



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 51 – 75

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 51

CHATSWOOD – NORTHBRIDGE – MILSONS POINT

Timeline

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

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Chatswood (station, Cambridge St [now Orchard Rd] at Victoria Av) via Cambridge St, Victoria Av, Penshurst St (**Willoughby**), Mowbray Rd, Alpha Rd, Sailors Bay Rd (**Northbridge**), Strathallen Av, Suspension Bridge, Miller St (**Cammeray, North Sydney**), Blue St, Junction St [now Pacific Hwy], Alfred St, Dind St, Glen St (Milsons Point tram terminus).

From Milsons Point (Glen St at tram terminus) via reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood station.

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926) (Cambridge St renamed part of Orchard Rd): From Chatswood (station, Orchard Rd at Victoria Av) via Orchard Rd, Help St, Anderson St, Victoria Av. Ex Milsons Point from Victoria Av via Orchard Rd to Chatswood station.
- **1927** (Source: Govt Gazette of 27 May 1927): Ex Chatswood from Penshurst St via McMahon St, High St, Mowbray Rd. Reverse on return.
- **1929** (Source: Govt Gazette of 22 February 1929): Ex Chatswood from Victoria Av via High St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Milsons Point	39	M-F	Chatswood	6.36am	Milsons Pt	11.40pm	30	
		Sat		6.36am		11.40pm	30	
		Sun		9.12am		11.54pm	30	

Route 51

HELENSBURGH station – HELENSBURGH Township

- **Extended from Helensburgh Township to Woronora Dam (circa 1936-41)**

11 August 1932: Helensburgh station – Helensburgh township classified as an omnibus service in accordance with the Transport Act, 1930 (even though it had already operated for some years). Operated by J Wilkinson.

By October 1935: Transferred to E Selby.

?: Transferred to Wilkins & Peart.

21 October 1936: Extended to Woronora Dam (probably during the construction period of the dam).

1 May 1939: Transferred to AG (George) Fehrenbach.

Probably in 1941 (when construction of Woronora Dam was completed): Helensburgh – Woronora Dam ceased.

By October 1953: Transferred to Sid Garner & SC (Charlie) Edwards, then or later trading as Helensburgh Bus Service.

May 1955: Transferred from Sydney to Wollongong registration district and renumbered (Wollongong) 15.

Timetable Summary

October 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Helensburgh station- Helensburgh township	15	M-F	Helensburgh township	5.35am	Helensburgh station	7.32pm	14 trips	A
		Sat		6.55am		7.45pm	12 trips	
		Sun		8.45am		8.30pm	7 trips	

A – Extra trip Friday night.

Route 51

ROUND CORNER, DURAL – ANNANGROVE

ROUND CORNER, DURAL – KENTHURST (Pitt Town Rd)

ROUND CORNER, DURAL – KENTHURST (Porters Rd)

- **Extended from Round Corner to various schools (from 1962 onwards)**

Timeline

June 1959:

- Round Corner, Dural – Kenthurst (Pitt Town Rd) (school days only) transferred from George Deaman to Dural Bus Co (JM Rudkins) & renumbered from part of 60
- Round Corner, Dural – Annangrove (school days only) commenced by Dural Bus Co.

Jack Laidlaw, trading as Kenthurst Buses, is also reported as running these services at one time.

April 1962: Extended from Round Corner to Northmead High School and later other schools including Castle Hill High & Galston High.

1965: Transferred to Glenorie Bus Co (Col Sinclair).

November 1966: Transferred to Dural Bus Co (Baxter family).

By 1967: Selected trips ran via Kenthurst (Porters Rd).

7 February 1968: Transferred to Riverstone Bus Service (John H Cole).

27 January 1970: Transferred to Dural Busways (associated with Riverstone Bus Service).

1970s: Dural Busways transferred to Roy Duncan & Bob McKinnon.

By February 1973: Separate route, Round Corner, Dural – Kenthurst (Porters Rd) (school days only), commenced.

Mid 1970s: Timetable dated 1 February 1974 shows a limited service ran on Mondays to Fridays during school holidays (ceased by 1983).

1985: Dural Busways transferred to Bob McKinnon alone.

1 April 1988: Transferred to Glenorie Bus Co (Todd family).

11 September 1988:

- Round Corner, Dural – Annangrove and Round Corner, Dural – Kenthurst (Pitt Town Rd) upgraded from school trips only to limited route services and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):
 - 657 Pennant Hills – Round Corner, Dural – Annangrove
 - 658 Pennant Hills – Round Corner, Dural – Kenthurst (Pitt Town Rd)

- Round Corner, Dural – Kenthurst (Porters Rd) presumably remained as a school only route until upgraded to a limited route service and (re-)numbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*) as 640 on 13 June 1995.

Streets

Round Corner, Dural – Annangrove

1968 (Source: RGH notes)

From Round Corner (Ward Pl) via Kenthurst Rd, Annangrove Rd, Edwards Rd to Nelson Rd (Annangrove). Reverse on return.

Round Corner, Dural – Kenthurst (Pitt Town Rd)

1968 (Source: RGH notes)

From Round Corner (Ward Pl) via Kenthurst Rd, Pitt Town Rd to McClymont Rd (Kenthurst). Reverse on return.

Round Corner, Dural – Kenthurst (Porters Rd)

1968 (Source: RGH notes)

From Round Corner (Ward Pl) via Kenthurst Rd, Porters Rd to Cadwells Rd (Kenthurst). Reverse on return.

Route 52

CHATSWOOD – CROWS NEST – SPIT JUNCTION

Timeline

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

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Chatswood (station, Cambridge St [now Orchard Rd] at Victoria Av) via Cambridge St, Victoria Av, Penshurst St (Willoughby), Mowbray Rd, Willoughby Rd (Crows Nest), Falcon St, Merlin St, Military Rd, Myahgah Rd to near Military Rd (Spit Junction).

From Spit Junction (Myahgah Rd at Military Rd) via Myahgah Rd, Military Rd, Laycock St, Falcon St, then reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood station.

Alterations

- 1926 (Source: Govt Gazette of 15 October 1926) Cambridge St renamed part of Orchard Rd.: From Chatswood (station, Orchard Rd at Victoria Av) via Orchard Rd, Help St, Anderson St, Victoria Av. Ex Spit Junction from Victoria Av via Orchard Rd to Chatswood station.
- 1927 (Source: Govt Gazette of 27 May 1927): Ex Chatswood from Penshurst St via McMahon St, High St, Mowbray Rd. Reverse on return.
- 1929 (Source: Govt Gazette of 22 February 1929): Ex Chatswood from Victoria Av via High St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Spit Junction	36	M-F	Chatswood	6.27am	Spit Jun	11.35pm	15-20	
		Sat		6.27am		11.35pm	15-20	
		Sun		9.16am		11.35pm	15-20	

Unknown date (pre-1931)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Spit Junction	37	M-F	Chatswood	6.17am	Spit Jun	11.34pm	16	A
		Sat		6.17am		12.06am	16	A
		Sun	Spit Jun	9.05am		11.34pm	16	B

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

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

Route 52

CHATSWOOD – CHATSWOOD WEST – ARTARMON

- **Chatswood – Wyvern Av, Chatswood (1950s)**
- **Extended from Artarmon to Crows Nest via Willoughby & Naremburn (1985-87)**
- **Extended from Artarmon to Stewart & Lloyds factory (1948)**

(The Chatswood West terminus was at Beaconsfield Rd/Colwell Cr.)

Timeline

By October 1946 [date as reported in *Truck & Bus Transportation* for that month] or **14 January 1947** [date authorised, as per L Manny, *Terminus, please*]: Chatswood – Artarmon commenced by Whibley Bros (LV & H Whibley).

April 1947: Transferred to Royle Bros (Eric & Trevor Royle).

December 1947: Transferred to Brooks Bros (Arthur & Harold Brooks).

5 February 1948 to 16 November 1948: Extended from Artarmon to Stewart & Lloyds factory, St Leonards (located off Herbert St midway between Artarmon & St Leonards).

26 September 1949: Extra route commenced, Chatswood – Wyvern Av.

December 1956:

- Transferred to Artarmon Red Bus Service (WG (Bill) Threlfall & Donald Dart).
- Subsequently many Chatswood – Artarmon trips through-routed with 192, as combined 52/192.

Soon after: Threlfall assumed full control.

1958: Chatswood – Wyvern Av reduced to two morning peak hour trips.

Early 1960s: Chatswood – Wyvern Av ceased without replacement.

8 December 1961: Bill Threlfall died and service passed to his widow, Mrs ML Threlfall.

May 1965: Mrs Threlfall died and service passed to her estate.

30 June 1965: Threlfall's buses repossessed by ASL (a finance firm) and route temporarily worked by Colin & Mervyn Sinclair.

16 August 1965: Transferred to Artarmon Bus Service (David J Denholme).

30 July 1985: Transferred to Macquarie Towns Bus Service, trading as Lane Cove Bus Service.

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

By December 1985:

- Combined 52/192 ceased.
- Weekday service extended as Chatswood – Chatswood West – Artarmon – Willoughby – Crows Nest (Willoughby area had been served by 43 in late 1970s and 128 prior to that).
- Saturday service continued to run as combined 52/127.

By February 1986: Limited service reinstated St Leonards – Artarmon via Herbert St & Hampden Rd along former 192.

By 8 September 1986: Base service curtailed to run Chatswood – Chatswood West (selected trips extended from Chatswood West to Artarmon, Willoughby & St Leonards). St Leonards – Crows Nest not replaced.

By May 1987:

- Trips on 52 & 127 at all times amalgamated as combined 52/127, making days of service of 52/127 Mondays-Saturdays.
- Artarmon – Willoughby– Naremburn – St Leonards renumbered 192 [1925 number] probably at same time.

Streets

Chatswood – Chatswood West – Artarmon

Circa 1948 (Source: Gregory's Street Directory)

From Chatswood (station) via Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Goodchap Rd, Mowbray Rd West, Pacific Hwy, Palmer St, Robert St, Francis Rd, Buller Rd, Broughton Rd, Hampden Rd (Artarmon).

Circa 1963 (Source: RGH notes)

From Chatswood (Victoria Av at station) via Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Sutherland Av, Goodchap Rd, Mowbray Rd West, Pacific Hwy, Palmer St, Robert St, Francis St, Hampden Rd to Artarmon station.

From Artarmon (Hampden Rd at station) via reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St, Victoria Av to Chatswood station.

Chatswood – Wyvern Ave

Circa 1948 (Source: Gregory's Street Directory)

From Chatswood via Victoria Av, Pacific Hwy, Wyvern Av, Peckham Av, Dulwich Rd, Anglo St, View St, Fullers Rd, Pacific Hwy, Help St, Railway St, Victoria Av (Chatswood).

Chatswood – Chatswood West – Artarmon – Willoughby – Crows Nest

February 1986 (Source: timetable)

From Chatswood (Orchard Rd at station) via Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Hampden Rd, Palmer St, Robert St, Francis Rd, Fuller Rd, Jersey Rd, Hampden Rd (**Artarmon**), Brand St, Elizabeth St, Coree Rd, Shepherd Rd, Godfrey Rd, Smith St, Harden Rd, Burra Rd, Cooney Rd, Artarmon Rd, Sydney Rd, Cobar St, Edward St, Artarmon Rd (**Willoughby**), Willoughby Rd, Rohan St (**Naremburn**), Glenmore St, Ruth St, Olympia Rd, Grandview St, Station St, Dalleys Rd, Ella St, Herbert St (**St Leonards**), Pacific Hwy, Berry St, Marshall Av, Canberra Av, Duntroon Av, River Rd, Shirley Rd (**Crows Nest**), Pacific Hwy, Herbert St, then reverse route to Centennial Av, then Pacific Hwy, Albert Av, Orchard Rd to Chatswood station.

Timetable Summary

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatswood West-Artarmon	20	M-F	Chatswood	7.25am	Artarmon	6.35pm	60*	A
		Sat		7.45am		12.35pm	60	B
		Sun						
Chatswood-Wyvern Av	10 round trip	M-F	Chatswood	7.10am	Chatswood	7.10pm	60*	
		Sat		8.20am		12.50pm	60	B
		Sun						

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
52: Chatswood-Chatswood West-Artarmon-Willoughby-C/Nest	Fr Chats 10W 45N	M-F	Artarmon	6.30amC	Crows Nest	5.20pmC	A	
			Chatswood	9.10amN	Chatswood	6.36pmS		
		Sat						
		Sun						
52/127: Chatswood-Chatswood West-Longueville	21	M-F						
		Sat	Longueville	8.00am	Chatswood	12.25pm	60	
		Sun						

* More frequent in peak hours.

A – Peak hours, mainly Chatswood-Chatswood West (some trips extended from Chatswood West to Artarmon or St Leonards via Willoughby). Day, Chatswood-Willoughby-Crows Nest 60.

C – To Chatswood.

N – To Crows Nest via Willoughby.

S – To St Leonards via Willoughby.

W – To Chatswood West.

Combined Routes 52/127

CHATSWOOD – CHATSWOOD WEST – NORTHWOOD – LONGUEVILLE

Timeline

7 October 1985:

- Saturday service on 52 & 127 amalgamated as combined 52/127, Chatswood – Chatswood West – Longueville.
- Through-routed with 169 running City (Wynyard) – Longueville – Chatswood.
- Operated by Macquarie Towns Bus Service, trading as Lane Cove Bus Service.

By 8 September 1986: Selected trips rerouted via Northwood on trips *to* Longueville.

By May 1987: Trips on 52 & 127 at all times amalgamated as combined 52/127, making days of service of 52/127 Mondays-Saturdays.

7 September 1987: Renumbered 264 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

From 7 October 1985 (*Source: timetable*)

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

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

Alteration

By 8 September 1986: Ex Chatswood from Longueville Rd via Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St.

Timetable Summary

February 1986

See 52

May 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West- Longueville	Fr Chats 10W 25L	M-F	Longueville	7.00amC	Chatswood	6.00pmL	60*	
		Sat	Chatswood	8.00amL		2.05pmL	60	A
		Sun						

* More frequent in peak hours.

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

C – To Chatswood.

L – To Longueville.

W – To Chatswood West.

Combined Routes 52/192

CHATSWOOD – CHATSWOOD WEST – ARTARMON – CROWS NEST via Hampden Rd

(The Chatswood West terminus was at Beaconsfield Rd/Colwell Cr.)

Timeline

After December 1956:

- Many 52 & 192 trips through-routed.
- Operated by Artarmon Red Bus Service (WG (Bill) Threlfall & Donald Dart).

Soon after: Threlfall assumed full control.

8 December 1961: Bill Threlfall died and service passed to his widow, Mrs ML Threlfall.

May 1965: Mrs Threlfall died and service passed to her estate.

30 June 1965: Threlfall's buses repossessed by ASL (a finance firm) and route temporarily worked by Colin & Mervyn Sinclair.

16 August 1965: Transferred to Artarmon Bus Service (David J Denholme).

30 July 1985: Transferred to Macquarie Towns Bus Service, trading as Lane Cove Bus Service.

By December 1985: Combined trips ceased.

Streets

Circa 1968 (Source: RGH notes)

From Chatswood (station, Victoria Av at Railway St) via Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Sharland Av, Goodchap Rd, Mowbray Rd, Pacific Hwy, Palmer St, Robert St, Francis St, Hampden Rd (**Artarmon**), Herbert St, Pacific Hwy (**St Leonards**), Berry St, Marshall Av, Canberra Av, Duntroon Av, River Rd, Shirley Rd to Pacific Hwy (Crows Nest).

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, River Rd, then reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St to Chatswood station.

Route 53

CHATSWOOD – CROWS NEST – 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 Chatswood (station, Cambridge St [now Orchard Rd] at Victoria Av) via Cambridge St, Victoria Av, Anderson St, Albert St, Archer St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Lane Cove Rd [now Pacific Hwy], Hayberry St, West St, Ridge St, Miller St, Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milson's Point tram terminus).

From Milson's Point (Glen St at tram terminus) via reverse route to Anderson St, then Brown [now Endeavour] St, Cambridge St to Chatswood 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		
Chatswood-Milsons Point	39	M-F	Chatswood	6.34am	Milsons Pt	12.35am	20-60	
		Sat		6.34am		12.35am	20-60	
		Sun		9.02am		12.35am	20-60	

Route 53

CAMPBELLTOWN – CAMDEN

Timeline

By date of Govt Gazette 22 June 1928: Commenced by Herbert AR Miles/Camden Motor Service.

31 October 1931: The route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931 and paid tax.

24 December 1932 or 11 January 1933 (?): Discontinued owing to inability to meet financial obligations.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Campbelltown (Railway St at station) via Railway St, Queen St, Main Southern Rd [presumably now Camden Rd, Narellan Rd & Camden Valley Way] (**Narellan, Kirkham, Elderslie**), Argyle St to John St (Camden). Reverse on return.

Route 53

Timeline

CHATSWOOD – RIVERVIEW

CITY (Wynyard) – RIVERVIEW

- **Artarmon – Hatfield St/Mowbray Rd West (peak hours)**
- **Artarmon – Riverview College (infrequent service)**
- **Chatswood – Lane Cove West (Mars Rd) (peak hours)**
- **Willoughby (Frenchs Rd) – Chatswood – Mowbray Rd West (until 1941)**

Timeline

14 May 1934: Chatswood – Mowbray Rd West commenced by a Mr Curtis.

10 August 1934: Ceased due to lack of patronage.

From 12 to 26 November 1934: Revived temporarily on trial, but unsuccessful.

27 December 1935: Recommenced as Artarmon – Hatfield St via Mowbray Rd West (peak hours) and Willoughby (Frenchs Rd) – Chatswood – Mowbray Rd West, operated by LR (Les) Jarman.

12 July 1940:

- Transferred to WE (Bill) Nott.
- Willoughby – Chatswood – Mowbray Rd West amalgamated with Nott's Lane Cove – Riverview service (part of 224), as 53 Willoughby – Chatswood – Riverview via Mowbray Rd & Centennial Av.
- Infrequent Artarmon – Riverview College trips transferred from 224 to 53 (when ceased or altered to run to Chatswood instead of Artarmon?).

8 August 1941: Chatswood – Willoughby ceased due to lack of patronage, leaving main route as Chatswood – Riverview.

By May 1946: Operator incorporated as Lane Cove Bus Co.

5 January 1948: Artarmon – Hatfield St trips transferred to 128, which commenced on this day.

3 September 1948: Chatswood – Riverview transferred to Hunters Hill Bus Co (John A Gilbert family, majority shareholder; CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

11 April 1949: Extra route, City (Wynyard) – Riverview, commenced.

6 October 1950: City (Wynyard) – Riverview replaced by Department of Road Transport & Tramways 295 City (Wynyard) – Lane Cove West (Cope St) via St Leonards & River Rd.

21 April 1966: Selected Chatswood – Riverview trips diverted via Riverview Estate (Riverview St & College Rd Loop).

16 January 1967 (*date of commencement of 43*):

- Most trips rerouted direct via Pacific Hwy instead of Mowbray Rd & Centennial Av, as new 43 provided service to those streets.
- New peak hour route, Chatswood – Lane Cove West (Mars Rd) industrial area, commenced on or about this date.

6 July 1970: Chatswood – Lane Cove West (Mars Rd) peak hour industrial route renumbered part of 43.

16 August 1976: Selected trips rerouted via Stokes St, Lane Cove.

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

23 July 1990: As part of general reorganisation of North & Western's routes, Chatswood – Riverview amalgamated with 264, Chatswood – Colwell Cr as 264, Chatswood – Riverview via Colwell Cr in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Willoughby – Chatswood – Lane Cove – Riverview

From 12 July 1940 (Source: "Terminus Please", by Leon B Manny)

From Riverview via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Centennial Av, Mowbray Rd, Devonshire St, Albert Av, Anderson St, Victoria Av, Orchard Rd (**Chatswood**), Help St, Anderson St, Devonshire St, Mowbray Rd, Sydney St (?), Nardoo Rd (?), Penkivil St, Willoughby Rd, Julian St (Willoughby)

Chatswood – Lane Cove – Riverview

Circa 1946 (Source: Gregory's Street Directory)

From Riverview via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Centennial Av, Mowbray Rd West, Mowbray Rd, Devonshire St, Albert Av, Anderson St, Victoria Av (Chatswood).

1961 (Source: RGH notes)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Landers Rd, Parklands Av, Longueville Rd (**Lane Cove**), Austin St, Morrice St, River Rd, Barina Av, Yallambee St, Tambourine Bay Rd, Miramont St, Romani St to Kallaroo Rd (Riverview).

From Riverview (Romani St at Kallaroo Rd) via Kallaroo Rd, Surada Av, Miramont St, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

1966 (Source: RGH notes/timetable)

Riverview Estate diversion: Ex Riverview from Tambourine Bay Rd/Riverview St via Riverview St, College Rd South (clockwise loop), Riverview St to Tambourine Bay Rd.

Alterations

- *1967 (Source: RGH notes/timetable):* Ex Chatswood from Pacific Hwy via Longueville Rd. Reverse on return.
- *From 16 August 1976 (Source: timetable) (selected trips):* Ex Chatswood from Pacific Hwy via Mowbray Rd, Ralston St, Murray St, Stokes St, Nundah St, Parklands Rd, Longueville Rd. Reverse on return.

Riverview College – Artarmon

Circa 1948 (Source: Gregory's Street Directory)

From Riverview College via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Pacific Hwy, Broughton Rd, Buller Rd, Jersey Rd, Hampden Rd (Artarmon).

City (Wynyard) – Riverview

11 April 1949 (Source: Departmental timetable)

From City (Wynyard) (Erskine St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Shirley Rd, Fleming St [now part of River Rd], River Rd, Northwood Rd, River Rd West, Barina Rd, Yallambee Rd, Tambourine Bay Rd, Riverview St to College Rd (Riverview)

From Riverview (Riverview St at College Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Erskine St (Wynyard, City).

Timetable Summary

11 April 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Riverview	25	M-F	Riverview	7.00am	Wynyard	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	19	M-F	Riverview	6.25am	Chatswood	11.10pm	30	
		Sat		6.25am		11.10pm	30	
		Sun		7.20am		10.10pm	60	
Artarmon-Hatfield St	13	M-F	Hatfield St	7.45am	Artarmon	6.21pm	5 trips	
		Sat		7.45am		1.17pm	3 trips	
		Sun						

19 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	25	M-F	Riverview	7.30am	Chatswood	6.20pm	60*	
		Sat		7.30am		1.00pm	60	
		Sun						

* More frequent in peak hours.

21 October 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	16	M-F	Riverview	7.22am	Chatswood	5.37pm	45	A
		Sat		8.16am		12.08pm	45	
		Sun						

A – Gap in service.

Route 54

CHATSWOOD – BRADFIELD PARK

CHATSWOOD – NORTHERN SUBURBS CEMETERY – MACQUARIE UNIVERSITY

- Extended from Bradfield Park to Lindfield (*late 1940s-early 1950s*)
- Trips to/diversions via Chatswood West (Hawthorne Av) and/or Chatswood West (River Av)

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

Timeline

As at date of Govt Gazette 13 November 1925: Chatswood – Northern Suburbs Cemetery being operated by Webber Bros Motor Service (Edwin & Thomas Webber).

August 1946: Transferred to AJ (Jack) Wagg, then or later trading as AJ Wagg Tourist Service.

1946/7: New route, Chatswood – Bradfield Park – Lindfield, commenced (Bradfield Park – Lindfield shared with 221).

