, Circular Quay-Hunters Hill-Ryde Depot) through Hunters Hill Bus Co territory.

6 July 1970:

- Chatswood – Ryde (via both routes) extended from Ryde to West Ryde, apparently as further recompense for the extension of Government bus 518 through Hunters Hill Bus Co territory to East Ryde (affecting Hunters Hill Bus Co's 75).
- Chatswood – Lane Cove West (Mars Rd) peak hour industrial route renumbered from part of 53.

16 August 1974: Selected trips rerouted via full length of Mowbray Rd West on Thursday nights, Saturday afternoons & Sundays, when 128 did not operate, following transfer of 128 to Hunters Hill Bus Co. By 25 December 1974, additional trips on 43 on weekdays, all Saturday afternoon & all Sunday trips ran via Mowbray Rd West.

26 September 1977:

- Chatswood – West Ryde (via both routes) & Chatswood – Macquarie University via Epping Rd rerouted via Mowbray Rd West as the standard route, replacing 128.
- Selected trips ran Chatswood – Lane Cove West (Epping Rd/Moore St) along previous route, but by 1980 had been reduced to school trips, which remained until sometime after 1984.

- Chatswood – Artarmon – Willoughby section of 128 renumbered part of 43, with limited weekday service only. After a short time, this service also reduced to school trips only, which remained until 23 July 1990 (when transferred to the State Transit Authority).

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

16 November 1981: Full time Monday-Saturday service, Chatswood – Macquarie Centre (selected trips extended to Macquarie University) via Mowbray Rd West, commenced at the time of opening of Macquarie Centre shopping centre. These trips were similar to existing Chatswood – Macquarie University trips (but ran via Fontenoy Rd instead of Talavera Rd, North Ryde).

Mid/late 1982: Chatswood – Macquarie Centre/University via Mowbray Rd West & Fontenoy Rd (introduced on 16 November 1981) ceased.

4 July 1986: Remaining Chatswood – Macquarie University (via Mowbray Rd West & Talavera Rd) trips ceased, as a quicker & more frequent service was already being provided by 54, then recently transferred to North & Western Bus Lines.

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

534 Chatswood – West Ryde via Wicks Rd

Chatswood – Lane Cove West (Mars Rd)

535 Chatswood – West Ryde via Lane Cove Rd

Streets

Chatswood – Ryde via Wicks Rd

From 16 January 1967 (Source: timetable/RGH notes)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding 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 Pacific Hwy, then Brown St, Railway St to Chatswood station.

Chatswood – Ryde via Lane Cove Rd

From 16 January 1967 (Source: timetable/RGH notes)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd (**North Ryde**), Lane Cove Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Alteration

21 July 1969 (*Source: timetable/RGH notes*) (“via Lane Cove Rd” trips): Ex Chatswood from Epping Rd via Pittwater Rd, Blenheim Rd, Edmondson St, Ryrie St, Morshead St, Wicks Rd, Epping Rd, Lane Cove Rd, Coss Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd. Reverse on return.

Chatswood – Ryde – West Ryde via Wicks Rd

Chatswood – Ryde – West Ryde via Lane Cove Rd

Alterations

- **From 6 July 1970** (*Source: timetable/RGH notes*): Extended from Ryde (Devlin St) via Victoria Rd, Hermitage St, Herbert St, Ryedale Rd to West Ryde station. From West Ryde via Ryedale Rd, Victoria Rd, Church St, Blaxland Rd.
- **From 16 August 1974** (*Source: timetable*) (*selected trips Thursday night, Saturday afternoon & Sunday*): Ex Chatswood from Mowbray Rd via Epping Rd (*not* via Centennial Av). Reverse on return.
- **From 26 September 1977** (*Source: timetable*): All trips ran via Mowbray Rd West.
- **From 26 September 1977** (*Source: timetable*): To approach Chatswood from Mowbray Rd via Orchard Rd, Help St, Railway St. Return unaltered.
- **From 19 May 1979** (*Source: N&W notice*): Extended to approach West Ryde from Herbert St via Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange. Return via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

Chatswood – Lane Cove West (Mars Rd)

From 6 July 1970 (Source: timetable/RGH notes)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Burns Bay Rd, Cullen St, Mars Rd, Sirius St to Orion Rd (Lane Cove West).

From Lane Cove West (Sirius Rd at Orion Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Chatswood – Artarmon – Willoughby

From 26 September 1977 (Source: timetable)

From Chatswood (Railway St at station) via Orchard Rd, Help St, Anderson St, Albert Av, Archer St, Johnson St, Orchard Rd, Tindale Rd (**Artarmon**), Elizabeth St, Artarmon Rd, Edward St, Borlaise St, Willoughby Rd to Frenchs Rd (Willoughby).

From Willoughby (Willoughby Rd at Frenchs Rd) via Willoughby Rd, Mowbray Rd, Penshurst St, Edward St, then reverse route to Anderson St, then Victoria Av, Orchard Rd to Chatswood station.

Chatswood – Lane Cove (Moore St/Epping Rd)

From 26 September 1977 (Source: timetable)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd to Moore St (Lane Cove).

From Lane Cove (Moore St/Epping Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Chatswood – Macquarie University via Epping Rd (via Waterloo Rd in North Ryde)

From 16 January 1967 (Source: timetable)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Lane Cove Rd (**North Ryde**), Waterloo Rd to Macquarie University bus terminal.

From Macquarie University (bus terminal) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Chatswood – Macquarie University via Epping Rd (via Talavera Rd in North Ryde)

Alteration

1970 (Source: timetable/RGH notes): Ex Chatswood from Lane Cove Rd via Talavera Rd, Khartoum Rd, Waterloo Rd to Macquarie University. Reverse on return.

Chatswood – Macquarie University via Mowbray Rd West Rd (via Talavera Rd in North Ryde)

Alteration

From 26 September 1977 (Source: timetable): Ex Chatswood from Mowbray Rd via Epping Rd (**not** via Centennial Av). Reverse on return.

Chatswood – Macquarie Centre via Mowbray Rd West (via Fontenoy Rd in North Ryde) ***(selected trips extended to Macquarie University)***

From 16 November 1981 (Source: timetable)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Lane Cove Rd, Fontenoy Rd (**North Ryde**), Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Trips via Talavera Rd: Ex Chatswood from Khartoum Rd via Talavera Rd, Lane Cove Rd.

Macquarie University extension: Extended from Macquarie Centre bus terminal via Waterloo Rd, University Av, Macquarie Dr to Macquarie University. Return via Macquarie Dr, Waterloo Rd, Herring Rd to Macquarie Centre shops.

Timetable Summary

16 January 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Ryde via Wicks Rd	24	M-F	Ryde	6.09am	Chatswood	9.40pm	60*	A
		Sat		7.10am		8.42pm	AM 30-60 PM 60	B
		Sun		8.18am		8.12pm	60	
Chatswood-Ryde via Lane Cove Rd	24	M-F	Ryde	9.08am	Chatswood	1.40pm	60	
		Sat		9.10am		11.42am	2 trips	
		Sun						
Chatswood-Macquarie Uni via Epping Rd	20	M-F	Chatswood	7.55am	Macquarie Uni	9.05pm	C	
		Sat						
		Sun						

Average day frequency along common route

M-F Chatswood-Ryde 30.

Sat AM: Chatswood-Ryde 30.

PM: Chatswood-Ryde 30.

Sun Chatswood-Ryde 60.

* More frequent in peak hours.

A – Plus peak hour trips Chatswood-North Ryde (AWA factory). Plus short-working/s before first trip shown.

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

C – 6 trips from Chatswood, 8 trips from Macquarie University.

16 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Macquarie Uni via Mowbray Rd West	28	M-F	Macquarie Ctr	6.56am	Macquarie Ctr	6.18pm	30	A
		Sat	Chatswood	7.22am		5.55pm	AM 30 PM 60	
		Sun						

A – Selected trips extended to Macquarie University. Extra trips Thursday night.

19 November 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-West Ryde via Wicks Rd	33	M-F	West Ryde	5.42am	Chatswood	9.05pm	60*	A
		Sat		6.58am		7.57pm	60	B
		Sun		8.32am		5.57pm	60	B
Chatswood-West Ryde via Lane Cove Rd	37	M-F	West Ryde	7.11am	Chatswood	6.20pm	60	
		Sat		6.58am		1.42pm	60	
		Sun						
Chatswood-Lane Cove West (Mars Rd)	14	M-F	Chatswood	7.05am	Mars Rd	5.05pm	Ph1	
		Sat						
		Sun						
Chatswood-Macquarie Uni via Mowbray Rd West	32	M-F	Chatswood	7.51am	Chatswood	8.22am	Ph2	
		Sat						
		Sun						

Average day frequency along common route

M-F Chatswood-West Ryde 30.