By mid 1950s:

- Chatswood – Bradfield Park – Lindfield curtailed to Chatswood – Bradfield Park. (221 continued running Bradfield Park – Lindfield.)
- Selected trips ran to/diverted via Chatswood West (Hawthorne Av) and/or Chatswood West (River Av).

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

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

By 7 November 1966: Saturday afternoon and Sunday trips through-routed with 221 from Northern Suburbs Cemetery to Lindfield via Bradfield Park. Sunday service had ceased by 6 March 1967.

6 March 1967: Extended from Northern Suburbs Cemetery to Macquarie University, upon its opening.

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

By December 1973: Through-routing with 221 on Saturday afternoons ceased.

By November 1974: Chatswood – West Lindfield ceased.

16 November 1981: Rerouted via Macquarie Centre, upon its opening.

30 June 1986: Transferred to North & Western Bus Lines (KA (Ken) Butt) with minor route amendment in North Ryde area.

23 July 1990: As part of general reorganisation of North & Western's routes, rearranged & renumbered into the Sydney Region Route Number System as:

- 550 Chatswood – Macquarie University – Eastwood – Parramatta, an amalgamation of 54, the Eastwood – Macquarie University section of 85 & the Parramatta – Eastwood via Main Rd section of 172 (*see Private Route Histories – Routes transferred to State Transit Authority*).
- 551 Chatswood – Macquarie University – Epping, including diversions via Chatswood West (Hawthorne Av) and/or Chatswood West (River Av) (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Chatswood – Northern Suburbs Cemetery

1925 (Source: Govt Gazette of 13 November 1925)

From Chatswood (Railway St at station) via Railway St, Victoria Av, Lane Cove Rd [now Pacific Hwy], Fullers Rd, Delhi Rd to Northern Suburbs Cemetery gates.

From Northern Suburbs Cemetery (Delhi Rd at Cemetery gates) via Delhi Rd, Fullers Rd, Help St, Railway St to Chatswood station.

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood [station] via Railway St, Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av, Delhi Rd (Northern Suburbs Cemetery).

Alterations

- *1961 (Source: RGH notes):* To approach Chatswood from Fullers Rd via Help St, Railway St. Northern Suburbs Cemetery terminus at Delhi Rd/Plassey Rd.
- *1961 (Source: RGH notes):*
Chatswood West (Hawthorne Av) trips/diversion: From Fullers Rd/Millwood Av (eastern intersection) via Fullers Rd to Hawthorne Av. Reverse on return.
- *1961 (Source: RGH notes):*
Chatswood West (River Av) trips/diversion: From Delhi Rd/River Av via River Av to Fairyland Av. Reverse on return.
- *1970 (Source: RGH notes/timetable):*
Chatswood West (Hawthorne Av) trips/diversion: From Fullers Rd via Bellevue St, Valerie Av, Louise Av, Hawthorne Av, Fullers Rd.

Chatswood – Northern Suburbs Cemetery – Macquarie University

Alterations

- *1968 (Source: RGH notes):* Extended from Northern Suburbs Cemetery via Delhi Rd, Pittwater Rd, Wicks Rd, Waterloo Rd, (?) to Macquarie University. Reverse on return.
- *1981 (Source: RGH notes/timetable):* Ex Chatswood from Delhi Rd via Epping Rd, Wicks Rd, Waterloo Rd, Herring Rd, Macquarie Centre shops, Herring Rd, University Av, Macquarie Dr (**Macquarie University**). Return via Macquarie Dr, Herring Rd, then reverse route.
- *1986 (Source: timetable):* Ex Chatswood from Waterloo Rd via Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd. Reverse on return.

Chatswood – Bradfield Park

1961 (Source: RGH notes)

From Chatswood (Railway St at station) via Railway St, Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av, Lady Game Dr, Moore Av, Fiddens Wharf Rd, Charles St, Bradfield Rd to Moore Av (Bradfield Park).

From Bradfield Park (Bradfield Rd at Moore Av) via Moore Av, Lady Game Dr, Millwood Av, Fullers Rd, Help St, Railway St to Chatswood 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		
Chatswood-Northern Suburbs Cemetery	Fr Chats 8F 15N	M-F	Fullers Rd	7.50amC	Chatswood	3.45pmN	A	
			Nth Subs Cem	10.30amC		7.10pmF		
		Sat	Fullers Rd	7.50amC	Chatswood	4.30pmN	20-60	B
			Nth Subs Cem	10.30amC		7.10pmF		
		Sun	Chatswood	10.30amN	Nth Subs Cem	5.10pmC	4 trips	D

A – Peak hours, Chatswood-Fullers Rd. Day, Chatswood-Fullers Rd 20-60, Chatswood-Northern Suburbs Cemetery 120.

B – Early morning & late afternoon, Chatswood-Fullers Rd. Day, Chatswood-Northern Suburbs Cemetery 20-60.

C – To Chatswood.

D – Extra trips Chatswood-Fullers Rd.

F – To Fullers Rd.

N – To Northern Suburbs Cemetery.

8 April 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northern Suburbs Cemetery	Fr Chats 9F 16N	M-F	Fullers Bge	5.53amC	Chatswood	4.27pmN	A	
			Nth Subs Cem	8.28amC		12.32amF		
		Sat	Fullers Bge	6.30amC		7.06pmN	B	
			Nth Subs Cem	10.21amC		12.32amF		
		Sun	Fullers Bge	7.48amC		5.51pmN	D	
			Nth Subs Cem	9.31amC		12.00mnF		
Chatswood-Bradfield Park-Lindfield	19	M-F	Lindfield	10.00amC	Chatswood	4.07pmL	4 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours & night, Chatswood-Fullers Bridge. Day, Chatswood- Northern Suburbs Cemetery 40*.

B – Early morning & late afternoon, Chatswood-Fullers Bridge. Day, Chatswood-Northern Suburbs Cemetery 30.

C – To Chatswood.

D – Early morning & late afternoon, Chatswood-Fullers Bridge. Day, Chatswood-Northern Suburbs Cemetery 40.

Extra trips Chatswood-Fullers Rd.

F – To Fullers Bridge.

L – To Lindfield via Bradfield Park.

N – To Northern Suburbs Cemetery.

6 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northern Suburbs Cemetery-Macquarie University	Fr Chats 12N 20M	M-F	Chatswood	6.05amF 8.08amM	Macquarie Uni	8.10pmC	A	
		Sat		7.05amF 8.10amM	Macquarie Uni Nth Subs Cem	1.10pmC 6.56pmC	D	
		Sun		8.50amN		5.30pmC	30	
Chatswood-Bradfield Park	13	M-F	Bradfield Pk	7.30amC	Chatswood	5.40pmB	9 trips	
		Sat		9.30amC		10.32amB	2 trips	
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Chatswood-Fullers Bridge. Day, Chatswood-Fullers Bridge 30-60*, Chatswood-Macquarie University 9 trips.

B – To Bradfield Park.

C – To Chatswood.

D – Early morning, Chatswood-Fullers Bridge. Morning, Chatswood-Macquarie University 30. Afternoon, Chatswood-Northern Suburbs Cemetery 60.

F – To Fullers Bridge.

M – To Macquarie University.

N – To Northern Suburbs Cemetery.

30 June 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Nthn Suburbs Cemetery-Macquarie Uni	19	M-F	Macquarie Uni	6.30am	Chatswood	7.35pm	30*	
		Sat		7.40am		1.25pm	45	
		Sun						

* More frequent in peak hours.

Route 55

CHATSWOOD – HORNSBY – MT COLAH – MT KURING-GAI via Lane Cove Rd **CHATSWOOD – HORNSBY – MT COLAH (Parklands Rd) via Pacific Hwy**

(Lane Cove Rd is now Pacific Hwy.)

Timeline

As at date of Govt Gazette 13 November 1925: Chatswood – Hornsby being operated by Kuring-gai Bus Co (David Lorimer). At one stage O Curtis was also involved with the company.

By date of Govt Gazette 22 June 1928: Extended from Hornsby to Hookhams Corner.

By date of Govt Gazette 22 February 1929: Extended from Hookhams Corner to Asquith.

31 October 1931: The route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931 and paid tax.

Mid-1940s: Kuring-gai Bus Co transferred to W (Bill) Stonex.

By 1946: Extended from Asquith to Mt Colah (station). By about this time, Hornsby – Mt Colah along Pacific Hwy shared with Hornsby District Bus Co's 220.

By 1948:

- Extended from Mt Colah to Mt Kuring-gai
- By this time, most trips ran:
Chatswood – Mt Colah (station)
Hornsby – Mt Kuring-gai
- These two routes shared Hornsby-Mt Colah (station).

1949: JH (Jim) Knox acquired a minority interest.

By 11 December 1963: New route, Hornsby – Mt Colah (Parklands Rd), commenced.

1965: Kuring-gai Bus Co fully transferred to Jim Knox. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.

June 1967: Following transfer of Hornsby District Bus Co to Jim Knox, 220 ceased, as it had shared route along Pacific Hwy between Hornsby & Mt Colah with 55.

By 26 January 1971: Routes rearranged to run:

Chatswood – Mt Kuring-gai

Chatswood – Mt Colah (Parklands Rd)

Shared Chatswood-Mt Colah (station).

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

- 590 Chatswood – Hornsby.
- Hornsby – Mt Kuring-gai absorbed into 594 Hornsby – Berowra – Berowra Heights.
- Parklands Rd included in 593 Hornsby – Asquith Golf Links – Mt Colah (Bolton Av) – Mt Colah (Parklands Rd).

Streets

Chatswood – Hornsby

1925 (Source: Govt Gazette of 13 November 1925)

From Chatswood (station, Railway St at Victoria Av) via Railway St, Victoria Av, Lane Cove Rd (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara**), Peats Ferry Rd [now Pacific Hwy], Jersey St [or Station St?] to Hornsby station.

From Hornsby (Station St at station) via Peats Ferry Rd, Lane Cove Rd [both now Pacific Hwy], Railway St to Chatswood station.

Chatswood – Hookhams Corner, Hornsby

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended from Peats Ferry Rd, Hornsby via Peats Ferry Rd [now Pacific Hwy], Old Berowra Rd to Galston Rd. Reverse on return. [Peats Ferry Rd, Old Berowra Rd & Galston Rd then all met at the one intersection, now known as Hookhams Corner.]

Chatswood – Asquith

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Peats Ferry Rd/Old Berowra Rd/Galston Rd [Hookhams Corner] via Peats Ferry Rd [now Pacific Hwy], Haldane St to railway bridge (Asquith). Reverse on return.

Chatswood – Mt Colah (station)

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood [station] via Railway St, Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara, Hornsby, Asquith**) to Mt Colah [station].

Chatswood – Mt Kuring-gai

Circa 1948 (Source: Gregory's Street Directory)

From Chatswood via Railway St, Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara, Hornsby, Asquith, Mt Colah**) to Mt Kuring-gai [station].

By 1961 (Source: RGH notes)

Terminal routes

- **Chatswood:** To approach Chatswood from Pacific Hwy via Railway St to station. As above on return.
- **Mt Kuring-gai:** U-turn on Pacific Hwy opposite Mt Kuring-gai railway station.

Alterations

- *1961 (Source: RGH notes):* Ex Mt Kuring-gai from Pacific Hwy via Coronation St, Station St, Pacific Hwy.
- *1986 (Source: RGH notes) (trips terminating at Mt Kuring-gai):* Ex Chatswood from Pacific Hwy via railway bridge, Railway St, High St, Low St, Harwood Av, Railway St, railway bridge to Pacific Hwy.

Chatswood – Mt Colah (Parklands Rd)

1963 (Source: RGH notes)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara, Hornsby, Asquith**), Parklands Rd, Binalong Rd (Mt

Colah), Murralong Rd, Parklands Rd Pacific Hwy, Coronation St, Station St, Pacific Hwy, Railway St to Chatswood 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		
Chatswood-Hornsby	50	M-F	Chatswood	8.20am	Hornsby	6.10pm	30	
		Sat		8.20am		6.10pm	30	
		Sun						

1 March 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Mt Colah	56	M-F	Chatswood	8.28am	Mt Colah	5.54pm	30	A
		Sat		8.28am		5.54pm	30	A
		Sun						
Hornsby-Mt Kuring-gai†	17	M-F	Hornsby	8.18am	Mt Kuring-gai	4.37pm	4 trips	
		Sat		8.18am		4.37pm	6 trips	
		Sun		9.20am		7.17pm	40	

† Additional to above.

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

26 January 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Mt Colah (Parklands Rd)	55	M-F	Parklands Rd	6.55amC	Chatswood	5.30pmP	60*	A
		Sat		7.55amC		12.00mdP	60	A
		Sun						
Chatswood-Mt Kuring-gai	Fr Mt K 17H 55C	M-F	Mt Kuring-gai	7.15amC	Chatswood	4.30pmM	60*	B
					Mt Kuring-gai	6.35pmH		
		Sat		8.25amC	Chatswood	12.30pmM	D	
					Mt Kuring-gai	3.30pmH		
		Sun						

Average day frequencies along common route:

M-F Chatswood-Mt Colah station 30.

Sat AM: Chatswood-Mt Colah station 30.

A – Plus short-workings before first trip & after last trip shown between Hornsby & Mt Colah (Parklands Rd).

B – Plus short-workings before first trip & after last trip shown.

C – To Chatswood.

D – Morning, Chatswood-Mt Kuring-gai 60. Afternoon, Hornsby-Mt Kuring-gai 60. Plus short-workings before first trip shown.

H – To Hornsby.

M – To Mt Kuring-gai.

P – To Mt Colah (Parklands Rd).

Route 56

CHATSWOOD – BELROSE

CHATSWOOD – CASTLE COVE

CHATSWOOD – DAVIDSON

CHATSWOOD – FRENCHS FOREST (various termini)

CHATSWOOD – KILLARNEY HEIGHTS

CHATSWOOD – PENSHURST ST

CHATSWOOD – TERREY HILLS

- **Extended from Terrey Hills to Duffys Forest (*selected trips*)**

CHATSWOOD – WARRINGAH MALL

Timeline

As at date of Govt Gazette 13 November 1925: Chatswood – Roseville (Archbold Rd) with selected trips extended to Roseville Chase [now East Roseville] being operated by Elias J Jones.

By date of Govt Gazette 22 February 1929: New route commenced, Chatswood – Penshurst St/Victoria Av.

1 March 1930: Transferred to Royle Bros (Eric & Trevor Royle, but later other members of the Royle family).

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

October 1941: Extended from Roseville Chase to Terrey Hills (infrequent service at first, but gradually increased as population east of Roseville Bridge grew).

By May 1955: New route commenced, Chatswood – Frenchs Forest (Pound Av) (initially limited peak hour service).

By late 1955: Selected trips extended from Terrey Hills to “end of Booralie Rd” [now Duffys Forest], terminating at Booralie Rd/Mallawa Rd.

By 10 December 1960: Selected trips terminating at Mallawa Rd, Duffys Forest rerouted to terminate at Wyong Rd/Birrimal Rd, Duffys Forest. Thereafter trips were progressively altered to run to Wyong Rd instead of Mallawa Rd, until, by December 1983, all trips ran to Wyong Rd.

November 1958:

- Days/hours of service of Chatswood – Frenchs Forest (Pound Av) extended to daytime Mondays-Saturdays.
- Selected trips on Chatswood – Frenchs Forest (Pound Av) rerouted on return from Pound Av via Glen St, Belrose, being referred to as running via Glen St Loop. These trips reverted to standard Pound Av route by 27 January 1963.

27 January 1962: New route, Chatswood – Castle Cove (Cove Cct), commenced.

2 December 1963: New route, Chatswood – Killarney Heights, commenced.

February 1964: Operator’s name changed to Forest Coach Lines (Roger L Graham, manager till 1967).

30 January 1965: Routes rearranged as:

- **“Express”** route between Chatswood & East Roseville (via Archer & Boundary Sts) introduced for Belrose, Terrey Hills & Duffys Forest (later also selected Killarney Heights) trips during weekday peak hours, off-peak and Saturday mornings, giving quicker trip times between Chatswood and East Roseville, during a time when traffic delays were being experienced due to the construction of the new Roseville Bridge.
- **“All stops”** route (previous normal route via Ashley & Macquarie Sts, Archbold Rd & Addison Av) retained for Castle Cove and most Killarney Heights trips and those to other termini at night, on Saturday afternoons and Sundays.
- All Chatswood – Frenchs Forest (Pound Av) trips rerouted to return from Pound Av via Glen St, Belrose (destination sign “Glen St Loop, Belrose”).
- Chatswood – Penshurst St/Victoria Av ceased.

12 July 1965: Most peak hour Chatswood – Killarney Heights trips ran “express”. Off-peak trips & most Saturday also ran “express” from 31 January 1967.

2 April 1966 (*opening of new Roseville Bridge*):

- Chatswood – Castle Cove extended from Cove Cct to Denawen Av.
- Other routes rerouted over new bridge.
- New route, Chatswood – Frenchs Forest (The Esplanade), commenced.
- Selected trips on Chatswood – Killarney Heights extended from Killarney Heights to Frenchs Forest Post Office.

31 January 1967: Chatswood – Killarney Heights – Frenchs Forest Post Office reverted to Chatswood – Killarney Heights, but rerouted in a loop through Killarney Heights.

Probably 30 March 1972 (*when Department of Government Transport 147, Warringah Mall – Allambie Heights, ceased*): New route, Chatswood – Warringah Mall, commenced, replacing limited service on DGT 147.

5 June 1972: Chatswood – Castle Cove extended in a loop through Castle Cove via Deepwater Rd & Neerim Rd.

15 March 1976:

- Chatswood – Belrose (Glen St Loop) rearranged & extended as new loop routes:
Chatswood – Davidson (new suburb)
Chatswood – Belrose (Wyatt Av furthest point on loop).
- At night & on Sundays these two routes ran as a combined loop, Chatswood – Davidson – Belrose (Wyatt Av).
- The “express” route between Chatswood & East Roseville became the standard route at most times for trips to Davidson, Belrose, Terrey Hills, Duffys Forest, Killarney Heights & Warringah Mall. However, the “all stops” route continued for selected trips at night, selected trips on Saturday afternoons & most Sunday trips to these termini, & for trips to Killarney Heights in the off-peak.

27 July 1992: As part of general reorganization of Forest Coach lines’ routes, rearranged & renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 14*):

- 276 Belrose – Warringah Mall
- 277 Chatswood – Castle Cove
- 278 Chatswood – Killarney Heights
- 279 Chatswood – Frenchs Forest (The Esplanade)
- 280 Chatswood – Warringah Mall
- 281 Chatswood – Davidson
- 282 Chatswood – Davidson – Belrose (combined 281/283)
- 283 Chatswood – Belrose
- 284 Chatswood – Terrey Hills – Duffys Forest
- 285 Chatswood – Terrey Hills – Narrabeen (new route amalgamating parts of 56 [1925 number] & 196 [in the Sydney Region Route Number System])

Streets

CHATSWOOD – CASTLE COVE

CHATSWOOD – PENSHURST ST

CHATSWOOD – ROSEVILLE CHASE

Chatswood – Roseville Chase

1925 (Source: Govt Gazette of 13 November 1925)

From Chatswood (Cambridge St [now Orchard Rd] at station) via Cambridge St, Victoria Av, Archer St, Ashley St, Darling St, Boundary St, Archbold Rd, Addison Av, Clive St [now Babbage Rd] to Chase Gates (Roseville Chase).

From Roseville Chase (Clive St [now Babbage Rd] at Chase Gates) via reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood station.

Alteration

1926 (Source: Govt Gazette of 15 October 1926) (Cambridge St renamed part of Orchard Rd): From Chatswood (Orchard Rd at station) via Orchard Rd, Help St, Anderson St, Victoria Av. Ex Roseville Chase from Victoria Av via Orchard Rd to Chatswood station.

Circa 1946 (Source: Gregory’s Street Directory)

From Chatswood [station] via Orchard Rd, Brown [now Endeavour] St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (Roseville Chase).

Chatswood – Penshurst St

1929 (Source: Govt Gazette of 22 February 1929)

From Chatswood (Orchard Rd at station) via Orchard Rd, Victoria Av, Archer St, Ashley St, Darling St, Boundary St, Penshurst St to Victoria Av.

From Penshurst St (at Victoria Av) via reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Orchard Rd to Chatswood station.

1963 (Source: RGH notes)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Penshurst St to Victoria Av.

From Penshurst St (at Victoria Av) via reverse route to Victoria Av, then Orchard Rd to Chatswood station.

Chatswood – Castle Cove (Cove Cct)

From 27 January 1962 (Source: 1964 timetable)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Kendall Rd, Cove Cct (Castle Cove).

From Castle Cove (Cove Cct) via Headland Rd, Kendall Rd, then reverse route to Victoria Av, then Orchard Rd to Chatswood station.

Alterations

- *By 30 January 1965 (Source: RGH notes):* To approach Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to station. Return via Victoria Av.
- *From 30 January 1965 (Source: timetable):* Ex Chatswood from Boundary St via Archbold Rd, Addison Av (East Roseville), Babbage Rd, Clive St, Boundary St. Reverse on return.

Chatswood – Castle Cove (Denawen Av)

From 2 April 1966 (Source: timetable)

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av (East Roseville), Babbage Rd, Clive St, Boundary St, Kendall Rd, Headland Rd, Neerim Rd, Allambie Rd, Deepwater Rd, Denawen Av (Castle Cove), Neerim Rd, Headland Rd, then reverse route to Archbold Rd, then Boundary St, Macquarie St, Ashley St, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood station.

Alteration

From 1 March 1971 (Source: timetable): To approach Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.

Chatswood – Castle Cove (Deepwater Rd/Neerim Rd)

From 5 June 1972 (Source: timetable)

From Chatswood (Victoria Av at station) via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av (East Roseville), Babbage Rd, Clive St, Boundary St, Kendall Rd, Headland Rd, Neerim Rd, Allambie Rd, Deepwater Rd (Castle Cove), Neerim Rd, Headland Rd, then reverse route to Archbold Rd, then Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood station.

Alteration

From September 1988: To approach Chatswood from Orchard Rd to old interchange. Reverse on return.

CHATSWOOD – TERREY HILLS – DUFFYS FOREST

Chatswood – Terrey Hills

By mid-1955 (likely route)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av (East Roseville), Babbage Rd (old alignment), old Roseville Bridge, Warringah Rd (Forestville), Forest Way (Frenchs Forest), Adams St, Prince Charles Rd, Blackbutts Rd*, Glen St*, Forest Way (Belrose), Mona Vale Rd, Booralie Rd to Kinka Rd (Terrey Hills).

** Referred to in timetable as “Blackbutts Rd Loop”.*

Chatswood – Terrey Hills (selected trips extended to Duffys Forest (Mallawa Rd or Wyong Rd))

From 1960 (Source: RGH notes/timetable/Collins Sydney street directory)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av (East Roseville), Babbage Rd (old alignment), old Roseville Bridge, Warringah Rd (Forestville), Forest Way (Frenchs Forest), Adams St, Prince Charles Rd, Forest Way (Belrose), Mona Vale Rd, Booralie Rd to Kinka Rd (Terrey Hills).

From Terrey Hills (Booralie Rd at Kinka Rd) via reverse route to Victoria Av, then Orchard Rd to Chatswood station.

Duffys Forest (Mallawa Rd) extension: From Terrey Hills (Booralie Rd at Kinka Rd) via Booralie Rd, Eurabba Rd, Mallawa Rd, Booralie Rd to Kinka Rd (or vice versa?).

Duffys Forest (Wyong Rd) extension: From Terrey Hills (Booralie Rd at Kinka Rd) via Booralie Rd, Thuddungra Rd, Wyong Rd to Birramal Rd. Reverse on return.

Trips via Boundary St direct: Ex Chatswood from Boundary St/Archbold Rd via Boundary St, Babbage Rd to Addison Av. Reverse on return.

From 30 January 1965 (Source: timetable)

“Express” trips

From Chatswood (Orchard Rd at station) via Victoria Av, Archer St, Boundary St, Babbage Rd, then same route.

From Terrey Hills (Booralie Rd at Kinka Rd) via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

“All stops” trips

From Chatswood (Orchard Rd at station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd, then same as “express” trips.

From Terrey Hills (Booralie Rd at Kinka Rd) via reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Alterations

- *By 2 April 1966 (Source: RGH notes):* From Chatswood (Victoria Av at station) via Victoria Av.
- *From 2 April 1966 (opening of new Roseville Bridge):* From East Roseville via Babbage Rd (new alignment), Warringah Rd (including new Roseville Bridge). Reverse on return.
- *By 27 January 1970 (Source: timetable) (“all stops” trips):* Ex Chatswood from Macquarie St via William St, King Edward St, Archbold Rd, then same route. Unaltered on return.
- *By 1 March 1971 (Source: timetable):* To approach Chatswood from Archer St via Ashley St, Anderson St, Help St, Orchard Rd.
- *By March 1976:* Ex Chatswood from Warringah Rd via Forest Way direct (*not* via Adams St, Prince Charles Rd). Reverse on return.
- *From 15 March 1976:* “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.
- *From September 1988:* To approach Chatswood from Orchard Rd to old interchange. Reverse on return.

CHATSWOOD – FRENCHS FOREST (various termini) – DAVIDSON – BELROSE

Chatswood – Frenchs Forest (Pound Av)

1964 (Source: timetable)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av (**East Roseville**), Babbage Rd (old alignment), old Roseville Bridge, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd to Pound Av (Frenchs Forest).

From Frenchs Forest (Pound Av at Blackbutts Rd) via reverse route to Victoria Av, then Orchard Rd to Chatswood station.

Chatswood – Belrose (Glen St Loop) via Blackbutts Rd to Pound Av, Frenchs Forest, then return via Glen St, Belrose

From 30 January 1965 (Source: timetable)

“Express” trips

From Chatswood (Orchard Rd at station) via Victoria Av, Archer St, Boundary St, Babbage Rd (old alignment), old Roseville Bridge, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd to Pound Av (**Frenchs Forest**), then return via Blackbutts Rd, Pringle Av, Glen St (**Belrose**), Forest Way, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

“All stops” trips

From Chatswood (Orchard Rd at station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd, then same as “express” trips to Belrose, then reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Chatswood – Belrose (Glen St Loop) loop via Blackbutts Rd, Hakea Av, Haig Av, Pringle Av & Glen St, Belrose

From 2 April 1966 (Source: timetable)

“Express” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Boundary St, Babbage Rd (new alignment) (**East Roseville**), Warringah Rd (including new Roseville Bridge), (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd, Hakea Av, Haig Av, Pringle Av, Glen St (**Belrose**), Forest Way, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

“All stops” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Ashley St, Macquarie St, Archbold Rd, Addison Av, Babbage Rd, then same as “express” trips to Belrose, then reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Chatswood – Belrose (Glen St Loop) loop via Blackbutts Rd, *Pound Av*, Hakea Av, Haig Av, Pringle Av & Glen St, Belrose

Alterations

- **By 27 January 1970** (*Source: timetable*): Ex Chatswood from Blackbutts Rd via Pound Av, Hakea Av.
- **By 27 January 1970** (*Source: timetable*) (“All stops” trips): Ex Chatswood from Macquarie St via William St, King Edward St, Archbold Rd. Unaltered on return.
- **From 1 March 1971** (*Source: timetable*): To approach Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.
- **From 5 June 1972**: From Chatswood via Victoria Av, Anderson St, Ashley St (“express” trips then via Archer St). Unaltered on return.
- **From 15 March 1976**: “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.

Chatswood – Belrose (Wyatt Av)

By 15 March 1976 (*Source: timetable*)

From Chatswood (Victoria Av at station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood station.

“All stops” trips: From Chatswood via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av, Babbage Rd, then same route. Return from Babbage Rd via Addison Av, Archbold Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood station.

Morning peak hour trips from Belrose: From Wyatt Av at Forest Way via Wyatt Av, Cotentin Rd, Ralston Av, Pringle Av, Haigh Av, Hakea Av, Lockwood Av, Glen St, Forest Way, then normal route to Chatswood station.

Alteration

From September 1988: To approach Chatswood from Orchard Rd to old interchange. Reverse on return.

Chatswood – Davidson

By 15 March 1976 (*Source: timetable*)

From Chatswood (Victoria Av at station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd, Pound Av, Kawana St, Prahran Pde, Sir Thomas Mitchell Dr (**Davidson**), Kambora Av, Hakea Av, Lockwood Av, Glen St, Forest Way, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood station.

“All stops” trips: From Chatswood via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av, Babbage Rd, then same route. Return from Babbage Rd via Addison Av, Archbold Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood station.

Alteration

From September 1988: To approach Chatswood from Orchard Rd to old interchange. Reverse on return.

Chatswood – Davidson – Belrose (Wyatt Av) (combined Davidson & Belrose trips)

By 15 March 1976 (*Source: timetable*)

From Chatswood (Victoria Av at station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Pringle Av, Blackbutts Rd, Pound Av, Kawana St, Prahran Pde, Sir Thomas Mitchell Dr (**Davidson**), Kambora Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Warringah Rd, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood station.

“All stops” trips: From Chatswood via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av, Babbage Rd, then same route. Return from Babbage Rd via Addison Av, Archbold Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood station.

Alteration

From September 1988: To approach Chatswood from Orchard Rd to old interchange. Reverse on return.

Chatswood – Frenchs Forest (The Esplanade)

From 2 April 1966

“Express” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Boundary St, Babbage Rd (new alignment) (East Roseville), Warringah Rd (including new Roseville Bridge), (Forestville), Forest Way (Frenchs Forest), Adams St, Dundilla Rd, The Esplanade to Comeroy Cr (Frenchs Forest).

From Frenchs Forest (The Esplanade) (at Comeroy Cr) via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Alterations

- **From 1 March 1971** (Source: timetable): To approach Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.
- **From 5 June 1972:** From Chatswood via Victoria Av, Anderson St, Ashley St, Archer St. Unaltered on return.

CHATSWOOD – KILLARNEY HEIGHTS

Chatswood – Killarney Heights (Coleraine Av)

1964 (Source: timetable)

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (old alignment), old Roseville Bridge, Warringah Rd, Starkey St (Forestville), Rathowen Pde, Coleraine Av to Starkey St (Killarney Heights).

From Killarney Heights (Starkey St /Coleraine Av) via Starkey St (?), then reverse route to Victoria Av, then Orchard Rd to Chatswood station.

Chatswood – Killarney Heights (Durrow Av) (selected trips extended to Frenchs Forest)

By 30 January 1965 (Source: timetable):

From Chatswood (Orchard Rd at station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (old alignment), old Roseville Bridge, Warringah Rd, Starkey St (Forestville), Coleraine Av, Rathowen Pde, Durrow Av to Starkey St (Killarney Heights).

From Killarney Heights (Durrow Av at Starkey St) via Starkey St, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Frenchs Forest extension: From Killarney Heights (Durrow Av at Starkey St) via Starkey St, Warringah Rd to Forest Way (Frenchs Forest Post Office). Return via Warringah Rd, Starkey St, Coleraine Av, Rathowen Pde, Durrow Av to Starkey St.

From 12 July 1965 (Source: timetable)

“Express” trips

Alteration

Ex Chatswood from Victoria Av via Archer St, Boundary St, Babbage Rd. Return via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

“All stops” trips

Same as “By 30 January 1965”.

Chatswood (via Riverhill Av) – Killarney Heights (via Rathowen Pde) – Forestville (selected trips extended to Frenchs Forest)

2 April 1966 (Source: RGH notes/timetable)

“Express” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Boundary St, Babbage Rd (new alignment) (East Roseville), Warringah Rd (including new Roseville Bridge), Forestville Av, Riverhill Av, Melwood Av, Starkey St (Forestville), Westmeath Av (Killarney Heights), Rathowen Pde, Starkey St to Jamieson Square (Forestville).

From Forestville (Starkey St at Jamieson Square) via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

“All stops” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd, then same as “express” trips.

From Forestville (Starkey St at Jamieson Square) via reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Frenchs Forest extension: From Forestville (Jamieson Square) via Warringah Rd to Forest Way (Frenchs Forest Post Office). Reverse on return.

Chatswood – Killarney Heights (loop via Rathowen Pde & Melwood Av)

31 January 1967 (Source: RGH notes/timetable)

“Express” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd, Starkey St (**Forestville**), Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Darley St, Violet St, Starkey St, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

“All stops” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd, then same as “express” trips to Killarney Heights, then reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood station.

Alterations

- **From 11 May 1968** (Source: timetable): Ex Killarney Heights from Darley St via Warringah Rd (*not* via Violet Av).
- **From 27 January 1970** (Source: timetable): Ex Killarney Heights from Melwood Av via Cannons Pde, Darley St.
- **By 27 January 1970** (Source: timetable) (“all stops” trips): Ex Chatswood from Macquarie St via William St, King Edward St, Archbold Rd. Ex Killarney Heights unaltered.
- **From 1 March 1971** (Source: timetable): To approach Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.
- **From 5 June 1972:** From Chatswood via Victoria Av, Anderson St, Ashley St (“express” trips then via Archer St). Unaltered on return.
- **From 15 March 1976:** “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.
- **From 5 September 1977** (Source: timetable)
Cook St diversion: Ex Chatswood from Starkey St/Cannons Pde via Cannons Pde, Cook St (retirement villages) to Starkey St.
- **From November 1985** (Source: timetable): Ex Killarney Heights from Cannons Pde via Starkey St, Warringah Rd.
- **From September 1988:** To approach Chatswood from Orchard Rd to old interchange. Reverse on return.

CHATSWOOD – WARRINGAH MALL

By 5 June 1972 (Source: timetable)

“Express” trips

From Chatswood (Victoria Av at station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd, Warringah Rd (**Forestville**), Forest Way, Naree Rd, Rabbett St, Forest Way (**Frenchs Forest**), Warringah Rd, Allambie Rd (**Allambie Heights**), Kentwell Rd, Condamine St, Pittwater Rd to Warringah Mall bus terminal.

From Warringah Mall (bus terminal) via Green St, Cross St, Pittwater Rd, Condamine St, Kentwell Rd, Allambie Rd, Rodborough Rd, Warringah Rd, Forest Way, Naree Rd, Rabbett St, Forest Way, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood station.

“All stops” trips

From Chatswood (Victoria Av at station) via Victoria Av, Archer St, Ashley St, Macquarie St, William St, King Edward St, Boundary St, then same as “express” trips.

From Warringah Mall (bus terminal) via reverse of “all stops” route to Boundary St, then Macquarie St, Ashley St, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood station.

Brookvale Industrial Area diversion: Ex Chatswood from Condamine St via Old Pittwater Rd, Cross St to Warringah Mall. Reverse on return.

Alterations

- **From 15 March 1976:** “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.
- **From September 1988:** To approach Chatswood from Orchard Rd to old interchange. 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		
Chatswood-Roseville Chase	Fr Chats 10A 15R	M-F	Archbold Rd	7.48amC	Chatswood	7.20pmA	20-60	B
			Chatswood	9.45amR	Roseville Ch	4.00pmC		
		Sat	Archbold Rd	7.48amC	Chatswood	10.45pmR	D	
			Chatswood	9.45amR				
		Sun	Chatswood	9.50amR		6.45pmR	60	E

A – To Archbold Rd.

B – Chatswood-Archbold Rd 30, Chatswood-Roseville Chase 2 trips. Plus picture bus Wednesday night. Extra trips Friday night (last trip 1.45pm from Chatswood to Roseville Chase).

C – To Chatswood.

D – Morning, Chatswood-Archbold Rd 30-60, Chatswood-Roseville Chase 1 trip. Afternoon, Chatswood-Roseville Chase 60.

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

R – To Roseville Chase.

Circa 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Penshurst St/Victoria Av	15	M-F	Penshurst St†††	7.55am	Chatswood	6.55pm	60*	A
		Sat		7.45am	Penshurst St†††	6.20pm	30-60**	
		Sun						
Chatswood-Roseville Chase	15	M-F	Chatswood	9.45am	Roseville Ch	4.50pm	B	
		Sat		9.50am	Chatswood	11.55pm	C	
		Sun		9.30am	Roseville Ch	7.00pm	AM 60 PM 40	D

* More frequent in peak hours.

** Less frequent in afternoon.

††† Corner of Victoria Av

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

B – 4 trips from Chatswood, 5 trips from Roseville Chase. Extra trips Friday night (last trip 10.35pm from Chatswood).

C – 9 trips from Chatswood, 7 trips from Roseville Chase.

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

June 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-East Roseville (Babbage Rd)	12	M-F	Babbage Rd	7.22am	Chatswood	11.08pm	30*	
		Sat		7.22am		11.38pm	AM 15 PM 30	
		Sun		7.45am		9.38pm	20-50	
Chatswood-Penshurst St/ Boundary St§	Fr Chats 8B 13V	M-F	Penshurst St‡	6.45amC	Chatswood	(?) pmB	A	
			Penshurst St‡‡	7.46amC		6.26pmV		
		Sat	Chatswood	7.34amB	Penshurst St‡	1.18pmC	D	
		Sun						
Chatswood-Terrey Hills†	Fr Chats 17R 40T	M-F	Terrey Hills	6.10am	Chatswood	6.30pm	E	
		Sat		6.40am		11.32pm	F	
		Sun		9.20am		6.20pm	G	

* More frequent in peak hours.

† Shows all trips extended beyond East Roseville. Some trips included in Chatswood-East Roseville (Babbage Rd).

‡ Corner of Boundary St.

‡‡ Corner of Victoria Av

§ Selected trips extended to Penshurst St/Victoria Av.

A – Chatswood-Penshurst St/Boundary St peak hours only, selected trips extended as Chatswood-Penshurst St/ Victoria Av.

B – To Penshurst St/Boundary St.

C – To Chatswood.

D – Morning & midday peak hours only.

E – Chatswood-Roseville Chase 14 trips, Chatswood-Frenchs Forest 10 trips, Chatswood-Belrose 9 trips, Chatswood-Terrey Hills 8 trips.

F – Chatswood-Roseville Chase 17 trips, Chatswood-Frenchs Forest 7 trips, Chatswood-Belrose 6 trips, Chatswood-Terrey Hills 5 trips.

G – Chatswood-Roseville Chase 23 trips, Chatswood-Frenchs Forest 4 trips, Chatswood-Terrey Hills 3 trips.

R – To Roseville Chase.

T – To Terrey Hills.

V – To Penshurst St/Victoria Av.

July 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-East Roseville (Babbage Rd)	12	M-F	Babbage Rd	7.18am	Chatswood	11.00pm	30*	
		Sat		7.18am		11.08pm	AM 15 PM 30	
		Sun		8.18am		10.08pm	15-60	
Chatswood-Penshurst St/ Boundary St§	15	M-F	Penshurst St‡	7.46am	Chatswood	6.26pm	Ph	
		Sat						
		Sun						
Chatswood-Terrey Hills†	Fr Chats 17R 26F 51T 56D	M-F	Terrey Hills	5.55amC	Chatswood	6.05pmD	A	
			Duffys Forest	6.30amC		6.40pmT 11.30pmF		
		Sat	Terrey Hills	6.40amC		11.38pmT	B	
		Sun		9.20amC		8.15pmT	E	
Chatswood-Frenchs Forest (Pound Av)††	27	M-F	Pound Av	6.30am	Chatswood	11.30pm	5 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Some trips also included in Chatswood-East Roseville (Babbage Rd). Selected trips extended to Duffys Forest.

†† Some trips also included in Chatswood-East Roseville (Babbage Rd).

‡ Corner of Boundary St.

§ Selected trips extended to Penshurst St/Victoria Av (times not listed in timetable).

A – Chatswood-Frenchs Forest Post Office 24 trips, Chatswood-Belrose 14 trips, Chatswood-Terrey Hills 9 trips, Chatswood-Duffys Forest 5 trips. Plus picture bus Tuesday & Thursday nights.

B – Chatswood-Frenchs Forest Post Office 16 trips, Chatswood-Belrose 9 trips, Chatswood-Terrey Hills 7 trips.

C – To Chatswood.

D – To Duffys Forest.

E – Chatswood-Frenchs Forest Post Office 7 trips, Chatswood-Terrey Hills 5 trips.

F – To Frenchs Forest Post Office.

Ph – Peak hours only.

T – To Terrey Hills.

30 January 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Castle Cove	17	M-F	Castle Cove	7.34am	Chatswood	6.06pm	30-60*	A
		Sat		9.20am		12.10pm	60	A
		Sun						
Chatswood-Killarney Heights	27	M-F	Killarney Hts	6.55am	Chatswood	6.22pm	8 trips	A
		Sat						
		Sun						
Chatswood-Frenchs Forest (Pound Av)	28	M-F	Pound Av	6.34am	Chatswood	10.20pm	30-60	B
		Sat		7.45am		10.20pm	30-60	D
		Sun		10.20am		8.05pm	60	A
Chatswood-Terrey Hills†	Fr Chats 25R 40T 43M 46W	M-F	Terrey Hills	6.03amC	Duffys Forest	6.08pmC	E	
			Duffys Forest	6.30amC	Chatswood	6.28pmT 11.15pmR		
			Chatswood	8.05amW				
		Sat	Terrey Hills	6.35amC	Terrey Hills	6.39pmC	F	
			Chatswood	8.25amM	Duffys Forest	12.06pmC		
					Chatswood	11.10pmR		
		Sun		8.25amT	Terrey Hills	7.19pmC	G	
					Chatswood	11.15pmR		

Average day frequencies along common route:

M-F Chatswood-Frenchs Forest 30.

Sat Chatswood-Frenchs Forest 30.

Sun Chatswood-Frenchs Forest 60.

* More frequent in peak hours.

† Selected trips extended to Duffys Forest (Mallawa Rd or Wyong Rd).

A – All trips via “all stops” route.

B – Most day trips via “express” route, night trips via “all stops” route.

C – To Chatswood.

D – Most morning trips via “express” route, afternoon & night trips via “all stops” route.

E – Peak hours, various trips. Day, Chatswood-Belrose (Ralston Av) 60-120, Chatswood-Terrey Hills 10 trips (7 trips extended to Duffys Forest (4 to Mallawa Rd, 3 to Wyong Rd)). Last trip from Chatswood to Belrose (Ralston Av). Most day trips via “express” route, night trips via “all stops” route. Plus short-working/s before first trip shown.

F – Day, Chatswood-Belrose (Ralston Av) 60 (less frequent in afternoon), Chatswood-Terrey Hills 4 trips from Chatswood, 6 trips from Terrey Hills (2 trips extended to Duffys Forest (Mallawa Rd)). Last trip from Chatswood to Belrose (Ralston Av). Most morning trips via “express” route, afternoon & night trips via “all stops” route. Plus short-working/s before first trip shown.

G – Day, Chatswood-Belrose (Ralston Av) 5 trips, Chatswood-Terrey Hills 2 trips. Last trip from Chatswood to Belrose (Ralston Av). All trips via “all stops” route. Plus short-working/s before first trip shown.

M – To Duffys Forest (Mallawa Rd).

R – To Belrose (Ralston Av).

T – To Terrey Hills.

W – To Duffys Forest (Wyong Rd).

5 September 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Castle Cove	17	M-F	Castle Cove	7.09am	Chatswood	6.20pm	60-90*	
		Sat		8.58am		12.20pm	60	
		Sun						
Chatswood-Killarney Heights	27	M-F	Killarney Hts	6.39am	Chatswood	6.55pm	60*	A
		Sat		7.50am		12.35pm	60	
		Sun						
Chatswood-Davidson	59 round trip	M-F	Davidson	6.16am	Chatswood	5.43pm	60*	B
		Sat		6.40am	Davidson	5.15pm	60	B
		Sun						B
Chatswood-Belrose (Wyatt Av)	56 round trip	M-F	Belrose	5.40am	Chatswood	6.23pm	60*	B
		Sat		6.07am	Belrose	5.46pm	60	B
		Sun	Chatswood	11.10am		3.55pm	2 trips	B
Chatsw'd-Davidson-Belrose (Wyatt Av) combined	52 round trip	M-F	Chatswood	6.05pm	Chatswood	10.48pm	Ns	
		Sat		6.23pm		11.10pm	Ns	
		Sun	Davidson	8.00am		8.05pm	4 trips	
Chatswood-Duffys Forest (Mallawa Rd or Wyong Rd)	43	M-F	Duffys Forest	6.27am	Chatswood	6.00pm	9 trips	C
		Sat		7.24am		6.00pm	5 trips	D
		Sun		9.18am		6.40pm	2 trips	E
Chatswood-Frenchs Forest (The Esplanade)	31	M-F	The Esplanade	7.08am	Chatswood	5.40pm	Ph	
		Sat						
		Sun						
Chatswood-Warringah Mall	40	M-F	Chatswood	6.24am	Warr Mall	6.50pm	60*	A
		Sat		7.25am		1.04pm	60	
		Sun						

Average day frequencies along common route:

M-F Chatswood-Frenchs Forest 3 trips per hour.

Sat AM: Chatswood-Frenchs Forest 3 trips per hour.

PM: Chatswood-Frenchs Forest 30.

Sun Chatswood-Frenchs Forest 60.

* More frequent in peak hours.

A – Extra trip/s Thursday night.

B – Later trips on Monday-Saturday nights & daytime Sundays provided by Chatswood-Davidson-Belrose (Wyatt Av) combined trips.

C – Most trips ran to Duffys Forest (Wyong Rd), but selected trips ran to Duffys Forest (Mallawa Rd). Extra trips Thursday night.

D – 4 trips ran to Duffys Forest (Wyong Rd) & 1 to Duffys Forest (Mallawa Rd).

E – Sunday trips ran to Duffys Forest (Mallawa Rd).

Ns – Night service.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

Route 57

CHISWICK – DRUMMOYNE – CENTRAL RAILWAY via Glebe Island Bridge

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Lancia Motor Bus Co (Thomas B Watt).

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 Chiswick (Blackwall Point Rd at Chiswick St) via Blackwall Point Rd, Margaret St [part now Parkview Rd], Hampden St [now Rd], Lyons Rd (**Drummoyne**), Bridge St, Iron Cove Bridge, Weston Rd [last three now Victoria Rd] (**Rozelle**), Commercial Rd, Glebe Island Bridge, Banks St, Miller St (**Pymont**), Harris St, George St, Quay St to Bijou Lane (Central Railway).

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

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		
Chiswick-Central Railway	37	M-F	Chiswick	7.10am	Central Rly	10.15pm	6 trips	A
		Sat		7.10am		10.15pm	6 trips	A
		Sun						

A – Also various short-workings.

Route 57

LIVERPOOL – LEPPINGTON – ROSSMORE – BRINGELLY

Timeline

13 June 1934: Commenced.

By October 1935: Being operated by Herbert W & Gertrude Holmes.

28 July 1936: Ceased when bus repossessed.

Route 57

LIVERPOOL – CARTWRIGHT

LIVERPOOL – HILLVIEW/LURNEA via Hoxton Park Rd & Hill Rd

LIVERPOOL – MILLER via Memorial Av

LIVERPOOL – WEST HOXTON – AUSTRAL

- **Extended from Austral to Rutleigh Park (selected trips)**

(The suburb of Lurnea was known as Hillview until the 1920s, but the name of Hillview persisted, at least on bus timetables, until the 1970s.)