Sat AM: Chatswood-West Ryde 30.

PM: Chatswood-West Ryde 60.

Sun Chatswood-West Ryde 60.

* 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 shown.

Ph1 – Peak hours only (morning from Chatswood, afternoon from Lane Cove West (Mars Rd)).

Ph2 – Morning peak hour only (from Chatswood).

Route 44

CAMPSIE – KINGSGROVE – BEXLEY – ROCKDALE

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

It is not clear whether the Rockdale – Brighton-le-Sands extension operated on a daily basis (as per the route listing in Government Gazettes between 1925 & 1930) or on Sundays & Public Holidays only (as per the “Complete” timetable of September 1925).

Timeline

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

1930: Transferred to United Motors (McNicol Bros).

1931: Extension from Rockdale to Brighton-le-Sands ceased, as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

1 March 1937: Taken over by Department of Road Transport & Tramways, becoming part of 92.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (station, North Pde at Beamish St) via North Pde, Beamish St, Canterbury Rd, Sharp St, Croydon Rd, Stoney Creek Rd (**Bexley**), Forest Rd, Frederick St, Railway St to Rockdale station.

From Rockdale (Railway St at station) via Frederick St, then reverse route to Campsie station.

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Rockdale†	Fr Camps 41R 49B	M-F	Laycock St	6.10amR	Rockdale	9.00pmC	A	
			Campsie	8.55amR		10.35pm L		
		Sat	Campsie	8.55amR	Rockdale	9.00pmC 10.35pm L	60	
		Sun	Campsie	8.25amB	Brighton	8.50pmC	30	D

† Extended to Brighton-le-Sands on Sundays.

A – Peak hours, mainly Rockdale-Laycock St. Day, mainly Rockdale-Laycock St & Rockdale-Campsie alternately 30-60.

B – To Brighton-le-Sands.

C – To Campsie.

D – Plus late night trips Rockdale-Laycock St.

L – To Laycock St.

R – To Rockdale.

January 1932

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Rockdale	Fr Rock 10L 29C	M-F	Laycock St	6.15amR	Campsie	6.58pmR	A	
			Rockdale	8.27amC	Rockdale	12.18amL		
		Sat	Laycock St	6.55amR	Campsie	6.58pmR	B	
			Rockdale	8.27amC	Rockdale	12.18amL		
		Sun	Campsie	7.59amR	Campsie	10.00pmR	D	
					Rockdale	11.30pmL		

* More frequent in peak hours.

A – Peak hours & night, Rockdale-Laycock St. Day, Rockdale-Laycock St 15-30; Rockdale-Campsie 60.

B – Early morning & night, Rockdale-Laycock St. Day, Rockdale-Laycock St 15, Rockdale-Campsie 60.

C – To Campsie.

D – Day, Rockdale-Campsie 30. Late night, Rockdale-Laycock St.

L – To Laycock St.

R – To Rockdale.

Route 44

ENGADINE – HEATHCOTE (east side)

ENGADINE – NORTH ENGADINE (Kingswood Rd)

ENGADINE – NORTH ENGADINE (Ridge Rd)

ENGADINE – WORONORA HEIGHTS via Cooriengah Heights Rd

ENGADINE – YARRAWARRAH – LOFTUS HEIGHTS – SUTHERLAND

Timeline

27 July 1947: Engadine – Anzac Av/Woronora Rd – Engadine (via Boys' Town) loop commenced by John C Ross Kelly.

September 1952: Transferred to William Hadfield.

By March 1961: Extra route, Engadine – Heathcote (east side), commenced.

By December 1961: Engadine – Heathcote (east side) extended from Engadine to Old Bush Rd/Bridgeview Rd [current suburb of Yarrawarra] (limited service).

2 July 1962: Extra route, Sutherland – Loftus Heights (Spur Cr) commenced (with selected trips extended from Sutherland to Engadine via Princes Hwy).

By 1969:

- Operator's name changed to Hadfields Bus Lines.
- Extra route, Engadine – North Engadine (Cooriengah Heights Rd), commenced.

By 1975: Routes were:

Engadine – North Engadine (Cooriengah Heights Rd)
Engadine – North Engadine (Kingswood Rd)
Engadine – North Engadine (Ridge Rd)
Sutherland – Loftus Heights – Engadine – Heathcote (east side)

By 1984: Sutherland – Loftus Heights – Engadine – Heathcote (east side) split into:

Engadine – Heathcote (east side)
Engadine – Loftus Heights – Sutherland

By November 1986: Engadine – North Engadine (Cooriengah Heights Rd) extended to Woronora Heights.

By 29 April 1987: Engadine – Woronora Heights diverted via Ridge Rd during off-peak when Engadine – North Engadine (Ridge Rd) reduced to a peak hour service.

10 July 1989: Transferred to Southtrans (Ron Deane).

14 May 1990: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*):

991 Engadine – Loftus Heights – Sutherland
992 Engadine – North Engadine (Kingswood Rd)
993 Miranda Fair – Engadine – Woronora Heights
994 Engadine – North Engadine (Ridge Rd)
996 Engadine – Heathcote (east side)

Streets

Engadine – Loftus Heights – Sutherland

Circa 1975 (Source: UBD Compact street directory)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Caldarra Av, Porter Rd, Sladden Rd, Old Bush Rd, Bridgeview Rd (**Yarrowarra**), Cooina St, Old Bush Rd, Loftus [now Wheatley] Rd, Myrtle St, Chestnut St, Ninth Av, Hawthorn St, Viburnum Rd, Ninth Av, Spur St, Heather St, Mistletoe St, Orchid St, Loftus Av, Lilac St, National Av, Logan St, Ninth Av, Browallia Cr, Ninth Av, Pare Av, National Av, Tenth Av, Loftus Av (**Loftus**), Sixth Av, Fourth Av, Fifth Av, Fourth Av, National Av, First Av, Loftus Av, East Pde to Sutherland station.

Alterations

1986 (Source: RGH notes):

- To approach Sutherland from East Pde via Sutherland St, Linden St, Flora St. Selected trips extended in Sutherland from Flora St via East Pde, railway overbridge, Old Princes Hwy, Eton St, Flora St. Return via Old Princes Hwy, Boyle St, Eton St, then reverse route.
- Ex Engadine from Porter Rd via Dobell Rd, (left) Brooke St, Sladden Rd.
- To approach Engadine from Waratah St via Old Princes Hwy, Engadine Av, Princes Hwy to Station St.
- (*Selected trips*): Ex Engadine from Old Bush Rd via Dalziel St, Urana Rd, Glenora Rd, Turrella St, Giles St, Carnarvon St, Roebourne St to Wheatley Rd. Reverse on return.

Engadine – North Engadine (Kingswood Rd)

Circa 1975 (Source: UBD Compact street directory)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Waratah Rd, Cambrai Av, Lantana Rd, Kingswood Rd, Geneva Pl, Geelong Rd, Croston Rd, Gamut Rd, Kingswood Rd (**North Engadine**), Warilda Av, Wokari St, Kingswood Rd, then reverse route to Engadine station.

Alteration

1986 (Source: RGH notes): To approach Engadine from Waratah St via Old Princes Hwy, Engadine Av, Princes Hwy to Engadine station.

Engadine – North Engadine (Cooriengah Heights Rd)

1983 (Source: RGH notes)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Waratah Rd, Cambrai Av, Anzac Av, Woronora Rd, Achilles Rd, Cooriengah Heights Rd to Bundanoon Rd (North Engadine).

From North Engadine (Cooriengah Heights Rd at Bundanoon Rd) via reverse route to Waratah St, then Old Princes Hwy, Engadine Av, Princes Hwy to Engadine station.

Engadine – Woronora Heights

Alteration

1986 (Source: RGH notes) (Cooriengah Heights Rd route): Extended from North Engadine (Cooriengah Heights Rd) via Bundanoon Rd, Warrangaree Dr (anti-clockwise loop) (**Woronora Heights**), Bundanoon Rd.

Engadine – North Engadine (Ridge Rd)

Circa 1975 (Source: UBD Compact street directory)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Waratah Rd, Woronora Rd, Ferntree Rd, Ridge Rd [further detail not shown on maps].

1986 (Source: RGH notes)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Woronora Rd, Thurlgoona Rd, Woronora Rd, Sabugal Rd, Ridge Rd (**North Engadine**), Andromeda Cr, Sierra Rd, Kanadah Rd, Ridge Rd, Ferntree Rd, Woronora Rd, Old Princes Hwy, Engadine Av, Princes Hwy to Engadine station.