Timeline

24 December 1937: Liverpool – West Hoxton commenced by TG Scott (& Sons?), replacing a car service.

6 March 1938: Extended from West Hoxton to Third Av [now Edmondson Av], Austral.

November 1956: Transferred to Liverpool Transport Co (Garrard & Threlkeld families).

June 1962: Extra routes commenced:

Liverpool – Hillview/Lurnea

Liverpool – Miller.

By 20 April 1964: Selected school trips (every weekday by 1 December 1975) extended from Austral to Rutleigh Park.

1982: Liverpool Transport Co entirely owned by Garrard family.

By July 1982: Extra weekday off-peak route, Liverpool – Cartwright, commenced.

7 September 1996: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 2 (852-854) & Private Route Histories – Contract Region 3 (851)*):

851 Liverpool – Miller

852 Liverpool – Lurnea

853 Liverpool – Lurnea – Austral (combined 852/854 trips at nights & on Sundays)

854 Liverpool – Austral (selected trips extended to Rutleigh Park).

Streets

Liverpool – West Hoxton – Austral

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool [station] via Railway Pde [probably now the station forecourt], Scott St, Hume Hwy [now Macquarie St], Bernera Rd [now Hoxton Park Rd] (**Hoxton Park**), Fifteenth Av (**West Hoxton**), Third [now Edmondson] Av to Tenth Av (Austral).

1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Hume Hwy, Hoxton Park Rd (**Hoxton Park**), Fifteenth Av (**West Hoxton**), Edmondson Av to Tenth Av (Austral).

From Austral (Edmondson Av at Tenth Av) via reverse route to Scott St, then George St, Railway St to Liverpool station.

Liverpool – West Hoxton – Austral (*selected trips extended to Rutleigh Park*)

Alterations

- **By 1 December 1975**
Rutleigh Park extension (*likely route*): From Austral (Fifteenth Av/Edmondson Av) via Fifteenth Av to Ramsay Rd. Reverse on return.
- **1986** (*Source: RGH notes*): To approach Liverpool station from Scott St via Bigge St, Moore St. Return via Moore St, George St, Scott St.

Liverpool – Hillview/Lurnea

1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Memorial Av, Hillier Rd, Anderson Av, Flowerdale Rd, Hoxton Park Rd, Hill Rd, Wonga Rd, Jedda Rd (**Hillview/Lurnea**), Hill Rd, Reilly St, Webster Rd, Hoxton Park Rd, then reverse route to Scott St, then George St, Railway St to Liverpool station.

Alteration

1986 (*Source: RGH notes*): To approach Liverpool station from Scott St via Bigge St, Moore St. Return via Moore St, George St, Scott St.

Liverpool – Miller

1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Memorial Av, Hoxton Park Rd, Cartwright Av, Miller Rd, Willandra St, Banks Rd, Cabramatta Av, Shropshire St, Lady Woodward Pl, Woodward Cr (**Miller**), Cartwright Av, Hoxton Park Rd, Memorial Av, Scott St, George St, Railway St to Liverpool station.

Alteration

1986 (*Source: RGH notes*): To approach Liverpool station from Scott St via Bigge St, Moore St. Return via Moore St, George St, Scott St.

Liverpool – Cartwright

1986 (Source: RGH notes)

From Liverpool (interchange) via Moore St, George St, Scott St, Memorial Av, Hoxton Park Rd, Balmain St, Willan Dr (anticlockwise loop), Cartwright Av (**Cartwright**), Mawson Dr, Hoxton Park Rd, Memorial Av, Scott St, Bigge St, Moore St to Liverpool interchange.

Timetable Summary

20 April 1964 (21 November 1966 - Miller)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hillview/Lurnea	17	M-F	Hillview	5.10am	Liverpool	10.20pm	30*	
		Sat		5.46am		7.05pm	30	A
		Sun		7.34am		8.30pm	30-60	A
Liverpool-Austral	30	M-F	Austral	5.00am	Liverpool	10.20pm	60	
		Sat		5.30am		7.05pm	30-60	A
		Sun		7.10am		8.30pm	5 trips	
Liverpool-Miller	20	M-F	Miller	5.10am	Liverpool	10.20pm	30*	
		Sat		5.46am		7.05pm	30	A
		Sun		7.34am		8.30pm	30	A

Hillview/Lurnea & Austral trips combined in weekday off-peak, Saturday afternoon & Sundays.

* More frequent in peak hours.

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

3 July 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Lurnea	17	M-F	Lurnea	5.00am	Liverpool	9.40pm	40*	
		Sat		6.15am		6.20pm	AM 30 PM 60	
		Sun		7.34am		6.51pm	60	
Liverpool-Austral†	30	M-F	Austral	4.45am	Liverpool	9.30pm	60*	A
		Sat		6.00am		6.30pm	60	
		Sun		7.10am		7.05pm	4 trips	
Liverpool-Miller	20	M-F	Miller	4.52am	Liverpool	9.30pm	20	
		Sat		6.05am		6.45pm	AM 20 PM 45	
		Sun		8.25am		7.05pm	60	
Liverpool-Cartwright	35 round trip	M-F	Liverpool	10.10am	Liverpool	2.10pm	40	
		Sat						
		Sun						

Lurnea & Austral trips combined on Saturday afternoon

Lurnea, Austral &/or Miller trips combined on Sunday.

* More frequent in peak hours.

† – Selected trips extended to Rutleigh Park.

A – Selected trips extended to Rutleigh Park.

Route 58

CLOVELLY – BONDI JUNCTION – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by (1) AJF (Arthur) Flannery & (2) City & Suburban Safety Coaches and/or (3) Mrs M Gail.

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 Clovelly (Burnie St at Tramway clock) via Burnie St [part now Clovelly Rd], Beach St, Susan St [now Clovelly Rd], Fern St, Albion St, Leichhardt St, Cowper St [now Bronte Rd] (**Bondi Junction**), 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 Clovelly.

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		
Clovelly-Central Railway	33	M-F	Clovelly	6.01am	Central Rly	12.30am	40	
		Sat		6.01am		12.30am	40	
		Sun		7.21am		12.30am	40	

Route 58

LIVERPOOL – AUSTRAL – ROSSMORE – LEPPINGTON via Hume Hwy

LIVERPOOL – HILLVIEW – AUSTRAL – ROSSMORE – LEPPINGTON

- **Extended from Austral to Bringelly (*selected trips*)**
- **Extended from Austral to Catherine Field (*selected trips*)**
- **Further extended from Catherine Field to Badgerys Creek (*selected trips*)**
- **Further extended from Catherine Field to Camden (*selected trips*)**
- **Further extended from Catherine Field to Minto (*selected trips*)**
- **Luddenham – Liverpool shoppers service (*Fridays, 1986-91?*)**

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

(The suburb of Lurnea was known as Hillview until the 1920s, but the name of Hillview persisted, at least on bus timetables, until the 1970s.)

Timeline

21 November 1933: Liverpool – Leppington – Rossmore – Bringelly commenced.

By October 1935: Being operated by G Lovell.

By the 1940s: Transferred to AJ Moore.

May 1946: Transferred to Scott Bros (MB & AK).

November 1947: Transferred to Cedric R Neville, later trading as Neville's Bus Service (with other members of the Neville family).

By 1948: Route was Liverpool – Austral – Leppington – Rossmore – Bringelly (direct via Hume Hwy [including current Camden Valley Way]).

By 1959:

- Between Liverpool & Prestons, trips ran *either* via Hume Hwy & Cross Roads *or* via Hillview (2FC Tower).
- West of Prestons, trips ran through Austral, Rossmore, Bringelly & Leppington in various combinations, normally in a loop.

June 1962: New route, Liverpool – Hillview (new housing area) via Amalfi St, commenced.

By 1960s:

- Selected trips extended from Leppington to Catherine Field.
- School trips further extended from Bringelly to Badgerys Creek and from Catherine Field to Camden at various times.

Circa 1970s: Most Liverpool – Hillview trips ran via Foveaux Av Loop.

11 April 1986: Luddenham – Liverpool & return shoppers express service on Fridays only commenced (still running 1991, when ceased?).

By 1989: Most Liverpool – Hillview – Austral – Rossmore – Leppington trips rerouted via Casula Mall & Churchill Gardens.

By 27 May 1991:

- Selected trips extended from Catherine Field to Minto.
- During at least the currency of the timetable dated 27 May 1991, buses on 58 & 94 displayed a supplementary "route" number indicating the following:
 - 1 - direct via Hume Highway between Liverpool and Cross Roads, without diversion
 - 2 - via Rose St and Hillview
 - 3 - via Hume Highway between Liverpool and Cross Roads, but diverting via Graham Av, Reserve Rd and DeMeyrick Av
 - 4 - via Rose St, Hillview and Casula Mall
 - 5 - via Hume Highway, Reserve Rd and Casula Mall
 - 7 - via Links Estate and Hume Highway

1994: Calabro family acquired an interest in Nevilles Bus Service and operator's name changed to Busabout.

24 July 1995: As part of general reorganisation of Busabout's routes, 58 & 94 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 2*) as:

- 849 Minto – Catherine Field
- 850 Liverpool – Camden
- 864 Liverpool – Glenquarie Shops
- 865 Liverpool – Ingleburn
- 866 Liverpool – Ingleburn Camp
- 867 Liverpool – Leppington
- 868 Liverpool – Bringelly.

Streets

Liverpool – Bringelly

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [probably now the station forecourt], Scott St, Hume Hwy [part now Macquarie St], Beech Rd to **Prestons** Post Office [located in Cedar Rd at Pine Rd?], then Hume Hwy to **Leppington** Post Office [at corner of Ingleburn Rd], then Cowpasture[s] Rd, Bringelly Rd, Third [now Edmondson] Av to Austral Post Office [at corner of Tenth Av], then Bringelly Rd, Luddenham Rd (Bringelly).

(Timetables from 1979 to 1991 record a large number of route variations for 58. The following represent the most common patterns.)

Liverpool – Austral – Rossmore – Leppington (selected trips extended to Bringelly or Catherine Field)

1979 (Source: timetable)

From Liverpool (station forecourt) via Scott St, Hume Hwy [part now Macquarie St], Kurrajong Rd, Cedar Rd, Hume Hwy [now Camden Valley Way], Bringelly Rd, Browns Rd, Seventh Av (**Austral**), Edmondson Av, Bringelly Rd, Eastwood Rd, Heath Rd (**Leppington**), Hume Hwy [now Camden Valley Way], Cedar Rd, Kurrajong Rd, Hume Hwy, Scott St, George St, Railway St to Liverpool station.

Rossmore & Bringelly extension: From Bringelly Rd/Eastwood Rd via Bringelly Rd (**Rossmore**) to Bringelly school. Reverse on return.

Greendale & Dwyer Rds, Bringelly extension: From Bringelly school via Greendale Rd, Dwyer Rd, Northern Rd to Bringelly school.

Catherine Field diversion: From Heath Rd/Hume Hwy [now Camden Valley Way] via Hume Hwy, Deepfields Rd, Catherine Fields Rd, Hume Hwy to Heath Rd.

Alma Rd, Leppington extension: From Eastwood Rd/Heath Rd via Eastwood Rd to Alma Rd. Reverse on return.

Austral Post Office extension: From Bringelly Rd via Kelly St, Tenth Av to Austral Post Office. Reverse on return.

Route variations:

- Via Bernera Rd instead of Cedar Rd.
- Via Kookaburra Rd instead of Cedar Rd.
- Direct via Hume Hwy instead of Kurrajong Rd & Cedar Rd.
- Via Hillview route instead of Hume Hwy.
- From Heath Rd/Rickard Rd via Rickard Rd, Ingleburn Rd to Hume Hwy.

Various other route combinations.

Alteration

1984 (Source: timetable): Ex Liverpool, most trips ran from Hume Hwy via Graham Av, Reserve Rd, Kurrajong Rd.

Liverpool – Hillview – Austral – Rossmore – Leppington (selected trips extended to Bringelly or Catherine Field)

1989 (Source: timetable)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av, Hillview Pde (**Hillview**), Wonga Rd, Shortland Av, Bligh Av, Napier Av, Kurrajong Rd, Ingham Dr (**Casula Mall**), Guise Av, Box Rd, Kurrajong Rd, Cedar Rd, Camden Valley Way, Bringelly Rd, Browns Rd, Seventh Av (**Austral**), Edmondson Av, Bringelly Rd (**Rossmore**), Allenby Rd, Rossmore Cr, Graham Rd, Mark Rd, McCann Rd, Eastwood Rd, Heath Rd, Rickard Rd, Ingleburn Rd (**Leppington**), Hume Hwy [now Camden Valley Way], Cedar Rd, then reverse route to Rose St, then Hume Hwy, Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Bringelly extension: From Bringelly Rd/Allenby Rd via Bringelly Rd to Bringelly school. Reverse on return.

Greendale & Dwyer Rds, Bringelly, extension: From Bringelly school via Greendale Rd, Dwyer Rd, Northern Rd to Bringelly school.

Alma Rd, Leppington & Catherine Field extension: From Eastwood Rd/Heath Rd via Eastwood Rd, Alma Rd (**Leppington**), George Rd, Hume Hwy [now Camden Valley Way], Catherine Fields Rd (**Catherine Field**), Deepfields Rd, Hume Hwy to Heath Rd.

Route variations:

- Via Bernera Rd instead of Cedar Rd.
- Via Kookaburra Rd instead of Cedar Rd.
- Via Hume Hwy instead of Hillview route.
- From Heath Rd/Rickard Rd via Heath Rd to Hume Hwy.
- Via loop from Camden Valley Way/Bringelly Rd & return to that point in opposite direction (ie, via Leppington, then Rossmore, then Austral).

Alteration

From 27 May 1991 (*Source: timetable*): Ex Liverpool from Heath Rd via Rickard Rd, Ingleburn Rd, Camden Valley Way.

Route variations:

- Via Bernera Rd instead of Cedar Rd.
- Via Hume Hwy, Graham Av, Reserve Rd, DeMeyrick Av, Hume Hwy instead of Hillview route.
- Via loop from Camden Valley Way/Bringelly Rd & return to that point in opposite direction (ie, via Leppington, then Rossmore, then Austral).

Liverpool – Hillview (2FC tower)

1970 (*Source: RGH notes*)

From Liverpool (station forecourt) via Scott St, Hume Hwy [part now Macquarie St], Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av, Hillview Pde, Wonga Rd to Kurrajong Rd (2FC tower, Hillview [now Lurnea]).

From Hillview [now Lurnea] (2FC tower, Kurrajong Rd/Wonga Rd) via reverse route to Rose St, then Hume Hwy, Macquarie St, Scott St, Bigge St, Moore St to Liverpool station.

Liverpool – Hillview (Foveaux Av Loop)

1986 (*Source: RGH notes*)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av, Chrysanthemum Av, DeMeyrick Av, Foveaux Av (**Hillview [now Lurnea]**), Napier Av, Bligh Av, Shortland Av, Wonga Rd, Hillview Pde, Graham Av, then reverse route to Rose St, then Hume Hwy, Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Selected trips: Via Foveaux Av Loop from Graham Av/Chrysanthemum Av & return to that point in opposite direction.

Timetable Summary

13 July 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Austral-Rossmore-Bringelly-Leppington	Fr Liv 16P 27Le 34A	M-F	Leppington	5.13amL	Liverpool	6.35pmA	B	
		Sat	Rossmore	6.00amL		5.50pmR	C	
		Sun	Austral	8.45amL		6.25pmA	2 trips	D

A – To Austral.

B – 16 trips departing Liverpool, 18 trips arriving Liverpool, serving Prestons (all trips), Austral (12), Rossmore (7), Bringelly (3) & Leppington (11) in various combinations. 2 trips extended to Overseas Tele-Communications, Bringelly. Plus picture bus Wednesday night.

C – 8 trips departing Liverpool, 10 trips arriving Liverpool, serving Prestons (all trips), Austral (5), Rossmore (3), Bringelly (1) & Leppington (6) in various combinations. Plus picture bus Saturday night.

D – Serving Prestons (2 trips), Austral (2), Rossmore (1) & Leppington (2) in various combinations.

L – To Liverpool.

Le – To Leppington.

P – To Prestons.

R – To Rossmore.

14 November 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hillview (Foveaux Av Loop)-Prestons	Fr Liv 32LFr 16P	M-F	Prestons	5.17am	Liverpool	7.30pm	A	
		Sat		5.47am		7.22pm	B	
		Sun		8.34am		8.00pm	C	
Liverpool-Rossmore-Leppington†	Fr Liv 30Le 36R	M-F	Rossmore	5.00am	Liverpool	6.52pm	D	
		Sat		5.33am	Rossmore	6.37pm	9 trips	E
		Sun	Liverpool	10.00am		5.35pm	2 trips	F

* More frequent in peak hours.

† Some trips ran via Hillview. Selected trips extended to Bringelly or Catherine Field.

A – Liverpool-Casula 30*, Liverpool-Foveaux Av Loop 60*, Liverpool-Prestons 60.

B – Morning, Liverpool-Casula 30, Liverpool-Foveaux Av Loop 60, Liverpool-Prestons 60. Afternoon, Liverpool-Foveaux Av 60.

C – 7 trips: To Liverpool, 4 trips from Prestons, 3 trips from Foveaux Av. From Liverpool, 2 trips to Foveaux Av, 5 trips to Prestons.

D – 19 trips arriving Liverpool, 18 trips departing Liverpool, serving Prestons (all trips), Austral (5), Rossmore (10), Bringelly (2), Leppington (11) in various combinations. Selected trips extended to Catherine Field. Plus extra trip Thursday night.

E – Serving Prestons (all trips), Rossmore (6), Leppington (all).

F – Serving Prestons, Rossmore & Leppington.

Le – To Leppington.

LFr – Round trip Liverpool-Hillview (Foveaux Av Loop)-Liverpool.

P – To Prestons.

R – To Rossmore.

6 August 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hillview (Foveaux Av Loop)	35 round trip	M-F	Foveaux Av	4.57am	Liverpool	7.30pm	40*	A
		Sat		7.09am		6.00pm	AM 45 PM 4 trips	
		Sun		8.39am		6.00pm	7 trips	B
Liverpool-Rossmore-Leppington†	Fr Liv 27Le 32R	M-F	Liverpool	5.15am	Liverpool	6.30pm	C	
		Sat	Rossmore	6.35am		5.00pm	D	
		Sun						

* More frequent in peak hours.

† Most trips direct via Hume Hwy, but some trips ran via Hillview. Selected trips extended to Bringelly or Catherine Field.

A – Selected trips extended to 2FC tower. Extra trips Thursday night.

B – Gap in service

C – 17 trips departing Liverpool, 14 trips arriving Liverpool. Most trips, Liverpool-Rossmore-Leppington-Liverpool. 3 trips extended to Bringelly. 2 trips extended to Catherine Field. Extra trip Thursday night.

D – 4 trips departing Liverpool, 5 trips arriving Liverpool. Liverpool-Rossmore-Leppington-Liverpool.

Le – To Leppington.

R – To Rossmore.

Route 59

CONCORD WEST – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Metropolitan Omnibus & Transport 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 Concord West (Victoria Av at station) via Victoria Av, Concord 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 Concord West station.

Alteration

1926 (Source: Govt Gazette of 17 December 1926): From Concord West (Queen St at station) via Victoria Av. 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		
Concord West-Central Railway		M-F	Concord West	6.28am	Central Rly	11.51pm	15	
		Sat		6.28am		11.51pm	15	
		Sun		9.28am		11.51pm	15	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Concord West-Central Railway		M-F	Concord West	6.28am	Central Rly	11.59pm	10	
		Sat		6.28am		12.39am	10	
		Sun		8.08am		11.59pm	20	

Route 59

AUBURN – LIDCOMBE (north side)

- **Extended from Lidcombe to Flemington Markets (Saturdays)**

Timeline

June 1947: Auburn – Lidcombe commenced by Stone Bros (Arthur & Jim Stone).

May 1956: Transferred to Lidcombe Bus Co (associated with Granville Bus Co) (Webb Bros).

October 1958: Sunday service approved to run over portion of DGT's 402 & 403 via Marne Park, but it was not proceeded with. (Marne Park was a soldiers' settlement after World War I in Jellicoe, Mons, Gallipoli and Ostend Sts, Lidcombe.)

1970/1: Lidcombe Bus Co transferred to Jim Newport.

1 July 1974: Transferred to Drummond Transit (RJ (Ron) Drummond). For a period, the Saturday service was extended from Lidcombe to Flemington Markets.

28 February 1980: Transferred to Allways Auburn-Lidcombe Bus Service (Ray & Margaret Neal).

29 August 1981: Operator's name changed to Allways Bus Service, because of operator's acquisition of 111 & 194 in Hurstville area.

Early 1982: Transferred to Alpine Bus & Coach Service (Adams).

September 1985: Transferred to Jenteeno Nominees, trading as Toughs Bus Service (Bruce Tough & John Brown).

December 1987: Transferred to Dinki Di Bus Service (RW (Dick) & DP Amor).

May 1990: Transferred to Auburn Bus Services (Ian Barden & Associates).

1 August 1990: Auburn Bus Services formed an association with Nowra Coaches and trading name changed to Auburn Coaches.

21 September 1990: Transferred to E Street Bus Lines (Bob Taylor).

2 October 1990: Retransferred to Auburn Bus Services.

Mid October 1990: Transferred to Auburn Coaches (John King of Nowra Coaches and John Cerezo).

9 January 1991: Through-routed with 405 (Parramatta – Auburn).

20 February 1991: 59 & 405 permanently amalgamated as 405, Parramatta – Auburn – Lidcombe, in the Sydney Region Route Number System (see *Private Route Histories – Contract Region 13*).

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Lidcombe via Church St, John St, Yarram St, Boorea St, Nyrang St, Gooreen St, John St, Parramatta Rd, St Hillers Rd, Simpson St, Dartbrook Rd, Rawson St (Auburn).

1969 (Source: RGH notes)

From Lidcombe (Church St at station) via John St, Yarram St, Boorea St, Nyrang St, Dewrang St, John St, Parramatta Rd, Dartbrook Rd, Rawson St to Auburn station.

From Auburn (station, Rawson St at Northumberland Rd) via Northumberland Rd, Hall St, Dartbrook Rd, then reverse route to Yarram St, then John St, Mary St, Swete St, Church St to Lidcombe station.

Alteration

1986 (Source: RGH notes): Ex Lidcombe from Parramatta Rd via Station St, Rawson St. Ex Auburn from Hall St via Station St, Parramatta Rd.

Timetable Summary

27 October 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe	13	M-F	Auburn	6.02am	Lidcombe	7.08pm	30*	
		Sat		7.37am		7.05pm	30	
		Sun						

* More frequent in peak hours.

14 August 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe	14	M-F	Auburn	6.30am	Lidcombe	4.53pm	30	A
		Sat						
		Sun						

A – Gap in service.

Route 60

COOGEE – CENTRAL RAILWAY via Cleveland St

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee-Central Railway	31	M-F	Coogee	7.10am	Central Rly	10.57pm	15-25	
		Sat		7.10am		10.57pm	15-25	
		Sun		10.39am		10.57pm	15-25	

Route 60

EASTWOOD – CASTLE HILL – GLENORIE

- **Extended from Glenorie to Forest Glen (weekly shopping trip)**
- **Round Corner, Dural – Kenthurst (school trips)**

Timeline

By date of Govt Gazette 22 February 1929: Castle Hill – Glenorie commenced by George Deaman. Alex Newson also operated Castle Hill – Glenorie in competition.