Engadine – Heathcote (east side)

Circa 1975 (Source: UBD Compact street directory)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Princes Hwy, Wilson Pde, The Avenue, Forest Rd (**Heathcote**), Bottle Forest Rd, Tecoma St, Dillwynnia Gve, Wilson Pde, Princes Hwy to Engadine station.

1986 (Source: RGH notes)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Engadine Av, Fairview Av, Higgerson Av, Stephen Rd, Auckland St, Numantia Rd, Princes Hwy, then same route through Heathcote East, returning to Engadine Av, Princes Hwy to Engadine station.

Timetable Summary

23 January 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Anzac Av/Woronora Rd	14 round trip	M-F	Anzac Av	5.32am	Engadine	6.53pm	60*	A
		Sat		5.59am		1.44pm	30-60	B
		Sun						

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

29 April 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Woronora Heights	20	M-F	Woronora Hts	5.55am	Engadine	6.35pm	60*	
		Sat	Coor Hts Rd	7.40am		12.43pm	6 trips	
		Sun						
Engadine-North Engadine (Kingswood Rd)	10	M-F	Kingswood Rd	6.05am	Engadine	6.35pm	60*	
		Sat		8.00am		12.23pm	4 trips	
		Sun						
Engadine-North Engadine (Ridge Rd)	7	M-F	Ridge Rd	6.25am	Engadine	6.35pm	10 trips	
		Sat						
		Sun						
Engadine-Yarrowarra	5	M-F	Yarrowarra	6.45am	Engadine	6.35pm	10 trips	A
		Sat	Engadine	8.30am	Sutherland	11.34am	2 trips	B
		Sun						
Engadine-Heathcote (east side)	10	M-F	Heathcote	8.32am	Engadine	2.25pm	6 trips	
		Sat						
		Sun						
Sutherland-Loftus Heights	18	M-F	Loftus Hts	7.02am	Sutherland	4.24pm	9 trips	A
		Sat	Engadine	8.30am		11.34am	2 trips	B
		Sun						

* More frequent in peak hours.

A – Includes 3 off-peak trips, Engadine-Yarrowarra-Loftus Heights-Sutherland.

B – Saturday service, Engadine-Yarrowarra-Loftus Heights-Sutherland.

Route 45

CAMPSIE – PUNCHBOWL – PADSTOW PARK

- **Extended from Punchbowl to Picnic Point (limited service on Saturdays)**

(Padstow Park Estate was the original name for Padstow, which became the suburb name when the East Hills railway was opened in 1931.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Henry (Harry) Dale.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (South Pde at Beamish St) via South Pde, Beamish St, Ninth Av, Albert St, Lakemba St, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Wileys Av [now King Georges Rd], Punchbowl Rd, Wattle St, Highclere Av, Punchowl Rd (**Punchbowl**), Canterbury Rd, Fairford Rd, Watson Rd to Gibson Av (Padstow Park [now Padstow]). Reverse on return.

Picnic Point extension: Extended from Punchbowl via Punchbowl Rd, Canterbury Rd, [The] River Rd, Tower St, Picnic Point Rd to Georges River (Picnic Point). 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		
Campsie-Punchbowl-Padstow Park†	40	M-F	Padstow Pk	6.05amB	Campsie	4.50pmB	60	A
				6.45amC	Punchbowl	6.40pmP		
		Sat		6.05amB	Campsie	11.50amB	60	D
				6.45amC	Punchbowl	2.25pmP		
		Sun						

† Limited service extended to Picnic Point.

A – Peak hours, Padstow Park-Punchbowl. Most day trips, Punchbowl-Campsie 60.

B – To Punchbowl.

C – To Campsie.

D – Early morning & afternoon, Padstow Park-Punchbowl. Most day trips, Punchbowl-Campsie 60. 1 trip extended from Padstow Park to Picnic Point.

P – To Padstow Park.

Route 45

CABRAMATTA – CANLEY VALE – EDENSOR PARK via Canley Vale Rd

CABRAMATTA – ST JOHNS PARK – EDENSOR PARK via St Johns Rd

- **Cabramatta – Canley Vale – St Johns Park via Canley Vale Rd (1981-82)**
- **Cabramatta – Canley Vale – Wakeley (Richards Rd) via Parklea Pde (1981-82)**

Timeline

By date of Govt Gazette 22 June 1928: Canley Vale – Edensor Park via Canley Vale Rd commenced by Cecil C Prowse (a list dated October 1935 shows operator as WJ Prowse). Also traded as Prowse's Red Motor Service.

July 1955: Transferred to Simun Bosnjak, soon after trading as Bosnjaks Bus Service.

June 1957: Extra route, Cabramatta – Humphries Rd/Canley Vale Rd via St Johns Rd (selected trips extended to Edensor Park), commenced. Shared route along St Johns Rd with Calabros' 40.

By 19 November 1962: Cabramatta – Humphries Rd/Canley Vale Rd via St Johns Rd rerouted/extended to Edensor Park.

By 1967: Canley Vale – Edensor Park via Canley Vale Rd extended from Canley Vale to Cabramatta.

By February 1978: Cabramatta – Canley Vale – Edensor Park via Canley Vale Rd curtailed & split into:

Cabramatta – Canley Vale – St Johns Park (Canley Vale Rd/Bibbys Rd) via Canley Vale Rd

Cabramatta – Canley Vale – Wakeley (Avoca Rd/Humphries Rd) via Parklea Pde

2 November 1981:

- Cabramatta – Edensor Park via St Johns Rd amalgamated with 167 (Parramatta – Smithfield) & renumbered 800 (first private route renumbered into the Sydney Region Route Number System).
- Remaining part of 45 (via Canley Vale Rd) rearranged as:
 - Cabramatta – Canley Vale – St Johns Park (loop via Bibbys Rd & Melbourne Rd) via Canley Vale Rd
 - Cabramatta – Canley Vale – Wakeley (Richards Rd) via Parklea Pde.

24 October 1982: Replaced by 800 when it was rerouted from St Johns Rd to Canley Vale Rd, as a result of agreement between Bosnjaks Bus Service & Calabro Bros for a single route along St Johns Rd (being Calabros' 40).

Streets

Canley Vale – Edensor Park via Canley Vale Rd

1928 (Source: Govt Gazette of 22 June 1928)

From Canley Vale (Railway Pde at station) via Railway Pde, Canley Vale Rd to Bibbys Rd [now Brisbane Rd], then Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St], Parkes [now part of Edensor] Rd, Edensor Rd to Park [now Meadows] Rd (Edensor Park). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Canley Vale (station) via Brighton [now Railway] Pde, Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St], Parkes [now part of Edensor] Rd, Edensor Rd (Edensor Park).

Cabramatta – Canley Vale – Edensor Park via Canley Vale Rd

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at station) via Railway Pde (**Canley Vale**), Canley Vale Rd, Avoca St, Humphries Rd, Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St] (**St Johns Park**), Edensor Rd to Swan St (Edensor Park).

From Edensor Park (Edensor Rd at Swan St) via reverse route to Railway Pde, then Arthur St, Park Rd, John St, Railway Pde to Cabramatta station.

Trips via Canley Vale Rd direct: Ex Cabramatta from Canley Vale Rd/Avoca Rd via Canley Vale Rd to Canley Vale Rd/Humphries Rd. Reverse on return.

Cabramatta – Edensor Park via St Johns Rd

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at station) via Railway Pde, Arthur St, Park Rd, McBurney St, Gladstone St, St Johns Rd, Humphries Rd (**St Johns Park**), Edensor Rd to Cowpasture Rd (Edensor Park).

From Edensor Park (Edensor Rd at Cowpasture Rd) via reverse route to Park Rd, then John St, Railway Pde to Cabramatta station.

Cabramatta – Canley Vale – St Johns Park via Canley Vale Rd

1978 (Source: timetable)

From Cabramatta (Railway Pde at station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd to Bibbys Rd [now Brisbane Rd] (**St Johns Park**).

From St Johns Park (Canley Vale Rd/Bibbys Rd [now Brisbane Rd]) via Canley Vale Rd, Railway Pde to Cabramatta station.

Trips via Avoca Rd & Humphries Rd (generally from St Johns Park in morning & from Cabramatta in afternoon): Ex Cabramatta from Canley Vale Rd via Avoca Rd, Humphries Rd, Canley Vale Rd. Reverse on return.

Cabramatta – Canley Vale – Wakeley (Humphries Rd) via Parklea Pde

1978 (Source: timetable)

From Cabramatta (Railway Pde at station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, Cambridge St, Parklea Pde, Chelsea Dr, Foxlow St, Avoca Rd, Canley Vale Rd, Humphries Rd (**Wakeley**), Avoca Rd, Foxlow St, Chelsea Dr, Parklea Pde, Cambridge St, Canley Vale Rd, Railway Pde to Cabramatta station.

Cabramatta – Canley Vale – St Johns Park via Canley Vale Rd

2 November 1981 (Source: timetable)

From Cabramatta (Railway Pde at station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, Avoca St, Humphries Rd, Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St] (**St Johns Park**), Hargreaves St [now Box Rd],

Winburndale Rd, Bibbys Rd [now Brisbane Rd], Brisbane Rd, Melbourne Rd, Canley Vale Rd, Humphries Rd, Avoca St, Canley Vale Rd, Railway Pde to Cabramatta station.

Trips via Canley Vale Rd direct: Ex Cabramatta from Canley Vale Rd/Avoca Rd via Canley Vale Rd to Canley Vale Rd/Humphries Rd. Reverse on return.

Cabramatta – Canley Vale – Wakeley (Richards Rd) via Canley Vale Rd

2 November 1981 (Source: timetable)

From Cabramatta (Railway Pde at station) via John St, Park Rd, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, Cambridge St, Parklea Pde, Chelsea Dr, Foxlow St, Avoca St, Humphries Rd, Kembala St, Melbourne Rd [now Townsville Rd ?], Innisfail Rd, Bulls Rd, Richards Rd to Winburndale Rd (Wakeley).

From Wakeley (Richards Rd at Winburndale Rd) via reverse route to Cambridge St, then Canley Vale Rd, Railway Pde to Cabramatta station.

Trips via Canley Vale Rd direct: Ex Cabramatta from Canley Vale Rd/Avoca Rd via Canley Vale Rd to Canley Vale Rd/Humphries Rd. Reverse on return.

Timetable Summary

17 November 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canley Vale-Edensor Park via Canley Vale Rd	20	M-F	Edensor Pk	5.45am	Canley Vale	10.15pm	60*	A
		Sat		5.50am		7.15pm	60	A
		Sun		7.30am		9.45pm	90	

* More frequent in peak hours.

A – Plus picture bus to Fairfield Wednesday & Saturday nights.

Circa 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Humphries Rd/Canley Vale Rd via St Johns Rd	12	M-F	Humphries Rd	5.15am	Cabramatta	11.20pm	30	A
		Sat		5.34am		11.00pm	AM 30 PM 60	
		Sun		6.17am		7.50pm	60	A

A – Selected trips extended to Edensor Park.

Circa 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canley Vale-Edensor Park via Canley Vale Rd	20	M-F	Edensor Pk	5.00am	Canley Vale	10.13pm	30*	
		Sat		5.27am		10.13pm	30	A
		Sun		8.08am		8.13pm	60	
Cabramatta-Edensor Park via St Johns Rd	20	M-F	Edensor Pk	4.55am	Cabramatta	11.16pm	30	
		Sat		5.25am		11.10pm	AM 30 PM 60	
		Sun		6.30am		7.48pm	60	

* More frequent in peak hours.

A – Plus picture bus to Fairfield Saturday night.

Circa 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-St Johns Park via Canley Vale Rd	30	M-F	St Johns Pk	5.00am	Cabramatta	7.30pm	A	
					Canley Vale	9.15pm		
		Sat		5.24am	Cabramatta	2.02pm	B	
					Canley Vale	5.12pm		
		Sun	Wakeley	8.15am		12.15pm	3 trips	C
Cabramatta-Wakeley (Humphries Rd) via Parklea Pde	18	M-F	Humphries Rd	6.36am	Cabramatta	4.13pm	30	D
					Canley Vale	5.58pm		
		Sat						
		Sun						
Cabramatta-Edensor Park via St Johns Rd	19	M-F	Edensor Pk	4.53am	Cabramatta	9.00pm	30*	
		Sat		5.43am		7.00pm	AM 30 PM 60	
		Sun		7.30am		11.15am	3 trips	

* More frequent in peak hours.

A – Day, either Cabramatta-St Johns Park or Canley Vale-St Johns Park 30*. Night, Canley Vale-St Johns Park.

B – Morning, Cabramatta-St Johns Park 30. Afternoon, Canley Vale-St Johns Park 30.

C – 1 trip extended to Cabramatta.

D – Either Cabramatta-Wakeley or Canley Vale-Wakeley.

2 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-St Johns Park via Canley Vale Rd	20	M-F	St Johns Pk	5.02am	Cabramatta	9.04pm	30*	A
		Sat		5.16am		5.00pm	AM 30 PM 60	B
		Sun	Cabramatta	7.48am	St Johns Pk	3.51pm	4 trips	
Cabramatta-Wakeley (Richards Rd) via C/Vale Rd	18	M-F	Richards Rd	6.43am	Richards Rd	6.05pm	60*	C
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

B – Some afternoon trips ran Canley Vale-St Johns Park only (*not* Cabramatta).

C – Some afternoon peak hour trips ran Canley Vale-Wakeley (Richards Rd) only (*not* Cabramatta).

Route 46

CAMPSIE – NORTH BELMORE via various routes

- Extended from North Belmore to Punchbowl (1920s & 1930s)
- Extended from Punchbowl to Picnic Point (Sundays, 1920s)

(Harcourt – once called “Harcourt model suburb” – is an estate formed by the “numbered” streets north of Campsie.)

Timeline

As at date of Govt Gazette 13 November 1925: Campsie – North Belmore – Punchbowl via Baltimore St (extended to Picnic Point on Sundays) being operated by Arthur F O'Hara.

By date of Govt Gazette 22 June 1928: Curtailed to run Campsie – North Belmore – Punchbowl Rd/Wattle St, Punchbowl.

26 August 1935: Extended/new route from Campsie to Harcourt (terminus at First Av/Clarence St).

30 March 1939: Split into two routes:

46 Campsie – North Belmore *either* via Harcourt *or* via Baltimore St.

47 Lakemba – Punchbowl (transferred to XL Transport)

1951: Campsie – North Belmore transferred to Red Top Transport Service (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager).

By 16 August 1969: Weekday early morning & night, Saturday afternoon & selected Sunday trips ran Campsie – Harcourt – Campsie loop.

1 September 1971: Transferred to Greenacre Bus Service (EM (Eddie) Hayman).

1 July 1984: Transferred to Highway Tours (JD (Jim) Hill).

1985/6: Transferred to Greenacre Bus Service (Ron Gallagher, former manager of Highway Tours).

Late 1986: Transferred back to Highway Tours (JD (Jim) Hill). Mr Gallagher remained as manager.

1 July 1988: Transferred to Commodore Coaches (Michael Bedford).

August 1989: Transferred to Newhams Bus Service (Jeff Newham).

12 August 1991: Transferred to Canterbury Bus Lines (EM (Eddie) Hayman).

24 August 1991: 39 & 46 amalgamated as 39, Campsie – North Belmore – Roselands.

Streets

Campsie – North Belmore – Punchbowl (*extended to Picnic Point on Sundays*)

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (South Pde at Beamish St) via South Pde, Beamish St, Ninth Av, Albert St, Baltimore St, Omaha St, Burwood Rd, Yangoora Rd (**North Belmore**), Wangee Rd, Lakemba St, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Wileys Av [now King Georges Rd], Punchbowl Rd, Wattle St, Highclere Av, Punchbowl Rd to near Highclere Av (Punchbowl). Reverse on return.

Picnic Point extension: Extended from Punchbowl (Punchbowl Rd/Highclere Av) via Punchbowl Rd, Canterbury Rd, [The] River Rd, Tower St, Picnic Point Rd to Georges River (Picnic Point). Reverse on return.

Campsie – North Belmore – Punchbowl

1928 (Source: Govt Gazette of 22 June 1928)

From Campsie (South Pde at Beamish St) via South Pde, Beamish St, Ninth Av, Albert St, Baltimore St, Omaha St, Burwood Rd, Yangoora Rd (**North Belmore**), Wangee Rd, Lakemba St, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Wileys Av [now King Georges Rd], Punchbowl Rd (Punchbowl). Reverse on return.

Alteration

From 23 February 1934 (Source: Annual report of DRTT): Ex Campsie from Lakemba St via Colin St, Punchbowl Rd.

Campsie – North Belmore

Circa 1946 (Source: Gregory's Street Directory)

From Campsie via Beamish St, Ninth Av, Albert St, Baltimore St, Clarence St, Burwood Rd, Lola St [now part of Burwood Rd], Yangoora Rd (North Belmore).

Circa 1948 (Source: Gregory's Street Directory)

From Campsie via North Pde, Beamish St, Ninth Av, Albert St, Baltimore St, Clarence St, Burwood Rd, Yangoora Rd (North Belmore).