1931: 60 & 184 rationalised following passage of the State Transport (Co-ordination) Act:

60 Castle Hill – Glenorie, operated by George Deaman.

184 Pennant Hills – Castle Hill, operated by Alex Newson.

Timetables on the two routes were co-ordinated.

1 March 1935: Rerouted to/via Galston.

By 1946: Extra (school?) route, (Round Corner, Dural?) – Kenthurst, commenced.

By 1948: Extra (school?) route, Castle Hill – Galston, commenced.

December 1951: Extended from Castle Hill to Eastwood. Not all trips then ran via Castle Hill.

By 15 March 1954:

- Round Corner, Dural – Kenthurst also ran Tuesdays & Fridays during school holidays (when ceased?).
- Friday shopping trips extended from Glenorie to Forest Glen (north of Glenorie) (when ceased?). Selected school trips later ran to/from Forest Glen.

June 1959: Round Corner, Dural – Kenthurst school trips transferred to JN Rudkins and renumbered 51.

1960: George Deaman died and his widow Phyllis operated the service.

Early 1960s: Operated by AC Luland (?).

October 1961: Transferred to Glenorie Bus Co (RP & II Baxter), following the death of Mr Deaman.

September 1963: Glenorie Bus Co transferred to DM Lamont.

June 1964: Glenorie Bus Co transferred to RE (Ray) Fifield & George N Tucknott.

By 2 February 1965: Selected trips through-routed with 184, to run Glenorie – Pennant Hills.

1965: Glenorie Bus Co transferred to Col Sinclair.

Second half 1960s (after February 1965): 60 & 184 permanently through-routed as Pennant Hills – Castle Hill – Glenorie (*see entry for Combined Routes 60/184 following*). Trips to/from Eastwood then reduced to 2 per weekday (at school times).

By 21 April 1986: Eastwood – Glenorie reduced to run on school days only (ceased to appear in timetable by 1995).

Streets

Castle Hill – Glenorie

1929 (Source: Govt Gazette of 22 February 1929)

From Castle Hill (station [at corner of Old Northern Rd & Old Castle Hill Rd]) via Old Northern Rd (**Dural**) to Glenorie Post Office. Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Castle Hill via Old Northern Rd (to Glenorie).

Castle Hill – Galston

Circa 1948 (Source: Gregory's Street Directory)

From Castle Hill via Old Northern Rd, Galston Rd (Galston).

Eastwood – Glenorie

Circa 1962 (Source: Collins Street Director/RGH notes)

From Eastwood (station) via West Pde, Rowe St, Shaftesbury Rd, Terry Rd, Church St [now Marsden Rd], Pennant Hills Rd, Castle Hill Rd (**Rogans Hill**), Old Northern Rd (**Dural**) to Glenorie.

From Glenorie via reverse route to Terry Rd, then Wingate Av, West Pde to Eastwood station.

Castle Hill diversion: Either direction from Rogans Hill (Castle Hill Rd/Old Northern Rd) via Old Northern Rd, Castle St (**Castle Hill**), Pennant St, Showground Rd, Old Northern Rd to Castle Hill Rd.

Timetable Summary

15 March 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Glenorie	47	M-F	Glenorie	5.43amR 6.57amE	Eastwood	6.32pmG	7 trips	
		Sat		7.00am		5.05pm	4 trips	A
		Sun		8.40am		8.57pm	4 trips	

Selected trips ran via Castle Hill.

A – Plus picture bus Saturday night.

E – To Eastwood.

G – To Glenorie.

R – To Rogans Hill.

10 December 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Glenorie	50D 55C	M-F	Glenorie	5.45amR 6.47amE	Eastwood	6.32pmG	A	
		Sat		6.52am		7.30pm	4 trips	B
		Sun		8.50am		7.55pm	2 trips	F

A – Early morning trip, Glenorie-Rogans Hill. Other times, 7 trips: peak hours, Glenorie-Eastwood direct; off-peak, Glenorie-Castle Hill-Eastwood.

B – 1 trip via Castle Hill. Other trips direct.

C – Via Castle Hill.

D – Direct between Eastwood & Glenorie (*not* via Castle Hill).

E – To Eastwood.

F – Both trips direct.

G – To Glenorie.

R – To Rogans Hill.

Combined Routes 60/184

PENNANT HILLS – CASTLE HILL – GLENORIE

- **Pennant Hills – Glenorie via New Line Rd (peak hours, by 1983)**

Timeline

By 2 February 1965: Selected trips on 60 & 184 through-routed, as 60/184 Glenorie – Castle Hill – Pennant Hills. Operated by Glenorie Bus Co (RE (Ray) Fifield & George N Tucknott).

Second half 1960s (after February 1965): 60 & 184 permanently through-routed as Pennant Hills – Castle Hill – Glenorie.

1971: Glenorie Bus Co transferred to Roy Baxter & George N Tucknott.

15 July 1975: Glenorie Bus Co transferred to Todd family.

By June 1983: Selected weekday trips rerouted via New Line Rd (running via 203 between Pennant Hills & Dural) instead of via Castle Hill.

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

651 Pennant Hills – Berrilee

652 Pennant Hills – Glenorie

653 Pennant Hills – Glenhaven

654 Pennant Hills – Castle Hill via Highs Rd, West Pennant Hills Valley

655 Pennant Hills – Castle Hill via Castle Hill Rd.

Streets

Circa 1966 (Source: RGH notes)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd (**Dural**) to Post Office Rd (Glenorie).

From Glenorie (Old Northern Rd at Post Office Rd) via Old Northern Rd, Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Castle Hill [now Anglican] Retirement Villages diversion: Ex Pennant Hills from Castle Hill Rd/David Rd via David Rd, Gough Dr, Gowrie Dr, Gough Dr, Hilliard Dr, Slade Av, Hilliard Dr, Clarke Dr, James Cook Dr, Western Rd to Castle Hill Rd. Reverse on return.

Alterations

- **By 1975** (Source: *timetable*): Ex Pennant Hills from Old Northern Rd (Dural) via Galston Rd, (? turning movement at Galston), Mid-Dural Rd to Old Northern Rd.
- **Circa 1986** (Source: *RGH notes*): Via Rowallan Av instead of Pennant St (Castle Hill).

Timetable Summary

Late 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill-Glenorie	Fr P Hills 20C 53G	M-F	Glenorie	5.30am	Pennant Hills	6.33pm	A	
		Sat		7.00am		6.10pm	B	
		Sun	Castle Hill	9.08am		4.40pm	2 trips	

A – Pennant Hills-Castle Hill, 30. 8 trips extended from Castle Hill to Glenorie.

B – Pennant Hills-Castle Hill, 60. 4 trips extended from Castle Hill to Glenorie.

C – To Castle Hill.

G – To Glenorie.

June 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill-Glenorie	Fr P Hills 20C 50G	M-F	Glenorie	6.05amP	Pennant Hills	6.00pmG	A	
		Sat		8.10amP		12.10pmG 6.10pmD	B	
		Sun						

A – Peak hours, Pennant Hills-Glenorie (selected trips ran via New Line Rd instead of Castle Hill). Day, Pennant Hills-Castle Hill 30, plus Castle Hill-Glenorie 5 trips. Plus short-workings, Pennant Hills-Castle Hill-Dural before first trip & after last trip shown.

B – Pennant Hills-Castle Hill 60-90. 1 trip extended from Castle Hill to Glenorie. Last trip from Pennant Hills extended from Castle Hill to Dural.

D – To Dural.

G – To Glenorie.

P – To Pennant Hills.

Route 61

COOGEE – DARLINGHURST – CENTRAL RAILWAY

- **Post 31 October 1931 feeder: COOGEE – RANDWICK JUNCTION**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by AL Green (who later incorporated as Coogee Omnibus Co).

By 1927: John A Cooper was manager of Coogee Omnibus Co. (Both Green & Cooper were subscribers/shareholders in Coogee [Motor] Omnibus Co.)

31 October 1931: Altered to become a feeder, Randwick Junction – Coogee, due to competition with tram services under State Transport (Co-ordination) Act, operated by AJ Morton.

By 8 December 1931: Replaced by 74.

Streets

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

From Coogee (Dolphin St at Beach St) via Dolphin St, Beach St, Bream St, Carrington Rd, Alison Rd (**Randwick**), Anzac Pde, Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

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		
Coogee-Central Railway	34	M-F	Coogee	6.20am	Central Rly	11.58pm	40	
		Sat		6.20am		11.58pm	40	
		Sun		8.20am		11.58pm	40	

Route 61

BLACKTOWN – MARAYONG (Madagascar Dr) [now in Kings Park]

RIVERSTONE – MARSDEN PARK Loop

RIVERSTONE – RIVERSTONE TOWNSHIP Loop

RIVERSTONE – SCHOFIELDS Loop

- **Extended from Marayong to Quakers Hill & Riverstone (selected trips)**
- **Riverstone – Box Hill (limited service)**

Note re school routes: The Route 61 license included a large number of school services to the semi-rural areas surrounding Riverstone. They included Riverstone – Box Hill (which became a route service by 9 December 1987) and Riverstone – Quakers Hill (later absorbed into other route services?).

Timeline

September 1945: Riverstone – Marsden Park (originally *not* a loop) commenced by Riverstone Bus Service (Noel K Lakeman-Fidler). Gordon Burn joined Lakeman-Fidler in partnership soon after.

1948: Riverstone Bus Service transferred to John Storey & Gordon Burn.

By 1950s (?):

- Riverstone – Marsden Park extended as a loop via Richmond Rd.
- New route (probably a school service), Riverstone – Box Hill, commenced.

June 1951: Following Storey's death, Riverstone Bus Service transferred to JD (Doug) Barnes.

October 1957: Riverstone Bus Service transferred to HL (Laurie) Bower.

April 1959: New route commenced, Riverstone – Schofields Loop via Creek St [now Carnarvon Rd] to Meadows Rd, then via Schofields station & Boundary Rd.

December 1960: Riverstone Bus Service transferred to John H Cole.

October 1961: Extended "in Riverstone district" [as per *Truck & Bus Transportation*, December 1961], which probably refers to Riverstone – Riverstone Township Loop.

By 1963: Marsden Park & Schofields routes rearranged:

- Riverstone – Marsden Park extended as a loop via Creek St [now Carnarvon Rd], Townsend [now Townson] Rd & Richmond Rd *, replacing part of Schofields route west of railway line
- Riverstone – Schofields Loop rerouted entirely east of railway line via Tallawong Rd *

(* These loops ran clockwise in the morning and anticlockwise in the late morning/afternoon.)

17 July 1967: Operator incorporated as Riverstone Bus Service (or Riverstone Bus Co?) Pty Ltd.

By 18 May 1975: Riverstone – Schofields Loop extended to Rouse Hill caravan park.

24 May 1976:

- Blacktown – Anthony St, Blacktown part of 180 transferred from Seven Hills Bus Co to Riverstone Bus Service and renumbered part of 61.
- Selected trips extended from Anthony St to Parklea & Quakers Hill

By 2 February 1980:

- Blacktown – Anthony St trips mostly extended around Madagascar Dr Loop, Marayong [now Kings Park].
- Selected trips extended from Quakers Hill to Riverstone.

By 26 July 1982: Selected peak hour trips diverted via Bessemer St industrial area.

September 1984: Transferred to Rows Bus Service (Rowe family).

By 9 December 1987: Riverstone – Box Hill upgraded from a school service to limited route service.

9 December 1987(?): Routes extended and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

- 740 Blacktown – Riverstone
- 741 Blacktown – Quakers Hill
- 742 Blacktown – Parklea
- 745 Riverstone – Riverstone township
- Riverstone – Schofields – Rouse Hill
- 747 Riverstone – Box Hill
- 749 Riverstone – Marsden Park.

Streets

Riverstone – Marsden Park

Circa 1950s (Source: article in Australian Bus, September/October 2013)

From Riverstone (Riverstone Pde at station) via Garfield Rd (**Marsden Park**), Richmond Rd, Vine St, Fermoy St, (?), Carnarvon Rd, Garfield Rd to Riverstone station.

Circa 1973 (Source: RGH notes)

Mornings

From Riverstone (Riverstone Pde at station) via Garfield Rd, Carnarvon Rd, Angus Rd, Durham Rd, Meadow Rd, Townson Rd (**Marsden Park**), Richmond Rd, Garfield Rd, Riverstone Pde to Riverstone station.

Afternoons

Reverse route.

Riverstone – Riverstone township

Circa 1950s (Source: article in Australian Bus, September/October 2013)

From Riverstone (Riverstone Pde at station) via Riverstone Pde, Crown St, Hamilton St, McCullough St, Riverstone Rd, James St, Oxford St, Garfield Rd, Riverstone Pde to Riverstone station.

Circa 1973 (Source: RGH notes)

From Riverstone (Riverstone Pde at station) via Riverstone Pde, Crown St, Hamilton St, McCullough St, Riverstone Rd, Piccadilly St, Garfield Rd, Riverstone Pde to Riverstone station.

Riverstone – Box Hill

Circa 1950s (Source: article in Australian Bus, September/October 2013)

From Riverstone (Riverstone Pde at station) via Garfield Rd, Terry Rd (**Box Hill**), Old Pitt Town Rd, Edwards Rd, Annangrove Rd, Withers Rd, Mile End Rd (**Rouse Hill**), Windsor Rd, Garfield Rd to Riverstone station.

Riverstone – Schofields

Circa 1973 (Source: RGH notes)

Mornings

From Riverstone (Riverstone Pde at station) via Garfield Rd, Clarke St, Guntawong Rd, Tallawong Rd, Macquarie Rd, Cudgegong Rd, Schofields Rd, Boundary Rd, St Albans Rd (**Schofields**), Railway Tce, Riverstone Pde to Riverstone station.

Afternoons

Reverse route.

Circa 1986 (Source: RGH notes)

Mornings

From Riverstone via Railway Tce, Regent St, McCulloch St, Riverstone Rd, Clarke St, Guntawong Rd, Tallawong Rd, Macquarie Rd, Cudgegong Rd, Rouse Rd, Terry Rd to Rouse Hill Caravan Park, then Terry Rd, Rouse Rd, Cudgegong Rd, Schofields Rd, Boundary Rd, St Albans Rd (**Schofields**), Junction Rd, Advance St, Lewis St, Station St, Railway Tce, Riverstone Pde to Riverstone station.

Afternoons

Reverse route.

Blacktown – Quakers Hill – Riverstone

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Vardys Rd, Cobham St, Madagascar Dr (**Kings Park**), Solomon Av, Faulkland Cr, Madagascar Dr, Sunnyholt Rd, then:

- *either* via Lalor Rd [now Quakers Hill Pkwy]
- *or* via Pye Rd [now Wilson Rd], Wilson Rd [now Pye Rd] to Lalor Rd [now Quakers Hill Pkwy]

then Highfield Rd, Montrose St, Pearce Rd (**Quakers Hill**), Lalor Rd, Hambledon Rd, Burdekin Rd, Railway Tce, Riverstone Pde to Riverstone station.

From Riverstone (Riverstone Pde at station) via reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

James Cook shops diversion: From Sunnyholt Rd/James Cook Dr via James Cook Dr, Wilkinson Av, Shanke Cr, James Cook Dr to Sunnyholt Rd.

Parklea Caravan Park diversion: From Sunnyholt Rd/Lalor Rd via Sunnyholt Rd to Parklea Caravan Park. Reverse on return.

Timetable Summary

Late 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Riverstone-Marsden Park	8	M-F	Riverstone	5.30am	Riverstone	6.50pm	9 trips	
		Sat		7.30am		12.00md	3 trips	
		Sun						
Riverstone-Schofields	Approx 20 round trip	M-F	Riverstone	8.10am	Riverstone	11.25am	3 trips	
		Sat		9.35am		11.25am	2 trips	
		Sun						
Riverstone-Township	Approx 12 round trip	M-F	Riverstone	5.50am	Riverstone	6.50pm	11 trips	
		Sat		8.15am		11.00am	3 trips	
		Sun						

24 May 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Anthony St†	Fr Black 12A 20P	M-F	Anthony St	5.46am	Blacktown	6.25pm	30*	B
		Sat		8.00am		12.10pm	30	C
		Sun						

* More frequent in peak hours.

† Selected trips extended to Quakers Hill.

A – To Anthony St.

B – 12 trips extended to Parklea, 4 trips further extended to Quakers Hill.

C – 2 trips extended to start from Parklea, 3 trips extended to Parklea.

P – To Parklea (4 additional minutes to Quakers Hill).

19 February 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Riverstone-Marsden Park	21 round trip	M-F	Riverstone	8.55am	Riverstone	4.15pm	3 trips	A
		Sat						
		Sun						
Riverstone-Schofields	24 round trip	M-F	Riverstone	9.36am	Riverstone	11.15am	2 trips	A
		Sat						
		Sun						
Riverstone-Township	15 round trip	M-F	Riverstone	6.28am	Riverstone	6.18pm	13 trips	A
		Sat						
		Sun						

A – Plus school trips.

2 February 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Marayong†	15	M-F	Marayong	5.28am	Blacktown	6.45pm	30*	A
		Sat		7.56am		12.10pm	30	B
		Sun						

* More frequent in peak hours.

† Selected trips extended to Parklea, Quakers Hill or Riverstone.

A – 14 trips extended from Marayong to Parklea. 7 trips further extended to Quakers Hill. 4 trips further extended to Riverstone.

B – 3 trips extended from Marayong to Parklea. 1 trip further extended to Riverstone.

Route 62

COOGEE – DARLINGHURST – CENTRAL RAILWAY

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee-Central Railway	37	M-F	Coogee	6.48am	Central Rly	12.08am	40	
		Sat		6.48am		12.08am	40	
		Sun		6.48am		12.08am	40	

Route 62

CRONULLA – KOGARAH – CENTRAL RAILWAY via Tom Ugly's Punt

(Cronulla terminus was in South Cronulla.)

Timeline

By date of Govt Gazette 22 February 1929: Cronulla – Central Railway commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley), following opening of Tom Ugly's Bridge on 26 April 1929. Ran Mondays-Fridays only, but buses licensed for this route plied on 63 at weekends.

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

3 August 1931: Ceased in anticipation of being declared competitive with Government railway or tram services under State Transport (Co-ordination) Act. But operator came to an agreement with the Government to provide the replacement service for Sutherland – Cronulla steam tram (*see following entry*).

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Cronulla (Ewos Pde at Wilshire Av) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway (**Miranda**), Port Hacking Rd, Madeira St [now Port Hacking Rd] (**Sylvania**), Princes Hwy, Tom Uglys Punt, Woniora Rd (**Blakehurst**), Kogarah Rd [both now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Route 62

SUTHERLAND – SOUTH CRONULLA

Timeline

3 August 1931: Commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley), replacing Sutherland – Cronulla (terminus at Shelley Beach) steam tram service. A list dated October 1935 shows route operated by Cronulla Omnibus Co.

16 December 1939: Ceased as a result of opening of Sutherland – Cronulla electric railway line. Service between Cronulla & South Cronulla replaced by Hume's 66.

Streets

1930s (Source: timetable)

From Sutherland ([now Old] Princes Hwy at station) via Princes Hwy, Kingsway (**Miranda, Caringbah**), Curranulla St [now Cronulla St & Cronulla Plaza] (**Cronulla**), Waratah St, Ewos Pde to Harbour St (South Cronulla). Reverse on return.

Timetable Summary

5 October 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-South Cronulla	28	M-F	Sth Cronulla	5.40am	Sutherland	11.55pm	60*	A
		Sat		5.40am		12.25am	30-40	
		Sun		6.35am		10.44pm	30-40	

* More frequent in peak hours.

A – Extra trip Friday night.

Route 62

AUBURN – SILVERWATER – ERMINGTON

- **Extended from Ermington to Rydalmere (1962-63)**

Timeline

5 November 1951: Auburn – Carnarvon St, North Auburn commenced by WH Willcox, then or later trading as Willcox Bus Service.

November 1956: Following Willcox's death, service managed by Willcox's son-in-law & daughter, WFG & EH Parkes.

November 1962: Extended from Carnarvon St to Ermington following the opening of the Silverwater Rd bridge over Parramatta River.

10 November 1962 to January 1963: Peak hour trips further temporarily extended from Ermington to Rydalmere.

1 July 1976: Transferred to Auburn Bus Services (RR, WC & EM (Bob, Bill & Elaine) Spackman).

November 1976: 16 & 62 combined as 16, Auburn – Ermington.

Streets

Auburn – Silverwater

Circa 1962 (Source: Collins Street Directory)

From Auburn via Northumberland Rd, Parramatta Rd, Silverwater Rd, Adderley St, Wetherill St, Derby St, Day St, Egerton St to Silverwater Rd (Silverwater).

Auburn – Silverwater – Ermington

Circa 1968 (Source: RGH notes)

From Auburn (Rawson St at station) via Northumberland Rd, Parramatta Rd, Melton St, Adderley St, Wetherill St, Egerton St, Silverwater Rd (**Silverwater**), Victoria Rd, Betty Cuthbert Av to Ermington shops.

From Ermington (Betty Cuthbert Av at shops) via reverse route to Northumberland Rd, then Hall St, Station Rd, Rawson St to Auburn station.

Alteration

Later (Source: RGH notes): From Ermington via Spurway St, Coffey St, River Rd, South St, Silverwater Rd.

Timetable Summary

Circa 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater-Ermington	15	M-F	Auburn	6.35amS 8.40amE	Ermington Silverwater	3.20pmA 6.17pmA	B	
		Sat		7.00amE	Ermington	12.20pmA	40	
		Sun						

* More frequent in peak hours.

A – To Auburn.

B – Peak hours, Auburn-Silverwater. Day, Auburn-Ermington 40*.

E – To Ermington.

S – To Silverwater.

Route 63

CRONULLA – KOGARAH – CENTRAL RAILWAY via Tom Ugly's Point

(Cronulla terminus was in South Cronulla)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley). Although buses initially crossed Georges River on the Tom Ugly's Point punt (they were given priority over other motor vehicles), it is said that later passengers had to change between bus and punt on either side of the river.

By date of Govt Gazette 27 May 1927: Altered to run via Taren Point punt instead of Tom Ugly's Point (renumbered from 64). By at least 1929 buses licensed for 62 plied on 63 at weekends.

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

3 August 1931: Ceased, probably in anticipation of being declared competitive with Government railway or tram services under State Transport (Co-ordination) Act.

Streets

Cronulla – Kogarah – Central Railway via Tom Ugly's Point Punt

1925 (Source: Govt Gazette of 13 November 1925)

From Cronulla (Ewos Pde at Wilshire Av) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway (**Miranda**), Port Hacking Rd, Madeira St [now Port Hacking Rd] (**Sylvania**), Princes Hwy, Tom Uglys Punt, Woniora Rd (**Blakehurst**), Kogarah Rd [both now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alterations

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

- Extended in Cronulla from Wilshire Av via Ewos Pde to Gowrie St. Reverse on return.
- Ex Cronulla from Kingsway via Kiora Rd, Port Hacking Rd. Reverse on return.

Cronulla – Kogarah – Central Railway via Taren Point punt

1927 (Source: Govt Gazette of 27 May 1927)

From Cronulla (Ewos Pde at Gowrie St) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway, Taren Point Rd, Taren Point punt, Rocky Point Rd (**Sans Souci, Ramsgate**), Shaw St, Concannon [now Gray] St, Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Central Railway	37	M-F	Cronulla	5.43am	Central Rly	11.20pm	30	
		Sat		5.43am		11.20pm	30	
		Sun		6.13am		9.38pm	30	

Route 63

STRATHFIELD – BELMORE – ROCKDALE – CRONULLA

(Cronulla terminus was in South Cronulla.)