Campsie – Harcourt – North Belmore

1969 (Source: RGH notes)

From Campsie (Wilfred St [now North Pde] at station) via Beamish St, Ninth Av, Second Av, Seventh Av, First Av, Clarence St (**Harcourt**), Baltimore St, Omaha St, Burwood Rd, Knox St, Lucerne St (**North Belmore**), Neale St, Yangoora Rd, Burwood Rd, then reverse route to Beamish St, then Campsie St, London St, Wilfred St [now North Pde] to Campsie station.

Alterations

1986 (Source: RGH notes): From Yangoora Rd via Benaroon Rd, Allan Av, Burwood Rd.

Campsie – North Belmore via Baltimore St

1969 (Source: RGH notes)

From Campsie (Wilfred St [now North Pde] at station) via Beamish St, Ninth Av, Albert St, Baltimore St, Omaha St, Burwood Rd, Knox St, Lucerne St (**North Belmore**), Neale St, Yangoora Rd, Burwood Rd, then reverse route to Beamish St, then Campsie St, London St, Wilfred St [now North Pde] to Campsie station.

Alteration

1986 (Source: RGH notes): From Yangoora Rd via Benaroon Rd, Allan Av, Burwood Rd.

Campsie – Harcourt – Campsie Loop

1969 (Source: RGH notes/timetable)

Weekday mornings

From Campsie (Wilfred St [now North Pde] at station) via Beamish St, Ninth Av, Albert St, Baltimore St, Clarence St (**Harcourt**), First Av, Seventh Av, Second Av, Ninth Av, Beamish St, Campsie St, London St, Wilfred St [now North Pde] to Campsie station.

Weekday nights & Sundays

From Campsie (Wilfred St [now North Pde] at station) via Beamish St, Ninth Av, Second Av, Seventh Av, First Av, Clarence St (**Harcourt**), Baltimore St, Albert St, Ninth Av, Beamish St, Campsie St, London St, Wilfred St [now North Pde] to Campsie station.

Saturday afternoons & Public Holidays

From Campsie (Wilfred St [now North Pde] at station) via Beamish St, Ninth Av, Second Av, Seventh Av, First Av, Clarence St (**Harcourt**), Burwood Rd, Omaha St, Baltimore St, Albert St, Ninth Av, Beamish St, Campsie St, London St, Wilfred St [now North Pde] to Campsie 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		
Campsie-North Belmore- Punchbowl†	Fr Camps 27B 62P	M-F	Punchbowl	7.50am	Campsie	10.30pm	60	
		Sat		7.50am		10.30pm	60	
		Sun		10.00amC		9.30pmB	A	

† Extended to Picnic Point on Sundays.

A – Campsie-Punchbowl 5 trips. Punchbowl-Picnic Point (either separate trips or extensions of Campsie-Punchbowl trips) 4 trips.

B – To Punchbowl.

C – To Campsie.

P – To Picnic Point.

16 August 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-North Belmore via various routes	14CHr 20CNr	M-F	Harcourt	5.58amC	Campsie	7.18pmN	A	
			Nth Belmore	7.33amC		9.36pmH		
		Sat		7.00amC		1.16pmN 7.54pmH	B	
		Sun		7.20amC		6.56pmN	20	D

* More frequent in peak hours.

A – Early morning & night, Campsie-Harcourt. Day, Campsie-North Belmore 30*.

B – Morning, Campsie-North Belmore 20. Afternoon, Campsie-Harcourt 20.

C – To Campsie.

CHr – Round trip Campsie-Harcourt-Campsie.

CNr – Round trip Campsie-North Belmore-Campsie.

D – Selected trips ran Campsie-Harcourt.

H – To Harcourt.

N – To North Belmore.

January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-North Belmore via various routes	14CHr 21CNr	M-F	Harcourt	5.53amC	Campsie	7.16pmN	A	
			Nth Belmore	7.33amC				
		Sat		7.58amC		1.16pmN 3.56pmH	B	
		Sun						

* More frequent in peak hours.

A – Early morning, Campsie-Harcourt. Day, Campsie-North Belmore 30*.

B – Morning, Campsie-North Belmore 20-25. Afternoon, Campsie-Harcourt 60.

C – To Campsie.

CHr – Round trip Campsie-Harcourt-Campsie.

CNr – Round trip Campsie-North Belmore-Campsie.

H – To Harcourt.

N – To North Belmore.

Route 47

CABARITA PARK – CENTRAL RAILWAY

Timeline

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

By date of Govt Gazette 22 February 1929: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Cabarita Park (at wharf) via park roadway, Cabarita Rd, Frederick St, Brewer St, Majors Bay Rd (**Concord**), Crane St, Burwood 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 Cabarita Park wharf.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabarita Park-Central Railway	53	M-F	Cabarita Pk	7.38am	Central Rly	10.17pm	120	
		Sat		7.38am		10.17pm	120	
		Sun		9.29am		12.07am	120	

Route 47

CHATSWOOD – WILLOUGHBY PARK – WILLOUGHBY (Frenchs Rd) – NORTHBRIDGE (The Knoll)

- **Lane Cove – Willoughby (1920s & early 1930s)**

Timeline

Unknown: Lane Cove – Willoughby (location?) commenced by EW Garner.

By 1933: Altered to Chatswood – Willoughby Park – Willoughby (Frenchs Rd).

22 May 1933: Extended to become Chatswood – Willoughby Park – Willoughby – Northbridge (The Knoll). The extended route was deemed competitive with trams under the State Transport (Co-ordination) Act & paid tax.

1934/5: Transferred to Fred Rohrs.

1 March 1937: Taken over by Department of Road Transport & Tramways (see *Government Route Histories – Inner Northern Suburbs*).

Streets

Chatswood – Willoughby Park – Northbridge (The Knoll)

Probably same as or similar to route after it was taken over on 1 March 1937 by Department of Road Transport & Tramways (*see Government Route Histories – Inner Northern Suburbs*).

Route 47

PUNCHBOWL – LAKEMBA – GREENACRE via various routes

Timeline

30 March 1939: Punchbowl – Lakemba section of Arthur F O’Hara’s 46 renumbered 47, operated by XL Transport (brothers Alfred, Henry & Eric O’Hara). Extended towards Greenacre.

By 1948: Ran Punchbowl – Lakemba – Greenacre (Wilbur St/Roberts Rd).

1950s: Extra route, Lakemba – Greenacre (Valencia St) commenced.

1954: Lakemba – Greenacre (Valencia St) renumbered 43.

December 1955: Transferred to West Bankstown Bus Service (Treuer family).

October 1956: Route rearranged (?).

1961/2 (on or by 5 February 1962): Ceased running between Punchbowl & Greenacre.

September 1963: 43, now Lakemba – Greenacre (Norfolk Rd), renumbered back to 47.

By 4 July 1966: Routes were:

Lakemba – Greenacre Post Office via Punchbowl Rd & Roberts Rd

Lakemba – Greenacre Post Office via Yerrick Rd & Macquarie St

Lakemba – Greenacre (Norfolk Rd) via Yerrick Rd

27 November 1967: Transferred to Greenacre Bus Co (Eddie Hayman).

1 July 1984: Transferred to Highway Tours (JD (Jim) Hill).

1985/6: Transferred to Greenacre Bus Co (Ron Gallagher, former manager of Highway Tours).

Late 1986: Transferred back to Highway Tours (JD (Jim) Hill). Mr Gallagher remained as manager.

1 July 1988: Transferred to Commodore Coaches (Michael Bedford).

By 27 February 1989:

- Curtailed from Norfolk Rd to Greenacre Post Office. Routes were:
 - Lakemba – Greenacre Post Office via Punchbowl Rd & Roberts Rd
 - Lakemba – Greenacre Post Office via Yerrick Rd
- Area between Greenacre Post Office & Greenacre (Norfolk Rd) already served by 485 & 486 (Bankstown-Strathfield Bus Service) (*see Private Route Histories – Contract Region 13*), 189 & 244 (Punchbowl Bus Co).

August 1989: Transferred to Newhams Bus Service (Jeff Newham).

12 August 1991: Transferred to Pleasure Tours of Australia (Ernie Stafford).

12 October 1992: As part of general reorganization of Pleasure Tours’ routes, renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*) as:

445 Roselands – Belmore

446 Roselands – Kogarah

447 Roselands – Greenacre

Streets

Punchbowl – Lakemba – Greenacre (Roberts Rd & Wilbur St)

Circa 1946 (Source: Gregory’s Street Directory)

From Punchbowl via Punchbowl Rd, Wattle St [now Park Av], Roberts Rd to Plasto St, then Roberts Rd, Wattle St [now Park Av], Punchbowl Rd, Colin St, Lakemba St, Croydon St (North), Railway Pde, Haldon St (North)

(Lakemba), Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Punchbowl Rd, Wangee Rd, Skyline St, Wilbur St (Greenacre).

Punchbowl – Greenacre – Lakemba

Circa 1962 (Source: Collins Street Directory, as interpreted by RGH)

From Punchbowl via Highclere Av or Acacia Av (?), then Wattle St, Roberts Rd, Napoleon Rd, Lascelles Av, Chaseling St, Roberts Rd, Juno Pde, Waterloo Rd (**Greenacre**), Wangee Rd, Roberts Rd, Macquarie St, Skyline St, Wangee Rd, Lakemba St, Haldon St to Lakemba station.

Lakemba – Greenacre Post Office

1968 (Source: RGH notes)

“Via Plasto Av [St]”

(Route did not actually run along Plasto St, but past its intersection with Roberts Rd. The term possibly harked back to the time when the route reversed at that intersection - see route circa 1946 above.)

From Lakemba (Railway Pde at station) via Haldon St, Lakemba St, Colin St, Punchbowl Rd, Park Av, Wattle St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre Post Office).

From Greenacre (Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Roberts Rd, Wattle St, Park Av, Punchbowl Rd, Colin St, Lakemba St, Croydon St, Railway Pde to Lakemba station.

Alteration

1986 (Source: RGH notes): Ex Campsie from Punchbowl Rd via Wiley Av, Roberts Rd. Reverse on return.

Via Yerrick Rd

From Lakemba (Railway Pde at station) via Haldon St, Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Skyline St, Macquarie St, Roberts Rd, Juno Pde.

From Greenacre (Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Roberts Rd, then reverse route to Lakemba St, then Croydon St, Railway Pde to Lakemba station.

Lakemba – Greenacre (Norfolk Rd)

1968 (Source: RGH notes)

From Lakemba (Railway Pde at station): Same as *either* “via Plasto Av” route to Juno Pde/Roberts Rd *or* “via Yerrick Rd” route to Juno Pde/Skyline St, *then* via Juno Pde, Roberts Rd, Valencia St, Maiden St to Norfolk Rd (Greenacre). Reverse on return.

Timetable Summary

5 February 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Greenacre Post Office via various routes	14	M-F	Greenacre	5.35am	Lakemba	11.39pm	15	
		Sat		6.00am		11.40pm	AM 15 PM 60	
		Sun		6.23am		9.36pm	60	
Lakemba-Greenacre (Norfolk Rd)	14	M-F	Norfolk Rd	5.35am	Lakemba	11.07pm	30*	
		Sat		6.15am		11.00pm	AM 30 PM 60	
		Sun		7.05am		10.06pm	60	

* More frequent in peak hours.

February 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Greenacre via various routes	15	M-F	Greenacre	5.48am	Lakemba	7.27pm	15*	A
		Sat		7.45am		4.20pm	AM 30 PM 60	B
		Sun						

* More frequent in peak hours.

A – Selected peak hour trips extended to Greenacre (Norfolk Rd).

B – 2 trips extended to Norfolk Rd.

27 February 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Greenacre via various routes	15	M-F	Greenacre	6.16am	Lakemba	7.00pm	30	
		Sat		8.16am		2.45pm	30	A
		Sun						

A – Gap in service.

Route 48

CANTERBURY – ASHBURY – CENTRAL RAILWAY

Timeline

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

1926: Transferred to Metropolitan Omnibus & Transport Service Co (FH (later Sir Frederick) Stewart)

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 Canterbury (station, Broughton St at Canterbury Rd) via Broughton St, Canterbury Rd, Jeffrey St, King St, Second St (**Ashbury**), Holden St, Hanks St, Old Canterbury Rd, Nowranie St (**Summer Hill**), Smith St, Longport St, Old Canterbury Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, George St West [now Broadway], then reverse route to Canterbury 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		
Canterbury-Central Railway		M-F	Canterbury	6.45am	Central Rly	11.23pm	30	
		Sat		6.45am		11.18pm	30	
		Sun		8.35am		11.23pm	30	

Route 48

ENGADINE – WATERFALL – GARIE BEACH

ENGADINE – WATERFALL – SANITORIUM

- **Waterfall – Woronora Dam (1930s)**

(The Sanitorium was renamed Garrawarra Hospital in 1958.)

Timeline

12 July 1932:

- Classified as omnibus services in accordance with the Transport Act, 1930 (even though they had operated for many years as “country” routes):
Waterfall – Sanitorium
Waterfall – Woronora Dam
- The service to Woronora Dam ran during the dam’s construction.
- Operated by Stork’s Bus Service (Mrs Sally (or Sarah) Stork, later Mrs Sarah Mason).

By 1941: Transferred to DG (Doug) McCubben (Mrs Mason’s son-in-law), but trading as Sally Stork.

Probably in 1941 (when construction of Woronora Dam was completed): Waterfall – Woronora Dam ceased.

By 1953: Extra weekend route, Waterfall – Garie Beach, commenced.

January 1968: Transferred to William Hadfield.

By February 1969:

- Extended from Waterfall to Engadine, making routes:
Engadine – Waterfall – Garrawarra Hospital
Engadine – Waterfall – Garie Beach.
- Operator incorporated as Hadfields Bus Lines.

Mid 1970s(?): Engadine – Waterfall – Garie Beach ceased.

10 July 1989: Transferred to Southtrans (Ron Deane).

14 May 1990: Engadine – Waterfall – Garrawarra Hospital renumbered 997 in the Sydney Region Route Number System (see *Private Route Histories – Contract Region 10/11*).

Streets

Engadine – Waterfall – Garrawarra Hospital

Circa 1975 (Source: UBD Compact street directory)

From Engadine (Station St at station) via Station St, Old Princes Hwy, Waratah Rd, Woronora Rd, Old Princes Hwy, Princes Hwy, Dalley Rd, Willandra Pde, Rosebery St, Oliver St, Dorset Rd, Abbott Rd, Boundary Rd, Oliver St, Rosebery St, Veno St (**Heathcote**), Princes Hwy to Waterfall [further detail not shown on maps, but probably similar to route in 1986 below].

Alterations

1986 (Source: RGH notes)

- Route beyond Heathcote via Princes Hwy, **Waterfall** station access ramps, Princes Hwy, Garrawarra Hospital entrance road. Return via Garrawarra Hospital entrance road, Princes Hwy, Bundarra St, Warrabin St, Yanagang St, Princes Hwy.
- Ex Engadine from Boundary St via Oliver St, Princes 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		
Waterfall-Garrawarra Hospital	Approx 10	M-F	Waterfall	7.00am	G'warra Hosp	7.15pm	9 trips	
		Sat		7.00am		7.15pm	8 trips	
		Sun		9.35am		7.10pm	9 trips	

24 February 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Garrawarra Hospital	Fr G Hosp 6W 30E	M-F	Engadine	6.50am	G'warra Hosp	7.20pm	9 trips	
		Sat		6.51am		5.20pm	5 trips	A
		Sun		6.57am		3.08pm	4 trips	B
Engadine-Waterfall-Garie Beach	Fr Garie 25W 38E	M-F						
		Sat						
		Sun	Engadine	9.04am	Garie Bch	4.40pm	2 trips	C

A – Selected trips ran Waterfall-Garrawarra Hospital only. Extra trip on request after last trip shown.

B – Extra trip on request after last trip shown.

C – Plus selected trips, Waterfall-Garie Beach only. Additional afternoon trip during summer months.

E – To Engadine.

W – To Waterfall.

29 April 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Garrawarra Hospital	28	M-F	Engadine	7.40am	G'warra Hosp	4.08pm	7 trips	
		Sat		9.55am		1.23pm	2 trips	
		Sun						

Route 49

CARLTON – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (Saturday afternoons, Sundays & Public Holidays, until 1931)**

Timeline

As at date of Govt Gazette 13 November 1925: Carlton – Rockdale (extended from Rockdale to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays) being operated by Thos D Hyland.

October 1931: Extension from Rockdale to Brighton-le-Sands ceased, as it was competitive with Government railway or tram services under State Transport (Co-ordination) Act.

April 1933: Transferred to Pioneer Coaches (Neville Iffland).

1937/8: Transferred to RO (Ray) Harrigan.

By October 1940: Operated by Mrs AE Harrigan.

February 1956: Transferred to ES Coutman.

August 1963: Extended to South Side shopping centre on three months' trial. Believed *not* made permanent.

February 1969: Transferred to Rockdale-Carlton Bus Service (TR Jamieson & CA Tunks).