Timeline

3 August 1931: Commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley).

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

Streets

1931 (Source: timetable)

From Strathfield (at station) via The Boulevarde (**Enfield**), Punchbowl [now Georges River] Rd, Burwood Rd (**Belmore**), Leylands Pde, Sharp St [including current Kingsgrove Rd] (**Kingsgrove**), Croydon [now Kingsgrove] Rd, Stoney Creek Rd, Forest Rd (**Bexley**), Harrow Rd, Watkin St, Walz St, Railway St (**Rockdale**), The Seven Ways, Princes Hwy, Regent St, Railway Pde (**Kogarah**), Bowns Rd, Princes Hwy, Woniora Rd [now Princes Hwy] (**Blakehurst**), Georges River Bridge, Princes Hwy (**Sylvania**), Madiera St [now part of Port Hacking Rd], Port Hacking Rd, Kiora Rd (**Miranda**), Kingsway, Curranulla St [now Centennial Plaza, Cronulla St], Surf Rd, Gerrale St, Ewos Pde to Harbour St (Cronulla).

From Cronulla (Ewos Pde at Harbour St) via reverse route to Woniora Rd, then Princes Hwy (*not* via Kogarah), The Seven Ways, then reverse route to Strathfield station.

Route 63

TURRAMURRA – PYMBLE via Merrivale Rd

Timeline

October 1959: Turramurra – Pymble section of 226 renumbered 63 & transferred from RR (Ron) Deane to his brother-in-law, RR Harney.

July 1962: Transferred to Turramurra-Bobbin Head Bus Co (Deane family).

By 27 May 1963: Reduced to a peak hour service, but service to part of route provided by off-peak diversion of 223, Pymble –Turramurra via Bannockburn Rd.

By 1 October 1968: Curtailed to become Pymble – Murdoch St.

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

24 July 1985: Renumbered 579 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*).

Streets

Pymble – Turramurra

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at station) via Pacific Hwy, Telegraph Rd, Merrivale Rd, Pentecost Av, Charlton Av, Buckra St, Adams St, Murdoch St (**East Turramurra**), Bannockburn Rd, Pentecost Av, Boomerang St, Eastern Rd, Rohini St to Turramurra station.

From Turramurra (Rohini St at station) via Pacific Hwy, Kuring-gai Av, Boomerang St, then reverse route to Telegraph Rd, then Pacific Hwy, Station St railway bridge, Grandview Pde to Pymble station.

Pymble – East Turramurra (Murdoch St)

Circa 1968 (Source: RGH notes)

From Pymble (Grandview St at station) via Pacific Hwy, Telegraph Rd, Merrivale Rd, Pentecost Av, Charlton Av, Buckra St, Adams St, Murdoch St (**East Turramurra**), Bannockburn Rd, Pentecost Av, Merrivale Rd, Telegraph Rd, Pacific Hwy, Station St railway bridge, Grandview Pde to Pymble station.

Timetable Summary

1 March 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Turramurra	15	M-F	Murdoch St	6.54am	Pymble	6.50pm	Ph	
		Sat						
		Sun	Turramurra	7.40am	Pymble	8.50am	1 trip	

Ph – Peak hours only. 3 trips extended from Murdoch St to Turramurra.

Route 64

CRONULLA – ROCKDALE – CENTRAL RAILWAY via Taren Point Punt

(Cronulla terminus was in South Cronulla.)

Timeline

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

By date of Govt Gazette 27 May 1927: Ceased, but replaced by rerouting of Bardsley's 63 via Taren Point.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Cronulla (Ewos Pde at Gowrie St) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway, Taren Point Rd, Taren Point punt, Rocky Point Rd (**Sans Souci, Ramsgate**), Shaw St, Concannon [now Gray] St, Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, 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, George St West [now Broadway], then reverse route to Cronulla.

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		
Cronulla-Central Railway	96	M-F	Cronulla	6.00am	Central Rly	11.00pm	45-75	
		Sat		6.00am		11.00pm	45-75	
		Sun		6.00am		11.00pm	45-75	

Route 64

ROCKDALE – TOM UGLYS POINT – MIRANDA

- **Carss Park – Rockdale – Brighton-le-Sands (Sundays & Public Holidays)**
- **Trips to/via Bald Face**

General note: 199 had run Tom Uglys Point – Kogarah – Central Railway via Kogarah Rd [now Princes Hwy], but ceased before December 1926.

Timeline

By date of Govt Gazette 22 June 1928: Rockdale – Kogarah – Tom Uglys Point commenced.

By 1929: Operated by C Collins.

By date of Govt Gazette 22 February 1929: Sundays & Public Holidays service Carss Park – Kogarah – Rockdale – Brighton-le-Sands commenced.

April 1929 (*opening of Tom Uglys Bridge*): Extended from Tom Uglys Point to Sylvania.

?: Extended from Sylvania to Garnet Rd, Miranda.

1930/1: Curtailed to run Kogarah – Sylvania – Garnet Rd, Miranda, presumably as Rockdale – Kogarah section was competitive with railway under State Transport (Co-ordination) Act.

June 1933: Extended from Garnet Rd, Miranda to Miranda shops, making route Kogarah – Sylvania – Miranda.

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

By 1946: Selected trips ran to/via Bald Face.

By 15 September 1949: Routes were:

Kogarah – Miranda

Kogarah – Bald Face (off-peak trips provided by combined 64/121; most Sunday trips provided by combined 64/195)

28 May 1952: Ceased as part of a general reorganisation of Kogarah Bus Service's 64, 121 & 195. Replaced partly by extension of 121 from Carss Park to Bald Face, and partly by increase in service on 114 (Hurstville – Miranda).

Streets

Tom Ugly's Point – Rockdale

1927 (Source: Govt Gazette of 27 May 1927)

From Tom Uglys Point (Woniora Rd [now Princes Hwy] at Sea Breeze Hotel) via Woniora Rd (**Blakehurst**), Kogarah Rd [both now Princes Hwy], Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St to near Rocky Point Rd (Rockdale). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Tom Uglys Point from Kogarah Rd [now Princes Hwy] via Bowns Rd, Railway Pde. Reverse on return.

Carss Park – Rockdale – Brighton-le-Sands (Sundays & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

From Carss Park (Carwar Av at end) via Carwar Av, Woniora Rd, Kogarah Rd [both now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy] (**Rockdale**), Bay St, Grand Pde to Princess St (Brighton-le-Sands).

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

Kogarah – Miranda

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah via Railway Pde, Bowns Rd, Princes Hwy, Georges River [now Tom Ugly's] Bridge, Princes Hwy, Madeira [now Port Hacking] Rd, Port Hacking Rd, Kiora Rd (Miranda).

Kogarah – Bald Face

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

From Kogarah (station) via Railway Pde, Bowns Rd, Princes Hwy, Stuart St, Joseph St, Gold St (**Bald Face**), Castle St, Townson St, Princes Hwy, then return to Kogarah station.

Timetable Summary

15 September 1949

Kogarah – Park Rd/Princes Hwy routes 64, 121, 195

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
64: Kogarah-Miranda	26	M-F	Miranda	5.43am	Kogarah	11.56pm	60*	A
		Sat		5.51am		12.15am	60	
		Sun		8.02am		11.01pm	60	A
64: Kogarah-Bald Face	16	M-F	Bald Face	6.20am	Kogarah	7.46pm	60*	B
		Sat		7.05am		7.46pm	60**	C
		Sun		7.53am		10.31pm	60	D
121: Kogarah-Carss Park	13	M-F	Carss Pk	6.13am	Kogarah	11.46pm	30*	E
		Sat		7.13am		11.57pm	30	F
		Sun		8.01am		10.31pm	30	G
195: Kogarah-Kogarah Bay	13	M-F	Kogarah Bay	5.57am	Kogarah	11.46pm	30*	H
		Sat		5.50am		11.57pm	30	H
		Sun		6.15am		10.31pm	60	

Average day frequencies along common route:

M-F Kogarah-Park Rd/Princes Hwy (64, 121, 195) 15.
 Sat AM: Kogarah-Park Rd/Princes Hwy (64, 121, 195) 10.
 PM: Kogarah-Park Rd/Princes Hwy (64, 121, 195) 15.
 Sun Kogarah-Park Rd/Princes Hwy (64, 121, 195) 15.

* More frequent in peak hours.

** Less frequent in afternoon.

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

B – Service provided by: peak hours – 64 (Kogarah-Bald Face); off-peak – combined 64/121 (Kogarah-Carss Park-Bald Face). Plus late night trip (picture bus) from Hurstville.

C – Most trips 64 (Kogarah-Bald Face). Plus late night trips (including picture bus).

D – Service mainly provided by combined 64/195 (Kogarah-Kogarah Bay-Bald Face)

E – Service provided by: peak hours – 121; off-peak – mainly combined 64/121 (Kogarah-Carss Park-Bald Face) & selected combined 64/121 (Kogarah-Carss Park-Miranda); night – combined 121/195 (Kogarah-Kogarah Bay-Carss Park).

F – Service provided by: day – 121; night – combined 121/195 (Kogarah-Kogarah Bay-Carss Park).

G – Service provided by: day – 121; night – mainly combined 64/121 (Kogarah-Carss Park-Bald Face).

H – Service provided by: day – 195; night – combined 121/195 (Kogarah-Kogarah Bay-Carss Park).

Route 64

BUNDEENA – BONNIE VALE – MAIANBAR

- Bundeena – Maianbar – Engadine (*Wednesday shopping trip*)
- Bundeena – Maianbar – Miranda (*Friday shopping trip*)

Timeline

April 1953: Bundeena Wharf – Bundeena township – Bonnie Vale camping ground commenced by SM Allison.

1957: Transferred to GH Davis.

26 August 1960: Transferred to MB (Tom) Dooley

July 1966: Transferred to SJ (John) Brown.

22 August 1967: Ceased.

6 September 1967: Recommenced, operated by Riverstone Bus Service (John H Cole).

March 1969: Transferred to Bundeena Bus Service (Mrs R Tropman).

January 1972: Bundeena Bus Service transferred to WJ (Bill) Sanders.

November 1973: Bundeena Bus Service transferred to John P Deery.

November 1974: Bundeena Bus Service transferred to Peter & Bev Willing, then or later trading as Golden Group Charter Coaches.

By 1984: Shopping trips commenced:

Bundeena – Maianbar – Engadine (Wednesdays)

Bundeena – Maianbar – Miranda Fair (Fridays)

February 1986: Bundeena Bus Service transferred to Western Road Liners of Parkes, NSW, but Golden Group Charter Coaches (Willing family) continued to manage it.

By 1989: Transferred to Maianbar-Bundeena Bus Service (Peter J & Lorraine B Leahy). The Leahy family was already operating the Bundeena – Maianbar school service, which then became part of 64.

1990s: Bundeena Wharf – Bundeena township – Bonnie Vale camping ground curtailed to Bundeena Wharf – Crammond Av, Bundeena.

2000/1: Renumbered 989 in Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

Bundeena – Bonnie Vale

Circa 1986 (Source: RGH notes)

From Bundeena (wharf) via Brighton St, Loftus St, Eric St, Bombora Av, Malibu St, Beachcomber Av, Reef St, Bournemouth St, Loftus St, Brighton St, Bundeena Dr, into camping ground (**Bonnie Vale**) and return, then Short Av, Crammond Av to Kerr Av, then Crammond Av, Short Av, Bundeena Dr, Brighton St to Bundeena wharf.

Bundeena – Maianbar – Engadine (Wednesdays)

Bundeena – Maianbar – Miranda Fair (Fridays)

Same as or similar to 989 (*see Private Route Histories – Contract Regions 10/11*).

Timetable Summary

Early 1970s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bundeena-Bonnie Vale		M-F	Bundeena	7.50am	Bundeena	7.15pm	60	
		Sat		8.15am		2.15pm	60	
		Sun						

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bundeena-Crammond Av		M-F	Crammond Av	7.35am	Bundeena	6.00pm	Ph	
		Sat						
		Sun						

Also Wednesday shopping trip Bundeena-Engadine; Friday shopping trip Bundeena-Miranda.

Ph – Peak hours only.

Route 65

CROYDON PARK – LEWISHAM – CENTRAL RAILWAY

Timeline

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

1926: Transferred to Metropolitan Omnibus & Transport 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 Croydon Park (Brighton Av at Georges River Rd) via Georges River Rd, Milton St, Palace St, Holden St, Clissold St, Prospect Rd, Junction Rd, Old Canterbury Rd (**Lewisham**), Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, George St West [now Broadway], then reverse route to Croydon 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		
Croydon Park-Lewisham-Central Railway		M-F	Croydon Pk	8.00am	Central Rly	6.03pm	30	A
		Sat		8.00am		1.03pm	30	B
		Sun						

A – Gap in service. Extra trips Friday night.

B – Extra 2 trips late afternoon.

Route 65

CRONULLA – CARINGBAH – MIRANDA via Burraneer Bay Rd

Timeline

November 1946: Cronulla – Caringbah via Burraneer Bay Rd commenced by Cronulla Passenger Service (Ryder & Moore). At one stage proprietor was RV Ryder.

July 1952: Transferred to S Crowther, later trading as S Crowther & Son.

November 1955: Transferred to Barry P Crowther.

1959: Retr transferred to S Crowther & Son.

1 March 1971: New route, Caringbah – Miranda via Sutherland Hospital, commenced.

By 8 May 1978: Cronulla – Caringbah amalgamated with Caringbah – Miranda, to form a through route Cronulla – Caringbah – Miranda via Burraneer Bay Rd. 65 & 66 then shared route between Miranda and Caringbah.

2 November 1992: As part of general reorganization of Crowther's and Kurnell's routes (65, 66 & 67):

- Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*) as:
 - 984 Cronulla – Miranda via Burraneer Bay Rd
 - 985 Cronulla – North Cronulla – Miranda
 - Cronulla – South Cronulla
 - 987 Miranda – Cronulla – Kurnell.
- Although 984 & 985 continued to be owned by Crowthers and 987 by Nicholsons, all three routes traded under the single name, "Bus Link", as they formed a single contract area under the Passenger Transport Act.

Streets

Caringbah – Cronulla

Circa 1946 (Source: Gregory's Street Directory)

From Caringbah via Kingsway, Gannons Rd, Burraneer Bay Rd, Searl Rd, Wilbar Av, Kingsway, Curranulla St [now Cronulla Plaza and Cronulla St] (Cronulla).

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd, Gannons Rd, Kingsway, Cawarra Rd [now Mackay St], Hay Av to Caringbah station.

From Caringbah (Hay Av at station) via Kingsway, then reverse route to Cronulla station.

Cronulla – Caringbah – Miranda

Circa 1983 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd, Gannons Rd, Kingsway, Banksia Rd, Hay Av (**Caringbah**), Kingsway to Miranda Fair [now Westfield] entrance.

From Miranda (Miranda Fair [now Westfield] entrance off Kingsway) via Kingsway, Wandella Rd, The Boulevard, Port Hacking Rd, Kingsway, Mackay St, Hay Av (**Caringbah**), Kingsway, Gannons Rd, then reverse route to Cronulla station.

Timetable Summary

Circa 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Caringbah via Burraneer Bay Rd	Approx 20	M-F	Cronulla	7.03am	Caringbah	7.12pm	60	
		Sat		7.05am		7.10pm	60	
		Sun		8.10am		7.05pm	60	

1 December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Caringbah via Burraneer Bay Rd	15	M-F	Caringbah	6.23am	Caringbah	6.40pm	60*	
		Sat	Cronulla	7.50am	Cronulla	7.28pm	60	
		Sun		9.45am	Caringbah	6.00pm	60	A

* More frequent in peak hours.

A – Gap in service.

1 April 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Caringbah via Burraneer Bay Rd	15	M-F	Caringbah	6.20am	Caringbah	6.40pm	60*	
		Sat	Cronulla	7.50am	Cronulla	7.28pm	60	
		Sun		9.45am	Caringbah	6.00pm	60	A
Caringbah-Miranda via Sutherland Hospital	7	M-F	Caringbah	9.15am	Miranda	5.00pm	30	
		Sat		9.15am		12.00nn	30	
		Sun						

* More frequent in peak hours.

A – Gap in service.

8 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Miranda via Burraneer Bay Rd	22	M-F	Cronulla	6.46amB 9.20amM	Miranda	5.33pmC	60	A
		Sat		9.20amM	Miranda	11.45amC	60	A
		Sun						

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

B – To Caringbah.

C – To Cronulla.

M – To Miranda.

Route 66

CROYDON PARK – ASHBURY – CENTRAL RAILWAY

Timeline

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

1926: Transferred to Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart).

By date of Govt Gazette 17 December 1926: Ceased.

By date of Govt Gazette 27 May 1927: Reinstated with slightly altered outer terminus.

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

Streets

Croydon Park – Ashbury – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Croydon Park (Brighton Av at Georges River Rd) via Queensborough Rd, Croydon Av, Leith St, Goodlet St, Lasswade St, King St, Second St (**Ashbury**), Holden St, Hanks St, Old Canterbury Rd, Nowranie St, Smith St (**Summer Hill**), 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 Ashbury.

Ashbury [terminus in current Croydon Park] – Central Railway

1927 (Source: Govt Gazette of 27 May 1927)

From Ashbury (Croydon Av at Queensborough Rd) [now Croydon Park] via Croydon Av, Leith St, Roslyn St, Ayr St, Lasswade St, King St, Second St (**Ashbury**), Holden St, Hanks St, Old Canterbury Rd, Nowranie St, Smith St (**Summer Hill**), 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 Ashbury.

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		
Croydon Park-Ashbury-Central Railway		M-F	Croydon Pk	7.12am	Central Rly	8.55pm	30	A
		Sat		7.12am		8.55pm	30	
		Sun		8.12am		8.55pm	30	A

A – Extra trips Friday & Sunday nights.

Route 66

CRONULLA – BURRANEER BAY POINT

CRONULLA – NORTH CRONULLA – CARINGBAH – MIRANDA

CRONULLA – SOUTH CRONULLA

- Cronulla – Wanda Beach (*limited service, late 1940s-1980s*)

Timeline

December 1939: Cronulla – South Cronulla (Shelly Beach & Oak Park) commenced by JN Hume, coincident with opening of the Sutherland-Cronulla electric railway, replacing equivalent parts of Department of Road Transport & Tramways 61 (City (York St) – Cronulla) & Bardsley's 62 (Sutherland – Cronulla).

By 1944: Extended from Cronulla to Burraneer Bay Point.

1944: Transferred to Cronulla Passenger Service (Ryder & Moore). At one stage proprietor was RV Ryder.

Late 1940s/early 1950s (during RV Ryder's proprietorship): Routes were:

Cronulla – Burraneer Bay Point

Cronulla – North Cronulla Loop

Cronulla – South Cronulla (normal terminus at Windsor Rd) via Shelly Beach & Oak Park (selected trips ran as round trips via Nicholson Pde & Ewos Pde or vice versa)

Cronulla – Wanda Beach (infrequent service)

July 1952: Transferred to S Crowther, later trading as S Crowther & Son.

By 1966: All Cronulla – South Cronulla trips ran as round trips, normally via Ewos Pde, then Nicholson Pde (but selected trips in the reverse direction).

By 8 May 1978: Cronulla – North Cronulla Loop extended to become Cronulla – North Cronulla – Caringbah – Miranda. 65 & 66 then shared route between Miranda and Caringbah.

By January 1988: Cronulla – Wanda Beach ceased.

2 November 1992: As part of general reorganization of Crowther's and Kurnell's routes (65, 66 & 67):

- Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*) as:
 - 984 Cronulla – Miranda via Burraneer Bay Rd
 - 985 Cronulla – North Cronulla – Miranda
Cronulla – South Cronulla
 - 987 Miranda – Cronulla – Kurnell.
- Although 984 & 985 continued to be owned by Crowthers and 987 by Nicholsons, all three routes traded under the single name, "Bus Link", as they formed a single contract area under the Passenger Transport Act.

Streets

South Cronulla – Cronulla – Burraneer [Bay Point]

Circa 1946 (Source: Gregory's Street Directory)

From South Cronulla via Nicholson Pde, Ewos Pde, Waratah St, Curranulla St [now Cronulla St and Cronulla Plaza] (Cronulla), Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd, Woollooware Rd (Burraneer).

Cronulla – North Cronulla Loop

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Elouera Rd, Hume Rd, Wyanbah Rd, Ocean St, Kurnell Rd, Flinders Rd, Franklin Rd, Sturt Rd (**North Cronulla**), Woollooware Rd, Denman Av (**Woollooware**), Gannons Rd, Kingsway, Green St, Wills Rd, Flinders Rd, Kurnell Rd, Ocean St, Wyanbah Rd, Hume Rd, Elouera Rd, Kingsway, Cronulla St to Cronulla station.

Cronulla – North Cronulla – Caringbah – Miranda

Circa 1983 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Elouera Rd, Hume Rd, Wyanbah Rd, Ocean St, Kurnell Rd, Flinders Rd, Franklin Rd, Sturt Rd (**North Cronulla**), Woollooware Rd, Denman Av (**Woollooware**), Gannons Rd, Kingsway, Banksia Rd, Hay Av (**Caringbah**), Kingsway to Miranda Fair [now Westfield] entrance.

From Miranda (Miranda Fair [now Westfield] entrance off Kingsway) via Kingsway, Wandella Rd, The Boulevard, Port Hacking Rd, Kingsway, Mackay St, Hay Av (**Caringbah**), Kingsway, Gannons Rd, then reverse route to Cronulla station.

Cronulla – South Cronulla Loop

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Waratah St, Ewos Pde (**South Cronulla**), Nicholson Pde, Cronulla St to Cronulla station.

Cronulla – Wanda Beach

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Elouera Rd, Links Av to Mitchell Rd (Wanda Beach). Reverse on return.

Cronulla – Burraneer Bay Point

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd, Woollooware Rd, Rutherford Av (**Burraneer Bay Point**), Eurabalong Rd, Woollooware Rd, then reverse route to Cronulla station.

Timetable Summary

Circa 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Burraneer Bay Point	Approx 15	M-F	Cronulla	8.30am	B'neer Bay Pt	7.10pm	60	A
		Sat		7.05am		7.10pm	60	
		Sun		8.10am		7.05pm	60	
Cronulla-North Cronulla	Approx 15	M-F	Cronulla	9.45am	Nth Cronulla	7.15pm	60	A
		Sat		9.45am		7.05pm	60	
		Sun		9.45am		7.15pm	60	
Cronulla-South Cronulla	Approx 15	M-F	Cronulla	5.45am	Cronulla	9.10pm	30	
		Sat		7.00am		8.40pm	30	
		Sun		8.33am		8.40pm	30	
Cronulla-Wanda Beach	Approx 10	M-F	Cronulla	8.10am	Wanda Bch	2.30pm	4 trips	
		Sat		7.10am		9.10am	2 trips	
		Sun						

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

1 December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Burraneer Bay Point	10	M-F	Cronulla	6.50am	Cronulla	6.09pm	60*	A
		Sat		8.25am	B'neer Bay Pt	11.15am	60	
		Sun						
Cronulla-North Cronulla	29 round trip	M-F	Woolooware	7.09am	Cronulla	6.10pm	60*	
		Sat		8.44am		11.30am	3 trips	
		Sun						
Cronulla-South Cronulla	10	M-F	Cronulla	5.26am	Cronulla	8.49pm	15	
		Sat		7.00am		7.18pm	AM 15 PM 30	
		Sun		8.50am		6.18pm	60	
Cronulla-Wanda Beach	5	M-F	Wanda Bch	6.25am	Wanda Bch	4.50pm	B	
		Sat		8.05am		11.10am	C	
		Sun						

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Afternoon peak hour service provided by extension of Cronulla-North Cronulla trips.