31 May 1976: Transferred to Carlton Bus Service (Warren King & R Hall)

23 December 1977: Transferred to Caledonian Bus Lines (John Brown).

3 February 1978: Transferred to W (Bill) & CK Sharpe & T Burton.

May 1979: Licence transferred to R Murray, Murray's Charter Coaches, but route continued to be operated by Sharpes.

About September 1981: WC Sharpe relinquished interest in business & Murray took over full operation.

November 1982: Transferred to Brighton Bus Lines (AH & J Jones).

2 December 1983: Transferred to Jenteeno Nominees, trading as Toughs Bus Service (Bob Stephens & John Brown).

27 March 1985: Transferred to Sydney Coach Lines (TR (Dick) Crowe).

14 October 1996: Transferred to State Transit Authority (because of previous common ownership with 6 & 68), but immediately retransferred to Pioneer Coaches (Harbridge family).

1 April 1997: Renumbered 453 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

Carlton – Rockdale – Brighton-le-Sands

1925 (Source: Govt Gazette of 13 November 1925)

From Carlton (Railway Pde* [probably means Carlton Pde] at station) via Railway Pde*, Short St, Willison Rd, Wallace St (**Bexley**), Verdun St, Caledonia St, Park Av, Watkin St, Frederick St, Railway St (**Rockdale**), Frederick St, Bay St, Grand Pde *either* to Bay St (Mondays to Saturdays) *or* to Princess St (Sundays & Public Holidays) (Brighton-le-Sands).

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

(* *The Govt Gazette of 22 June 1928 shows Carlton Pde instead of Railway Pde in these two positions - perhaps correction of an error.*)

Carlton – Rockdale

Circa 1949 (Source: Gregory's Street Directory)

From Carlton via Carlton Pde, High St, Durham St, Willison Rd, Wallace St, Verdun St, Caledonia St, Park Av, Watkins St, Walz St, Railway St (Rockdale).

1968 (Source: RGH notes)

From Rockdale (Railway St at station) via Walz St, Watkin St, Park Av, Caledonian St, Verdun St, Wallace St, Willison Rd, Carlton Pde to Carlton station.

From Carlton (Carlton Pde at station) via Carlton Pde, Grey St, Durham St, Willison Rd, then reverse route to Watkin St, then Frederick St, Railway St to Rockdale station.

Alteration

1986 (Source: RGH notes): Ex Rockdale from Watkin St via Harrow Rd, Caledonian 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		
Carlton-Rockdale†	8RW Fr Carl 15R 20B	M-F	Wallace St	6.15amR	Rockdale	10.35pmC	A	
			Carlton	8.55amR				
		Sat	Wallace St	6.15amR		11.35pmC	D	
			Carlton	8.55amR				
		Sun		8.55amB	Brighton	6.25pmC	60	

* More frequent in peak hours.

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

A – Morning peak hour, Rockdale-Wallace St. Day & afternoon peak hour, Rockdale-Carlton 60*. Night, Rockdale-Carlton.

B – To Brighton-le-Sands.

C – To Carlton.

D – Early morning, Rockdale-Wallace St. Morning, Rockdale-Carlton 60. Afternoon, Carlton-Brighton-le-Sands 60. Night, Rockdale-Carlton.

R – To Rockdale.

RW – From Rockdale to Wallace St.

Circa 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Carlton-Rockdale	Fr Rock 7W 11C	M-F	Willison Rd	5.45amR	Carlton	5.45pmR	A	
			Rockdale	8.37amC	Rockdale	9.10pmW		
		Sat	Willison Rd	7.43amR		7.40pmC	B	
			Rockdale	8.37amC				
		Sun						

* More frequent in peak hours.

A – Morning peak hour & night, Rockdale-Willison Rd. Day & afternoon peak, Rockdale-Carlton 30*. Extra trip Thursday night.

A – Early morning, Rockdale-Willison Rd. Day, Rockdale-Carlton 30.

C – To Carlton.

R – To Rockdale.

W – To Willison Rd.

Circa 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Carlton-Rockdale	Fr Rock 5W 10C	M-F	Wallace St	6.20amR	Carlton	4.35pmR	A	
			Rockdale	8.18amC	Rockdale	6.20pmW		
		Sat	Carlton	8.30amR		12.20pmC	60	
		Sun						

A – Peak hours, Rockdale-Wallace St. Day, Rockdale-Carlton 60.

C – To Carlton.

R – To Rockdale.

W – To Wallace St.

14 October 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Carlton-Rockdale	Fr Rock 5W 10C	M-F	Willison Rd	6.16amR	Carlton	4.50 pmR	A	
			Rockdale	7.46amC	Rockdale	6.25pmW		
		Sat		8.25amC		1.00pmC	25	
		Sun						

* More frequent in peak hours.

A – Peak hours, Rockdale-Willison Rd. Day, Rockdale-Carlton 25.

C – To Carlton.

R – To Rockdale.

W – To Willison Rd.

Route 50

CARINGBAH – GANNONS POINT – DOLANS BAY – PORT HACKING – LILLI PILLI – CRESCENT RD (in various combinations) **CARINGBAH – TAREN POINT**

- **Caringbah – Miranda via Matson Cr (late 1940s)**
- **Extended from Caringbah to Miranda (1992-3)**

(Crescent Rd area was also known locally as Beauty Point.)

Timeline

As at date of Govt Gazette 13 November 1925: Caringbah – Lilli Pilli being operated by Joseph E James & AE (Archie) Tickner, also trading as Port Hacking Motor Service Garage.

By 1930: Tickner became sole proprietor.

1 August 1931: Extended from Caringbah to Taren Point.

About 1935 (after October 1935): Transferred to JN Hume.

1942: Transferred to Keith Wood.

Later: On death of Keith Wood, transferred to Mrs M Wood, who later remarried, becoming Mrs M Batty.

Later: Transferred to Fred Batty.

By 1948: New route, Caringbah – Miranda via Matson Cr, commenced.

July 1950: Caringbah – Miranda via Matson Cr renumbered 43.

November 1952: Caringbah – Miranda via Matson Cr renumbered back to part of 50.

Early 1950s: Caringbah – Miranda via Matson Cr ceased.

May 1955: Caringbah – Taren Point section transferred to Sutherland Bus Service (Moore family) & added to 130.

1955: Operator incorporated as Caringbah Bus Service (Wood/Batty families).

July 1961: Extended from Caringbah to Taren Point on Sundays & public holidays (at other times, part of 130) on permit (when ceased?).

By 1964: Routes were:

Caringbah – Crescent Rd

Caringbah – Gannons Point

Caringbah – Port Hacking – Lilli Pilli

By 1986: Routes altered to:

Caringbah – Crescent Rd

Caringbah – Gannons Point – Port Hacking

Caringbah – Lilli Pilli

28 January 1992: Following discussions between Department of Transport & affected operators in the area, Miranda – Caringbah section of 114 transferred from Southtrans (under contract to the Department of Transport) to Caringbah Bus Service & added to 50. Routes rearranged as:

Miranda – Caringbah – Lilli Pilli – Crescent Rd (peak hour trips ran separately Caringbah – Lilli Pilli & Caringbah – Crescent Rd)

Miranda – Caringbah – Gannons Point – Port Hacking

1992 (possibly 2 November): Combined route, Miranda – Caringbah – Port Hacking – Lilli Pilli – Crescent Rd, commenced on Sundays in conjunction with introduction of Sunday service on 985 & 987.

2 September 1993: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*):

977 Miranda – Caringbah – Lilli Pilli

978 Miranda – Caringbah – Port Hacking.

Streets

Caringbah – Port Hacking – Lilli Pilli

1925 (Source: Govt Gazette of 13 November 1925)

From Caringbah (tram line, Port Hacking Rd at Kingsway) via Port Hacking Rd to **Port Hacking** (at boatshed), [then return via Port Hacking Rd(?)], Lilli Pilli [Point] Rd to Mansfield's store (Lilli Pilli).

From Lilli Pilli (Mansfield's store) via Lilli Pilli [Point] Rd, Port Hacking Rd to Caringbah.

Taren Point – Caringbah – Lilli Pilli – Port Hacking

Circa 1946 (Source: Gregory's Street Directory)

From Taren Point via Taren Point Rd, Kingsway (**Caringbah**), Port Hacking Rd (**Port Hacking**), Lilli Pilli Point Rd (Lilli Pilli).

Caringbah – Miranda via Matson Cr

Circa 1946 (Source: Gregory's Street Directory)

From Caringbah via Kingsway, President Av, Kareena Rd, Matson Cr, then return via Matson Cr, Kareena Rd, Kingsway, Kiora Rd (Miranda).