B – 5 trips from Wanda Beach, 4 trips from Cronulla.

C – 3 trips from Wanda Beach, 2 trips from Cronulla.

8 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Burraneer Bay Point	10	M-F	Cronulla	7.20am	B'neer Bay Pt	5.31pm	7 trips	A
		Sat	B'neer Bay Pt	8.40am		12.00md	2 trips	
		Sun						
Cronulla-North Cronulla-Miranda	22	M-F	Cronulla	9.50am	Miranda	4.13pm	60	B
		Sat		8.50am		11.13am	60	
		Sun						
Cronulla-South Cronulla	10	M-F	Cronulla	6.31am	Cronulla	6.45pm	30	
		Sat		8.55am		12.21pm	30	
		Sun						
Cronulla-Wanda Beach	5	M-F	Cronulla	7.50am	Wanda Bch	4.50pm	3 trips	
		Sat						
		Sun						

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

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

Route 67

DACEYVILLE – CENTRAL RAILWAY via Cleveland St

(Daceyville terminus was at Bunnerong Rd/Maroubra [Bay] Rd, currently on border of suburbs of Maroubra & Pagewood.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mrs W Collins (who by 1926 formed United Bus Co).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Daceyville (Bunnerong Rd at Maroubra [Bay] Rd) via Bunnerong Rd, Anzac Pde (**Kensington**), Cleveland St, Chalmers St, Eddy Av (Central Railway).

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

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		
Randwick South¶- Central Railway	28	M-F	Randwick Sth	7.02am	Central Rly	7.20pm	30-60	A
		Sat		7.32am		7.20pm	30-60	
		Sun						

¶ – Assumed to refer to same location as Daceyville.

A – Extra trips Friday nights.

Route 67

McMAHONS POINT – CROWS NEST

Timeline

20 March 1932:

- McMahons Point – North Sydney (Walker St) commenced by Fred Rohrs.
- This route and 163 replaced tram service between North Sydney & McMahon's Point, discontinued when Sydney Harbour Bridge opened.

By October 1932: Extended from North Sydney (Walker St) to Crows Nest.

15 February 1934: Taken over by Department of Road Transport & Tramways & extended from Crows Nest to Cammeray.

Streets

McMahons Point – Crows Nest

From ? (based on later DRTT route of same number)

From McMahon's Point (wharf) via Cliff Av, Blues Point Rd, Blue St (North Sydney), Walker St, Pacific Hwy, Willoughby Rd (terminus?) (Crows Nest).

Alteration

From 19 October 1932: Extended in Crows Nest from (?) to Alexander St/Hayberry St.

Timetable Summary

20 March 1932

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
McMahons Point-North Sydney (Walker St)		M-F	Walker St	6.38am	McMahons Pt	11.23pm	15	
		Sat		6.38am	Walker St	11.30pm	AM 15 PM 30	
		Sun	McMahons Pt	6.53am	McMahons Pt	9.43pm	AM 30 PM 15	

Route 67

CRONULLA – KURNELL

Timeline

14 December 1946: Commenced by Stan Latta.

June 1950: Ceased, due to condition of the road.

December 1953: Recommenced by Stan Latta, after a bitumen road had been laid by Caltex Oil to serve its oil refinery, built in 1952.

March 1956: Operator's name changed to Kurnell Bus Service (proprietor by then, Stan Latta's son, RS (Ron) Latta, later formed into Kurnell Passenger & Transport Service (later also trading as Kurnell Coaches).

1 July 1987: Kurnell Passenger & Transport Service transferred to Nev Nicholson.

2 November 1992: As part of general reorganization of Crowther's and Kurnell's routes (65, 66 & 67):

- Renumbered 987 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).
- Selected trips extended from Cronulla to Miranda.
- Although 984 & 985 continued to be owned by Crowthers and 987 by Nicholsons, all three routes traded under the single name, "Bus Link", as they formed a single contract area under the Passenger Transport Act.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Cronulla (station) via Curranulla St [now Cronulla St and Cronulla Plaza], Kingsway, Elouera Rd, Towra Point Rd, Kurnell Rd, Cook St, Polo Pde [last four now part of Captain Cook Dr], Princess St [now Prince Charles Pde] (Kurnell).

Circa 1970 (Source: RGH notes)

From Cronulla (Cronulla St at station) via Cronulla St, Kingsway, Elouera Rd, Captain Cook Dr, Bridges St, Dampier St, Prince Charles Pde, Captain Cook Dr (**Kurnell**), Elouera Rd, Kingsway, Cronulla St to Cronulla station.

Timetable Summary

30 June 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Kurnell	41 round trip	M-F	Kurnell	6.36am	Cronulla	6.30pm	11 trips	
		Sat	Cronulla	7.40am		6.30pm	6 trips	
		Sun		10.20am		4.19pm	3 trips	

1 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Kurnell	33 round trip	M-F	Kurnell	6.48am	Cronulla	6.20pm	10 trips	
		Sat	Cronulla	9.10am		3.40pm	3 trips	
		Sun						

Route 68

DACEYVILLE – CENTRAL RAILWAY via Darlinghurst

(Daceyville terminus was at Bunnerong Rd/Maroubra [Bay] Rd, currently on border of suburbs of Maroubra & Pagewood.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mrs W Collins (who by 1926 formed United Bus Co).

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

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		
Randwick South¶- Central Railway	28	M-F	Randwick Sth	6.50am	Central Rly	11.15pm	20-50	
		Sat		6.50am		11.15pm	20-50	
		Sun		7.50am		10.00pm	70	

¶ – Assumed to refer to same location as Daceyville.

Route 68

DEE WHY – DEE WHY BEACH

Timeline

By date of Govt Gazette 22 June 1928: Commenced.

By 1931: Ceased.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Dee Why (Pacific Pde at Pittwater Rd) via Pacific Pde, Pittwater Rd, Oaks Av, Avon Rd, Pacific Pde, Bath Rd [now Monash Pde], The Strand, Howard Av (**Dee Why Beach**), Pittwater Rd, Pacific Pde to near Pittwater Rd (Dee Why).

1929 (Source: Govt Gazette of 22 February 1929)

From Dee Why (Pacific Pde at Pittwater Rd) via Pacific Pde, Pittwater Rd, Howard Av, Avon Rd, Pacific Pde, Cassia St, Banksia St, Daisy St, Boronia St, Monash Pde, Pacific Pde, The Strand, Howard Av to near The Strand (Dee Why Beach).

From Dee Why Beach (Howard Av at The Strand) via The Strand, Pacific Pde, Cassia St, Banksia St, Daisy St, Boronia St, Monash Pde, Pacific Pde, The Strand, Howard Av, Pittwater Rd, Pacific Pde to near Pittwater Rd (Dee Why).

Route 68

DRUMMOYNE – CHISWICK – FIVE DOCK

Timeline

1931: Commenced by Ralph E Clay.

1 September 1933: Taken over by Department of Road Transport & Tramways.

Route 68

HURSTVILLE – BARDWELL PARK – EARLWOOD

Timeline

Late 1947: Hurstville – Bardwell Park commenced by Edward H Blythe.

25 August 1949: Operator incorporated (as EH Blythe Pty Ltd).

8 September 1952: Extended from Bardwell Park to Earlwood, following the opening of Hartill-Law Av.

September 1957: Rerouted via Bexley North station.

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

1986(?): Transferred to Canterbury Bus Lines (also part of Highway Tours).

16 July 1986: Through-routed with 34.

September 1987: Through-routing with 34 ceased, so that 68 could be transferred separately.

14 October 1987: Transferred to Sydney Coach Lines (TR (Dick) Crowe).

14 October 1996: Transferred to State Transit Authority (trading as Sydney Buses) and renumbered 499.

Streets

Hurstville – Bardwell Park

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Carrington Av, Forest Rd, Rose St, Cross St, The Avenue, Cross St, Wright St, Queens Rd, Croydon Rd, Locksley Rd, Haig St, Gloucester Rd, Regent St, Iliffe St (**Bexley**), Mimosa St, Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd, Miller Av (**Bexley North**), Bexley Rd, Canonbury Gr, Benjamin St, Churchill St, Dick St [now Richard Cr], Barnsbury Gr, Bardwell Rd, Devon Rd, Slade Rd, Hartill-Law Av (Bardwell Park).

Hurstville – Earlwood

Circa 1968 (Source: RGH notes)

From Hurstville (Forest Rd at station) via Forest Rd, Rose St, Cross St, Wright St, Queens Rd, Locksley Rd, Haig St, Gloucester St, Regent St, Iliffe St (**Bexley**), Mimosa St, Stoney Creek Rd, Laycock St, Alston St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, New Illawarra Rd, Miller Av, Carrisbrook Av, Barnsbury Gr, Benjamin St, Churchill St, Richard Cr, Barnsbury Gr, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St to Earlwood.

From Earlwood (Homer St) via reverse route to Queens Rd, then Park Rd, McMahon St, Forest Rd to Hurstville station.

Alterations

By 1986 (Source: RGH notes)

- Ex Hurstville from Queens Rd via Croydon Rd, Kenyon Rd, Regent St.
- To approach Earlwood from Hartill-Law Av via William St, Cameron Av, Clarke St to Homer St. Return from Earlwood via Homer St, then reverse route to Benjamin St, then Barnsbury Gr, Bexley Rd, Miller Av, then reverse route to Hurstville station.

October 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Bardwell Park		M-F	Bardwell Pk	8.25am	Hurstville	10.55pm	60**	
		Sat		7.55am		10.55pm	AM 30 PM 60	
		Sun		8.25am		9.55pm	60	

** 30 on Fridays.

1 December 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Earlwood	25	M-F	Hurstville	7.00am	Earlwood	7.06pm	30	
		Sat		7.55am		7.06pm	AM 30 PM 60	A
		Sun						

A – Plus picture bus Saturday night.

October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Earlwood	25	M-F	Earlwood	7.15am	Hurstville	6.00pm	30	A
		Sat		7.55am		1.35pm	60	
		Sun						

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

Route 69

DARLING POINT – EDGECLIFF

Timeline

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

28 February 1937: Taken over by Department of Road Transport & Tramways.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Darling Point (Darling Point Rd at Etham Av, northern intersection) via Darling Point Rd to New South Head Rd (Edgecliff). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Darling Point via Etham Av, Darling Point Rd. Ex Edgecliff unaltered.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Darling Point-Edgecliff	6	M-F	Edgecliff	8.20am	Darling Pt	7.41pm	20-30	A
		Sat		8.20am		11.31pm	20-30	B
		Sun						

A – Extra trips Monday, Wednesday & Friday nights.

B – Gaps in service.

Route 69

LIVERPOOL – CHIPPING NORTON – MILPERRA BRIDGE

LIVERPOOL – HARGRAVE PARK

LIVERPOOL – MILPERRA BRIDGE via Newbridge Rd direct

(Hargrave Park was the location of an emergency housing area set up in current Warwick Farm after World War II.)

Timeline

August 1948:

- Liverpool – Milperra Bridge section of Scott's 42 renumbered 69 and transferred to R Shepherd. Normally ran from Liverpool to Milperra Bridge via Newbridge Rd & return via Chipping Norton in mornings, and vice versa in afternoons.
- At about the same time, extra route, Liverpool – Hargrave Park, commenced.

1 July 1957: Transferred to Milperra Bus Service (DG (Ray?) Moore).

December 1964: Extension from Milperra Bridge to Violet St & Milperra Rd, Revesby approved on a three-month trial (probably industrial trips) (when ceased?).

27 February 1984: As part of general reorganization of Milperra Bus Service's and South Western Coach Lines' South Bankstown routes:

- Bankstown – Milperra Bridge section of 12 transferred from South Western Coach Lines to Milperra Bus Service & amalgamated with the Liverpool – Milperra Bridge via Newbridge Rd section of 69 [1925 numbers] to become "Red Arrow" 860, Bankstown – Liverpool (in the Sydney Region Route Number System) (*see Private Route Histories – Contract Region 13*).
- Other parts of route renumbered in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*):
 - 858 Liverpool – Warwick Farm
 - 859 Liverpool – Chipping Norton.

Streets

Liverpool – Milperra Bridge via Newbridge Rd direct

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Bigges [now Bigge] St, Epsom Rd, Newbridge Rd (Milperra Bridge).

Circa 1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Newbridge Rd, Rickard Rd to Arthur St (Milperra Bridge).

From Milperra Bridge (Rickard Rd at Arthur St) via Rickard Rd, Newbridge Rd, Scott St, George St, Railway St to Liverpool station.

Liverpool – Chipping Norton – Milperra Bridge

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Bigges [now Bigge] St, Epsom Rd [part of which is now approx Abingdon St & Ascot Dr], Norton Av [approx at current Homestead Av] (**Chipping Norton**), Ernest Av, Gordon Rd [now Governor Macquarie Dr], Newbridge Rd (Milperra Bridge).

Circa 1969 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Newbridge Rd, Epsom Rd [part of which is now approx Abingdon St & Ascot Dr] (**Chipping Norton**), Charlton Av [approx current Homestead Av], Central Av, Barry Rd [now Governor Macquarie Dr], Gordon Rd [now Governor Macquarie Dr], Newbridge Rd, Rickard Rd to Arthur St (Milperra Bridge).

From Milperra Bridge (Rickard Rd at Arthur St) via reverse route to Scott St, then George St, Railway St to Liverpool station.

Liverpool – Hargrave Park

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Scott St, Bigges [now Bigge] St, Lachlan St, Goulburn St, Hume Hwy (Hargrave Park).

From Hargrave Park via Hume Hwy, George St, Elizabeth St, Macquarie St, Moore St, Castlereagh St, Scott St (Liverpool).

Circa 1962 (Source: Collins street directory)

From Liverpool via Scott St, George St, Lachlan St, Goulburn St, Hume Hwy to approximate site of Mannix Pde.

Circa 1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Macquarie St, Campbell St, George St, Lachlan St, Goulburn St, Hume Hwy, Hinkler Pde, McGirr Pde, Mannix Pde, Lawrence Hargrave Rd to Williamson Cr, then Lawrence Hargrave Rd (**Hargrave Park**), Gallop St, Nicholls St, Lawrence Hargrave Rd, Mannix Pde, Hume Hwy, Goulburn St, Lachlan St, George St, Railway St to Liverpool station.

Timetable Summary

30 July 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Milperra Bridge	35 round trip	M-F	Liverpool	5.36am	Milperra Bge	7.25pm	60*	A
		Sat		7.00am		6.50pm	60	A
		Sun		9.10am		6.45pm	4 trips	A
Liverpool-Hargrave Park	25 round trip	M-F	Liverpool	7.15am	Hargrave Pk	6.43pm	60*	
		Sat		8.40am		12.56pm	30	
		Sun						

* More frequent in peak hours.

A – Most Liverpool-Milperra Bridge trips ran from Liverpool via Milperra Rd & returned via Chipping Norton or vice versa. Gap in service on Saturdays. Plus picture bus Saturday night.

September 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Milperra Bridge	35 round trip	M-F	Milperra Bge	5.40am	Liverpool	7.05pm	30*	A
		Sat	Liverpool	7.00am	Milperra Bge	1.32pm	30	A
		Sun						

* More frequent in peak hours.

A – Most Liverpool-Milperra Bridge trips ran from Liverpool via Milperra Rd & returned via Chipping Norton or vice versa. Plus short-working/s before first trip shown on Saturdays.

Route 70

DOBROYD POINT – CENTRAL RAILWAY via Flood St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Dobroyd 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 Dobroyd Point (Crescent St at Kingston St) via Kingston St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), Ramsay St, Marion St, Flood St (**Leichhardt**), 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 Dobroyd Point.

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		
Dobroyd Point-Central Railway		M-F	Dobroyd Pt	6.30am	Central Rly	12.13am	30-45	
		Sat		6.30am		12.13am	30-45	
		Sun		8.17am		12.13am	30-45	

Route 70

BLACKTOWN – DOONSIDE via Hill End Rd

BLACKTOWN – MARAYONG – QUAKERS HILL

BLACKTOWN – PANK PDE

BLACKTOWN – PLUMPTON – SHALVEY – WHALAN – MT DRUITT Housing

Commission area

- **Blacktown – Marsden Park (possible school service)**

(Plumpton Turnoff terminus referred to here is in current Oakhurst)

Timeline

April 1946: Blacktown – Plumpton commenced by Alf Ryder.

By 1948: Selected trips, possibly school trips, extended to Marsden Park, as Gregory's street directory listed the route as "Blacktown – Marsden Park". Later ceased, possibly when a school was established at Marsden Park.

March 1952: Transferred to Ryder & Son(s).

By 21 June 1953: Transferred to RW (Dick) Rowe. Terminus at Plumpton Turnoff (Richmond Rd/Rooty Hill Rd).

By 14 December 1953: Inter-peak trips on weekdays extended from Plumpton Turnoff to Plumpton Post Office.

By 1 December 1957:

- Operator incorporated as Rowes Bus Service.
- Most trips extended to Plumpton Post Office.
- Selected trips through-routed with 71 to run Blacktown – Plumpton – Rooty Hill.

August 1958: New route, Blacktown – Doonside via Hill End Rd, commenced.

2 February 1960: New route, Blacktown – Marayong (Davis/Quakers Rds), commenced (ran in a loop via Davis, Quakers & Breakfast Rds or vice versa).

By August 1962: New route, Blacktown – Pank Pde (loop), commenced.

Probably 25 September 1967: Blacktown – Plumpton extended from Plumpton Post Office in a loop through Mt Druitt Housing Commission area via new suburbs of Blackett, Shalvey & Whalan.

By 9 May 1977: Blacktown – Marayong extended to Quakers Hill (Warrimoo Dr).

By 23 June 1979: Blacktown – Quakers Hill extended in Quakers Hill from Warrimoo Dr to Douglas Rd.

9 June 1982: Blacktown – Shalvey – Whalan – Mt Druitt Housing Commission area renumbered 755 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*).

27 November 1983: Other parts of route renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

- 751 Blacktown – Quakers Hill
- 752 Blacktown – Pank Pde
- 753 Blacktown – Doonside via Hill End Rd
- 754 Blacktown – Plumpton.

Streets

Blacktown – Marsden Park

Circa 1948 (Source: Gregory's Street Directory)

From Blacktown (station) via Kildare St, Richmond Rd [part now bus bridge], Garfield Rd (Marsden Park).

Blacktown – Plumpton

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Richmond Rd [part now bus bridge], Rooty Hill Rd to Bottles Rd (Plumpton Post Office). Reverse on return.

Blacktown – Doonside via Hill End Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Richmond Rd [part now bus bridge], Hill End Rd to Doonside station. Reverse on return.

Alteration

Circa 1977 (Source: timetable): To approach Doonside from Hill End Rd via Power St, Crawford Rd, Cross St to Doonside station. Return via Hill End Rd.

Blacktown – Marayong

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Richmond Rd [part now bus bridge], Davis Rd, Quakers Rd (Marayong), Breakfast Rd, Richmond Rd, Main St to Blacktown station.

Blacktown – Marayong – Quakers Hill

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Richmond Rd [part now bus bridge], Davis Rd (Marayong), Quakers Rd, Arnott Rd, Warrimoo Dr, Eastern Rd (Quakers Hill), Quakers Rd, Rickard Rd [now partly Medlow Dr and partly Chaplin Cr], Warrimoo Dr, then reverse route to Blacktown station.

Blacktown – Pank Pde

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Richmond Rd [part now bus bridge], Tulloch [also spelt Tullock] St, McLean, Pank Pde, Lyton St, Richmond Rd, Main St to Blacktown station.

Selected Pank Pde trips: Via loop in opposite direction.

Blacktown – Plumpton – Mt Druitt Housing Commission area (Shalvey, Whalan)

Circa 1979 (Source: timetable)

From Blacktown (Main St at station) via Main St, Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tallagandra St, Station Rd [now Quakers Hill Pkwy], Richmond Rd, Rooty Hill Rd (Plumpton), Jersey Rd, Carlisle Av, Luxford Rd (Shalvey), Bougainville Rd, Copeland Rd, Jersey Rd, Popondetta Rd, Luxford Rd (Whalan), Bulolo Dr, Belmore Av, Woodstock Av, Rooty Hill Rd, then reverse route to Blacktown station.

Timetable Summary

21 June 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton	20	M-F	Plumpton	5.25am	Blacktown	6.20pm	13 trips	A
		Sat		7.10am		6.25pm	8 trips	A
		Sun		8.35am		5.55pm	2 trips	

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

20 August 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton	25	M-F	Plumpton	5.15am	Blacktown	9.40pm	A	
		Sat		6.09am		10.05pm	B	
		Sun		7.42am		7.08pm	C	
Blacktown-Pank Pde	8	M-F	Pank Pde	5.46am	Blacktown	6.16pm	9 trips	
		Sat						
		Sun						
Blacktown-Marayong	15	M-F	Marayong	9.30am	Blacktown	5.25pm	60	
		Sat		8.50am		11.45am	4 trips	
		Sun						
Blacktown-Doonside	15	M-F	Blacktown	8.52am	Doonside	5.03pm	6 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Blacktown-Breakfast Rd 15-20*, Blacktown-Hill End Rd 30*, Blacktown-Plumpton 60*. Plus picture bus Friday night.

B – Morning, Blacktown-Breakfast Rd 15-20, Blacktown-Hill End Rd 30, Blacktown-Plumpton 60. Afternoon, less frequent.

C – Blacktown-Breakfast Rd 30, Blacktown-Hill End Rd 60, Blacktown-Plumpton 5 trips.

9 May 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton-Mt Druitt Housing Commission area	Fr Black 14P 55BMr	M-F	Plumpton T/off	4.47amB	Blacktown	4.22pmM	A	
			Blacktown	8.48amM		5.07pmP		
		Sat	Plumpton T/off	6.08amB		12.17pmM	C	
			Mt D H/Comm	8.40amB		3.37pmP		
		Sun	Plumpton T/off	7.48am		8.07pm	4 trips	D
Blacktown-Pank Pde	20 round trip	M-F	Pank Pde	5.28am	Blacktown	10.37pm	60*	
		Sat		6.30am		10.37pm	AM 30 PM 60	
		Sun		9.13am		7.37pm	60	
Blacktown-Quakers Hill (Warrimoo Dr)	15	M-F	Warrimoo Dr	6.19am	Blacktown	6.10pm	60*	
		Sat		7.49am		12.26pm	60	
		Sun		9.49am		5.37pm	3 trips	
Blacktown-Doonside	15	M-F	Doonside	5.41am	Blacktown	10.10pm	30*	
		Sat		7.33am		9.37pm	AM 30 PM 60	
		Sun		10.50am		6.37pm	120	

* More frequent in peak hours.

A – Morning peak hour & selected trips at other times, Blacktown-Plumpton Turnoff. Day, Blacktown-Mt Druitt Housing Commission area (loop) 60. Plus 11.07pm trip from Blacktown to Plumpton Turnoff.

B – To Blacktown.

BMr – Round trip Blacktown-Mt Druitt Housing Commission area-Blacktown.

C – Early morning from Plumpton Turnoff to Blacktown. Morning, Blacktown-Mt Druitt Housing Commission area (loop) 60. Afternoon, Blacktown-Plumpton Turnoff 1 trip. Plus 11.07pm trip from Blacktown to Plumpton Turnoff.