Caringbah – Port Hacking – Lilli Pilli

1968 (Source: RGH notes)

From Caringbah (Hay Av at station) via Kingsway, Port Hacking Rd, Wentworth St, Parthenia St (**Dolans Bay**), Wistaria St, Langer Av, Port Hacking Rd (**Port Hacking**), Turriell Point Rd, Lilli Pilli Point Rd to Swan St (**Lilli Pilli**), then Lilli Pilli Point Rd, Port Hacking Rd, Cawarra Rd South [now Mackay St], Hay Av to Caringbah station.

Caringbah – Lilli Pilli

1986 (Source: RGH notes)

From Caringbah (Hay Av at station) via Kingsway, Port Hacking Rd, Lilli Pilli Point Rd to Swan St (Lilli Pilli).

From Lilli Pilli (Lilli Pilli Point Rd at Swan St) via Lilli Pilli Point Rd, Port Hacking Rd, Mackay St, Hay Av to Caringbah station.

Caringbah – Gannons Point

1968 (Source: RGH notes)

From Caringbah (Hay Av at station) via Kingsway, Jackaranda Rd, Burraneer Bay Rd, Saunders Bay Rd, Gannons Rd to Homer Pl.

From Gannons Point (Gannons Rd at Homer Pl) via reverse route to Kingsway, then Cawarra Rd South [now Mackay St], Hay Av to Caringbah station.

Caringbah – Gannons Point – Port Hacking

1986 (Source: RGH notes)

Morning

From Caringbah (Hay Av at station) via Kingsway, Jackaranda Rd, Burraneer Bay Rd, Saunders Bay Rd, Parthenia St, Wistaria St, Langer Av, Port Hacking Rd, Lilli Pilli Point Rd, Turriell Point Rd (**Port Hacking**), Port Hacking Rd, Parthenia St [? loop direction], Saunders Bay Rd, Gannons Rd, Fernleigh Rd (clockwise loop) (**Gannons Point**), Gannons Rd, Saunders Bay Rd, Burraneer Bay Rd, Jackaranda Rd, Mansfield Av, Port Hacking Rd, Mackay St, Hay Av to Caringbah station.

Afternoon

Via Gannons Point first, then Port Hacking.

Caringbah – Crescent Rd

1968 (Source: RGH notes)

Morning

From Caringbah (Hay Av at station) via Kingsway, President Av, Willarong Rd, Telopea Av, Gillham Rd, Crescent Rd (**Caringbah South**), Willarong Rd, President Av, Cawarra Rd South [now Mackay St], Hay Av to Caringbah station.

Afternoon

From Caringbah (Hay Av at station) via Kingsway, President Av, Willarong Rd, rescent Rd (**Caringbah South**), Gillham Rd, Telopea Av, Willarong Rd, President Av, Cawarra Rd South [now Mackay St], Hay Av to Caringbah station.

Miranda – Caringbah – Gannons Point – Port Hacking

28 January 1992 (Source: timetable)

From Miranda (Gibbs St at station) via Kiora Rd, Karimbla Rd, Kareena Rd, President Av, Mackay St, Hay Av (**Caringbah**), Kingsway, Jackaranda Rd, Burraneer Bay Rd, Saunders Bay Rd, Gannons Rd, Fernleigh Rd (clockwise loop) (**Gannons Point**), Gannons Rd, Saunders Bay Rd, Parthenia St (**Dolans Bay**), Port Hacking Rd (**Port Hacking**), Turriell Point Rd, Lilli Pilli Point Rd, Port Hacking Rd, Mackay St, Hay Av (**Caringbah**), President Av, Kareena Rd, Karimbla Rd, Jackson St, Gibbs St to Miranda station.

Miranda – Caringbah – Lilli Pilli – Crescent Rd

28 January 1992 (Source: timetable)

Other than in peak hours

From Miranda (Gibbs St at station) via Kiora Rd, Karimbla Rd, Kareena Rd, President Av, Mackay St, Hay Av (**Caringbah**), Kingsway, Port Hacking Rd, Lilli Pilli Point Rd to Swan St (**Lilli Pilli**), then Lilli Pilli Point Rd, Mirral Rd, Crescent Rd (**Caringbah South**), Willarong Rd, President Av, Mackay St, Hay Av (**Caringbah**), President Av, Kareena Rd, Karimbla Rd, Jackson St, Gibbs St to Miranda station.

Taren Rd diversion: From Willarong Rd/Burraneer Bay Rd via Burraneer Bay Rd, Taren Rd, Caringbah Rd to Willarong Rd.

Caringbah – Lilli Pilli (peak hours)

From Caringbah (Hay Av at station) via Kingsway, Port Hacking Rd, Lilli Pilli Point Rd to Swan St (**Lilli Pilli**), then Lilli Pilli Point Rd, Port Hacking Rd, Mackay St, Hay Av to Caringbah station.

Caringbah – Crescent Rd (peak hours)

From Caringbah (Hay Av at station) via Kingsway, President Av, Willarong Rd, Telopea Av, Gillham Av, Crescent Rd (**Caringbah South**), Willarong Rd, President Av, Kingsway, Mackay St, Hay Av to Caringbah station.

Miranda – Caringbah – Port Hacking – Lilli Pilli – Crescent Rd (combined route Sundays)

1992 (possibly 2 November, when Sunday service on 985 & 987 commenced) (Source: timetable)

From Miranda (Gibbs St at station) via Kiora Rd, Karimbla Rd, Kareena Rd, President Av, Mackay St, Hay Av (**Caringbah**), Kingsway, Port Hacking Rd, Telopea Av, Saunders Bay Rd, Parthenia St (**Dolans Bay**), Port Hacking Rd (**Port Hacking**), Turriell Point Rd, Lilli Pilli Point Rd (**Lilli Pilli**), Mirral Rd, Crescent Rd (**Caringbah South**), Willarong Rd, Caringbah Rd, Port Hacking Rd, Mackay St, Hay Av (**Caringbah**), President Av, Kareena Rd, Karimbla Rd, Jackson St, Gibbs St to Miranda 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		
Caringbah-Lilli Pilli	25 round trip	M-F	Caringbah	6.40am	Lilli Pilli	6.55pm	3 trips	A
		Sat		6.40am		5.15pm	7 trips	B
		Sun		7.50am		6.55pm	7 trips	

A – Extra trip, Monday, Thursday & Friday nights.

B – Plus picture bus Saturday night.

Circa 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Caringbah-Port Hacking-Lilli Pilli	27 round trip	M-F	Pt Hacking	5.03am	Caringbah	10.16pm	30*	
		Sat		6.03am		7.40pm	AM 15 PM 30	
		Sun		7.12am		7.12pm	30	
Caringbah-Crescent Rd	20 round trip	M-F	Crescent Rd	5.40am	Caringbah	7.12pm	60*	
		Sat		7.32am		6.16pm	AM 30 PM 60	A
		Sun		8.39am		6.45pm	5 trips	
Caringbah-Gannons Point	19 round trip	M-F	Gannons Pt	5.40am	Caringbah	6.48pm	60*	
		Sat		7.57am		11.15am	30-60	
		Sun						

* More frequent in peak hours.

A – Gap in service.

25 February 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Miranda-Caringbah-Lilli Pilli-Crescent Rd	20CLr 35MLr	M-F	Lilli Pilli	5.50amC	Miranda	3.48pmL	A	
				8.50amM	Caringbah	8.16pmL		
		Sat		7.26amC	Miranda	4.45pmL	B	
				9.07amM	Caringbah	6.21pmL		
		Sun						
Miranda-Caringbah-Gannons Point-Dolans Bay-Port Hacking	21CDr 37MDr	M-F	Dolans Bay	5.44amC	Miranda	4.16pmD	E	
				9.03amM	Caringbah	8.16pmD		
		Sat		7.40amC	Miranda	4.14pmD	F	
				9.45amM	Caringbah	5.21pmD		
		Sun						

* More frequent in peak hours.

A – Peak hours & night, Caringbah-Lilli Pilli. Day, Miranda-Lilli Pilli 60*. Extra trips Thursday night.

B – Early morning & late afternoon, Caringbah-Lilli Pilli. Day, Miranda-Lilli Pilli 60.

C – To Caringbah.

CDr – Round trip Caringbah-Dolans Bay-Caringbah.

CLr – Round trip Caringbah-Lilli Pilli-Caringbah.

D – To Dolans Bay & Port Hacking.

E – Peak hours & night, Caringbah-Dolans Bay. Day, Miranda-Dolans Bay 60*. Extra trips Thursday night.

F – Early morning & late afternoon, Caringbah- Dolans Bay. Day, Miranda- Dolans Bay 60.

L – To Lilli Pilli.

M – To Miranda.

MDr – Round trip Miranda-Dolans Bay-Miranda.

MLr – Round trip Miranda-Lilli Pilli-Miranda.