D – Plus 8.07pm trip from Blacktown to Plumpton Turnoff.

M – To Mt Druitt Housing Commission area (loop).

P – To Plumpton Turnoff.

Route 71

DOBROYD POINT – CENTRAL RAILWAY via Dalhousie St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Ralph E Clay.

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 Dobroyd Point (Crescent St at Kingston St) via Crescent St, Dudley St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), 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 Dobroyd Point.

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		
Dobroyd Point-Central Railway		M-F	Dobroyd Pt	6.41am	Central Rly	12.29am	15-60	
		Sat		6.41am		12.29am	15-60	
		Sun		8.06am		12.29am	15-60	

Route 71

ROOTY HILL – PLUMPTON

- **Plumpton – Mt Druitt – St Marys Industrial Area (*peak hours*)**

Timeline

October 1942: Rooty Hill – Plumpton commenced by RW (Dick) Rowe as a car service, but charging fares as a bus.

1946: Altered to a conventional bus service.

1949: Peak period service, Plumpton – Mt Druitt – St Marys Industrial Area, commenced (continued to run until at least 1969, possibly 1971, when curtailed to run as an unnumbered route, Mt Druitt – St Marys Industrial Area).

By 1 December 1957:

- Operator incorporated as Rowes Bus Service.
- Selected trips through-routed with 70 to run Rooty Hill – Plumpton – Blacktown.

October 1982: Rooty Hill – Plumpton renumbered 754 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*).

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Rooty Hill (station) via Windsor Rd [now Rooty Hill Rd North] to Plumpton.

Timetable Summary

5 October 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Plumpton	8	M-F	Plumpton	5.43am	Rooty Hill	6.32pm	Ph	
		Sat		8.35am		10.25am	1 trip	
		Sun		8.33am		10.05am	1 trip	

Ph– Peak hours only.

Route 71

MT DRUITT – BIDWILL via Carlisle Av

MT DRUITT – BIDWILL via Popondetta Rd

MT DRUITT – SHALVEY

Timeline

Probably 20 June 1966: Mt Druitt – “Housing Commission” (as per timetable), terminus at “Luxford St” [actually Luxford Rd] (probably in current day Whalan - new suburb). Operated by Rowe's Bus Service.

By 2 May 1967: Extended from Luxford Rd to Popondetta Rd/Woodstock Av.

By 3 June 1970: Extended from Popondetta Rd/Woodstock Av to Emerton (new suburb).

By 29 August 1970: Extended from Emerton to Blackett (new suburb).

By 20 July 1975: Extended to new suburbs & rearranged as:

Mt Druitt – Bidwill (Chestnut Cr) via Carlisle Av direct

Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd

Mt Druitt – Shalvey

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

761 Mt Druitt – Bidwill (Chestnut Cr) via Carlisle Av direct

762 Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd

763 Mt Druitt – Shalvey

Streets

Mt Druitt – Housing Commission (Popondetta Rd & Woodstock Av)

1967 (Source: timetable, and some interpretation by RGH)

Mornings

From Mt Druitt (North Pde at station) via North Pde, Belmore Av, Woodstock Av, Popondetta Rd, Luxford Rd, Gasmata Cr (Whalan), Luxford Rd, Bulolo Dr, Belmore Av, North Pde to Mt Druitt station.

Afternoons

Reverse route.

Mt Druitt – Bidwill (Chestnut Cr) via Carlisle Av

1975 (Source: timetable)

From Mt Druitt (North Pde at station) via North Pde, Belmore Av, Woodstock Av, Carlisle Av, Luxford Rd, Chestnut Cr (**Bidwill**), Luxford Rd, Carlisle Av, Woodstock Av, Belmore Av, North Pde to Mt Druitt station.

Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd

1975 (Source: timetable)

From Mt Druitt (North Pde at station) via North Pde, Belmore Av, Woodstock Av, Carlisle Av, Jersey Rd, Popondetta Rd, Luxford Rd (**Bidwill**), Middleton Cr, Popondetta Rd, Jersey Rd, Carlisle Av, Woodstock Av, Belmore Av, North Pde to Mt Druitt station.

Mt Druitt – Shalvey

1975 (Source: timetable)

From Mt Druitt (North Pde at station) via North Pde, Belmore Av, Bulolo Dr, Luxford Rd (**Whalan**), Popondetta Rd, Woodstock Av [now Schiller Pl, Copeland Rd], Bougainville Rd (**Lethbridge Park**), Luxford Rd, Siandra Av, Koomooloo Cr, Sedgman Cr, Emerson St (Shalvey).

Timetable Summary

20 June 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Housing Commission	8	M-F	Housing Com	5.49am	Mt Druitt	6.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only: morning 8 trips, afternoon 6 trips.

15 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Housing Commission	18 round trip	M-F	Housing Com	5.15am	Mt Druitt	9.05pm	30	
		Sat		5.49am		7.46pm	AM 20 PM 30	
		Sun		8.14am		7.46pm	30	A

A – Gap in service.

20 July 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Bidwill (Chestnut Cr) via Carlisle Av	18	M-F	Chestnut Cr	4.57am	Mt Druitt	11.18pm	20*	A
		Sat		5.40am		10.46pm	AM 20 PM 30	A
		Sun		7.40am		8.47pm	60	A
Mt Druitt-Bidwill (Middleton Cr) via Popondetta Rd	13	M-F	Middleton Cr	5.05am	Mt Druitt	11.18pm	20*	A
		Sat				10.46pm	AM 20 PM 30	A
		Sun				8.47pm	60	A
Mt Druitt-Shalvey	20	M-F	Shalvey	4.57am	Mt Druitt	11.18pm	20*	
		Sat		5.37am		10.46pm	AM 20 PM 30	
		Sun		7.39am		8.47pm	60	

* More frequent in peak hours.

A – Mt Druitt-Bidwill (Chestnut Cr) via Carlisle Av and Mt Druitt- Bidwill (Middleton Cr) via Popondetta Rd combined at nights, Saturday afternoon and Sunday.

Route 72

DOBROYD POINT – ASHFIELD – CANTERBURY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by AS (Arch) Gates.

1 March 1937: Taken over by Department of Road Transport & Tramways and combined with 212 as 72, Dobroyd Point – Belmore.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Dobroyd Point (Crescent St at Kingston St) via Crescent St, Dudley St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), Parramatta Rd, Orpington St, Elizabeth St, Wood St, Station St, Charlotte St, Elizabeth St, Bland St, Brown St (**Ashfield**), Hercules St, Liverpool Rd, Holden St, Palace St, Milton St, King St (**Ashbury**), Jeffrey St, Robert St, Broughton St to Canterbury Rd (Canterbury station).

From Canterbury (station, Broughton St at Canterbury Rd) via Broughton St, Canterbury Rd, Jeffrey St, then reverse route to Dobroyd Point.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Dobroyd Point from Orpington St via Elizabeth St, Bland 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		
Dobroyd Point- Canterbury	28	M-F	Dobroyd Pt	8.10am	Canterbury	10.15pm	60	
		Sat		8.10am		10.15pm	60	
		Sun		2.05pm		10.42pm	60	

Route 72

ROOTY HILL – EASTERN CREEK – MT DRUITT

ROOTY HILL – WALLGROVE CAMP – HORSLEY PARK

(Wallgrove Camp was a military camp during World War II, but after the war converted to a migrant camp, located in current Eastern Creek.)

Timeline

1942: Rooty Hill – Wallgrove Camp – Horsley Park commenced by HP (Bert) Redman. By 1957, the base service ran Rooty Hill – Wallgrove Camp, with selected trips extended to Horsley Park.

By 1948: New route, Rooty Hill – Horsley Rd, Eastern Creek, commenced.

1951: Transferred to RW (Dick) Rowe.

1955: Dick Rowe & Fred Bowman (proprietor of 2) jointly provided a peak hour service Wallgrove Migrant Camp – St Marys Munitions Factory (Dunheved/Ropes Creek area). It is not known which, if any, route number applied to this service.

By 1 December 1957: Operator incorporated as Rowes Bus Service.

November 1959: Rooty Hill – Horsley Rd, Eastern Creek altered & extended to run Rooty Hill – Eastern Creek – Mt Druitt via Penfold St.

By 2 September 1961:

- Rooty Hill – Horsley Park ran school days only.
- Service to Wallgrove Camp had ceased by then or soon after.
- Route was then Rooty Hill – Eastern Creek – Mt Druitt.

15 July 1981: Rerouted via Old Mt Druitt shopping centre.

October 1982: Renumbered 758 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*).

Streets

Rooty Hill – Eastern Creek

Circa 1948 (Source: Gregory's Street Directory)

From Rooty Hill (station) via Rooty Hill Rd [South], Great Western Hwy, Horsley Rd [now Brabham Dr and Ferrers Rd on a different alignment] (Eastern Creek).

Rooty Hill – Eastern Creek – Mt Druitt

Circa 1975 (Source: timetable)

From Rooty Hill (station) via Rooty Hill Rd, Penfold St, Reynell St, Cawarra St (**Eastern Creek**), Great Western Hwy, George St, Miller St, Coates St, Frank St, Station St [now part of Carlisle Av], Kurrajong Av, Belmore Av, North Pde to Mt Druitt interchange.

Alteration

15 July 1981 (Source: timetable): Ex Rooty Hill from Frank St via Carlisle Av, Ropes Creek Rd, Mt Druitt Rd, Durham St, Norfolk St, Palmerston Rd (**Old Mt Druitt shopping centre**), Mt Druitt Rd, Durham St, Carlisle Av.

Rooty Hill – Horsley Park

Circa 1948 (Source: Gregory's Street Directory)

From Rooty Hill (station) via Rooty Hill Rd [South], Great Western Hwy, Wallgrove Rd, New Horsley Rd (?), Horsley Rd.

Timetable Summary

28 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Wallgrove Camp†	15	M-F	Rooty Hill	5.45am	W'grove Camp	6.38pm	8 trips	A
		Sat		7.45am		7.10pm	7 trips	B
		Sun						

† Selected trips extended to Horsley Park.

A – 2 trips extended to Horsley Park.

B – Plus picture bus Saturday night.

20 August 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Eastern Creek-Mt Druitt	Fr R Hill 5E 20M	M-F	Rooty Hill	6.15amM	Mt Druitt	4.30pmR	Ph	
					Eastern Ck	6.15pmR		
		Sat		9.10amM	Mt Druitt	11.45amR	A	
		Sun		8.40amE	Eastern Ck	10.05amR	2 trips	

A – Rooty Hill-Eastern Creek 2 trips, Rooty Hill-Mt Druitt 3 trips. Plus short-working/s before first trip & after last trip shown.

E – To Eastern Creek.

M – To Mt Druitt.

Ph – Peak hours only (Rooty Hill-Eastern Creek 6 trips, Rooty Hill-Mt Druitt 4 trips). Plus school trips Rooty Hill-Horsley Park. Plus short-working/s before first trip shown.

R – To Rooty Hill.

27 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Eastern Creek-Mt Druitt	Fr R Hill 5E 17M	M-F	Rooty Hill	6.16amE	Mt Druitt	4.28pmR	A	
					Eastern Ck	6.17pmR		
		Sat		8.34amM	Mt Druitt	11.30amR	4 trips	
		Sun						

A – Peak hours, Rooty Hill-Eastern Creek. Day, Rooty Hill-Eastern Creek-Mt Druitt (2 trips from Rooty Hill, 3 trips from Mt Druitt). Plus school trips Rooty Hill-Horsley Park.

E – To Eastern Creek.

M – To Mt Druitt.

R – To Rooty Hill.

Route 73

DOUBLE BAY – CENTRAL RAILWAY via Five Ways, Paddington

Timeline

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

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Double Bay (William St at Pearce St) via William St, Bay St, Cross St, New South Head Rd, Glenmore Rd (Paddington), 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 Double Bay.

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Double Bay-Central Railway	26	M-F	Double Bay	6.28am	Central Rly	11.00pm	60	
		Sat		6.28am		12.00mn	60	
		Sun						

Route 73

BANKSTOWN – CHESTER HILL (Pipeline) via various routes

BANKSTOWN – POTTS HILL

Timeline

31 August 1948:

- Bankstown – Chester Hill (Pipeline) (via?) commenced by Geoff Dewey & Stan Hart. Geoff Dewey later became sole proprietor.
- The license covered an extension to Granville, but it is thought this was never operated.

By 1958: New route, Bankstown – Potts Hill, commenced.

1 July 1963: Operator incorporated as Chester Hill-Bankstown Bus Service.

By 1966: Bankstown – Chester Hill trips ran *either* via Sefton station *or* via Buist & Hector Sts.

2 February 1981: Bankstown – Potts Hill transferred to Drummond Transit and incorporated into Drummond's 123.

By 10 May 1982:

- Evening, Saturday afternoon & Sunday trips rerouted via a combined route (via Batt St).
- Weekday & afternoon peak hour trips similarly rerouted by 3 January 1984.
- From 3 January 1984 routes were:
 - Bankstown – Sefton – Chester Hill via Batt St (daytime weekdays, afternoon peak hour, Saturday afternoon & Sundays)
 - Bankstown – Chester Hill via Buist & Hector Sts (morning peak hour & Saturday morning).

By October 1985: Most weekday trips between approx. 7.00am & 6.00pm replaced by 320 "Red Arrow", leaving 73 as Bankstown – Sefton – Chester Hill via Batt St (plus generally alternate trips on Saturday morning running via Buist & Hector Sts). 73 & 320 (later 910) shared route between Bankstown & Chester Hill (Pipeline) except between Batt St & Proctor Pde.

3 February 1986: Transferred to Auburn Bus Service (Barry Briggs & Stephen Todd).

29 July 1987: 320 [1925 number] was renumbered 910 [in the Sydney Region Route Number System] & continued to share most of route between Bankstown & Chester Hill (Pipeline) in daylight hours on weekdays & Saturday mornings.

9 October 1989: Auburn Bus Service transferred to Ian Barden & Associates.

1 August 1990: Auburn Bus Service formed an association with Nowra Coaches and trading name changed to Auburn Coaches.

21 September 1990: Transferred to Crossley Bus Lines (Colin Crossley and Eddie Hayman).

17 December 1995: Weekday & Saturday morning service on 73 improved (or when renumbered 908 in July 1996?) to match combined service on 73 & 910 between Bankstown & Chester Hill, when 910 curtailed to run only Parramatta – Chester Hill, thus no longer sharing route between Bankstown & Chester Hill.

July 1996: Renumbered 908 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Bankstown – Chester Hill (Pipeline)

Circa 1968 (Source: RGH notes)

Via Sefton

From Bankstown Square (shops) via Lady Cutler Av, North Tce, Marion St, Meredith St, Hume Hwy (**Yagoona**), Church St, Auburn Rd, Brodie St, Rose St, Wellington Rd (**Sefton**), Helen St, Kerrinea Rd, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Elliston St, Hector St to Boundary Rd (Pipeline).

From Chester Hill (Pipeline) (Hector St at Boundary Rd) via Hector St, Elliston St, Priam St, Waldron Rd, then reverse route to Marion St, then Fetherstone St, The Mall to Bankstown Square shops.

Via Buist St

From Bankstown Square (shops) via Lady Cutler Av, North Tce, Marion St, Meredith St, Hume Hwy (**Yagoona**), Church St, Auburn Rd, Brodie St, Buist St, Hector St, Proctor Pde Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Elliston St, Hector St to Boundary Rd (Pipeline).

From Chester Hill (Pipeline) (Hector St at Boundary Rd) via Hector St, Elliston St, Priam St, Waldron Rd, then reverse route to Marion St, then Fetherstone St, The Mall to Bankstown Square shops.

Alterations

By 10 May 1982 (Source: timetable):

- Turning movement at Pipeline, from Priam St via Wolumba St, Boundary Rd, Hector St, Elliston St.
- To approach Bankstown from Meredith St via French Av, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square shops. Return via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St.

Bankstown – Sefton – Chester Hill (Pipeline) via Batt St (*combined route*)

By 10 May 1982 (Source: timetable):

From Bankstown Square (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Meredith St, Hume Hwy (**Yagoona**), Church St, Auburn Rd, Brodie St, Buist St, Hector St, Batt St, Rose St, Wellington Rd (**Sefton**), Helen St, Kerrinea Rd, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Wolumba St, Boundary Rd to Hector St (Pipeline).

From Chester Hill (Pipeline) (Hector St at Boundary Rd) via Hector St, Elliston St, Priam St, Waldron Rd, then reverse route to Meredith St, then French Av, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square shops

Alteration

By November 1990 (Sundays only): To approach Chester Hill (Pipeline) from Waldron Rd via Miller Rd, Curtis Rd, Campbell Hill Rd, Wolumba St, Boundary St to Pipeline. Unaltered on return.

Bankstown – Potts Hill

Circa 1969 (Source: RGH notes)

From Bankstown Square (shops) via Lady Cutler Av, North Tce, Marion St, Meredith St, Hume Hwy, Cooper Rd (**Yagoona**), Palomar Pde, Woodbine St, Ashby St, McMillan St, Anthony St, Brunker Rd, (**Potts Hill**), Cooper Rd,

Hume Hwy, Meredith St, North Tce, Chapel Rd, The Mall, Fetherstone St, North Tce, The Appian Way, The Mall, Jacobs St to Bankstown Square shops.

Timetable Summary

8 January 1962 (Potts Hill)

10 December 1962 (Chester Hill)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Bankstown-Chester Hill (Pipeline) via Sefton	21	M-F	Chester Hill	5.46am	Chester Hill	6.53pm	30	A
		Sat	Bankstown	7.25am		7.04pm	AM 30 PM 60	
		Sun	Chester Hill	8.05am		7.24pm	120	
Bankstown-Chester Hill (Pipeline) via Buist St	28	M-F	Chester Hill	5.39am	Bankstown	7.26pm	30	
		Sat		6.28am		7.25pm	AM 30 PM 60	
		Sun		9.05am		7.46pm	120	
Bankstown-Potts Hill	10	M-F	Yagoona	5.58amP	Potts Hill	4.50pmB	60*	
			Bankstown	8.25amP		6.40pmY		
		Sat		7.15amP		12.55pmB	30	D
		Sun						

The Chester Hill terminus for most trips was at Pipeline, but for selected trips at Chester Hill station.

Average day frequencies along common route:

M-F Bankstown-Chester Hill (Pipeline) 15.

Sat AM: Bankstown- Chester Hill (Pipeline) 15.

PM: Bankstown-Chester Hill (Pipeline) 30.

Sun Bankstown-Chester Hill (Pipeline) 60.

* More frequent in peak hours.

A – Plus picture bus Friday night.

B – To Bankstown.

C – To Chester Hill (Pipeline).

D – Plus picture bus Saturday night.

P – To Potts Hill.

Y – To Yagoona.

July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Bankstown-Chester Hill (Pipeline) via Batt St	35	M-F	Chester Hill	5.15am	Bankstown	7.25pm	20/40	A
		Sat		7.00am		6.35pm	60	
		Sun		9.00am		5.00pm	60	B

Average day frequencies along common route:

M-F Bankstown-Chester Hill (Pipeline) (73, 910§) 20.

Sat AM: Bankstown-Chester Hill (Pipeline) (73, 910§) 30.

PM: Bankstown-Chester Hill (Pipeline) (73) 60.

Sun Bankstown-Chester Hill (Pipeline) (73) 60.

§ See Private Route Histories – Contract Region 13.

A – Extra trips Thursday night.

B – Extra trip summer months.

Route 74

DOUBLE BAY – BELLEVUE HILL via Victoria Rd

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Double Bay (New South Head Rd at Preston Av) via New South Head Rd, Victoria Rd to Bellevue Rd (Bellevue Hill). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Double Bay-Bellevue Hill	9	M-F	Double Bay	8.05am	Bellevue Hill	7.50pm	30	A
		Sat		8.05am		11.35pm	30	B
		Sun						

A – Extra trips Monday, Wednesday & Friday nights.

B – Gaps in service.

Route 74

COOGEE – RANDWICK – DACEYVILLE – MAROUBRA JUNCTION

(The location of the Daceyville terminus is now known as Kingsford.)

Timeline

8 December 1931: Coogee – Daceyville commenced by Mrs EL Tolhurst, replacing 61 which had ceased on 31 October 1931.

21 May 1937: Extended from Daceyville to Maroubra Junction.

4 January 1938: Taken over by Department of Road Transport & Tramways & rearranged:

- Coogee – Randwick Junction remained as 74 and extended to City (York St)
- Randwick Junction – Maroubra Junction amalgamated with existing 159 (Rose Bay – Randwick (Earl St)) as 159 Rose Bay – Randwick – Maroubra Junction.

Route 74

HURSTVILLE – KYLE BAY

Timeline

1947: Renumbered from Hurstville – Kyle Bay section of 106, operated by AJ (Archie) Moore (later part of the Harris Park Transport group).

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

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

Streets

Circa 1948 (Source: Gregory's Street Directory)

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

Circa 1970 (Source: RGH notes)

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

Merriman St diversion: From Resthaven Rd/Crawford Rd via Crawford Rd, Nellella St, Mooney Av, Waratah St, Merriman St to Kyle Pde.

Timetable Summary

1 May 1970

See also 106

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Kyle Bay	12	M-F	Kyle Bay	5.46am	Hurstville	8.46pm	30*	A
		Sat		7.42am		7.16pm	30	A
		Sun		8.55am		5.46pm	30	A

* More frequent in peak hours.

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

Combined Routes 74/106

HURSTVILLE – KYLE BAY – CONNELLS POINT

Timeline

By 1970: Selected off-peak, most Saturday and all Sunday trips on 74 & 106 ran via combined 74/106, Hurstville – Kyle Bay – Connells Point – Hurstville. The proportion of trips via the combined route increased until 1 April 1996. Operated by AJ (Archie) Moore (part of the Harris Park Transport group).

1 April 1996: All trips on 74 & 106 ran via combined 74/106.

22 December 2004: Transferred to Punchbowl Bus Co & renumbered 953, after AJ Moore gave notice to discontinue contract with Ministry of Transport.

Streets

Circa 1970 (Source: RGH notes)

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

Timetable Summary

1 April 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Kyle Bay-Connells Point	25 round trip	M-F	Kyle Bay	6.10am	Hurstville	9.20pm	30*	A
		Sat		8.00am		5.45pm	30	
		Sun		8.08am		6.00pm	120	A

* More frequent in peak hours.

A – Selected weeknight and all Sunday trips combined with 115, Hurstville-Hurstville Grove.

Route 75

DOUBLE BAY (Edward St) – CENTRAL RAILWAY via Manning Rd

(Edward St, Double Bay terminus was in current Woollahra.)

Timeline

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

1926: Possibly transferred to Comfort Coach Co (a subsidiary of Dalgety & Co).

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Double Bay (Edward St at Magney St [probably now Russell St]) via Edward St, Manning Rd, New South Head Rd (**Edgecliff**), 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 Double Bay.

Alterations

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

- Ex Double Bay from Bayswater Rd via Darlinghurst Rd, Oxford St. Reverse on return.
- 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		
Double Bay (Edward St)- Central Railway	25	M-F	Edward St	6.58am	Central Rly	10.56pm	60	
		Sat		6.58am		10.56pm	60	
		Sun						

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Double Bay (Edward St)- Central Railway	25	M-F	Edward St	7.27am	Central Rly	9.15pm	Ph1	A
		Sat		7.27am		9.15pm	Ph2	
		Sun						

A – Extra trip Wednesday night.

Ph1 – Peak hours only.

Ph2 – Morning, midday & afternoon peak hours.

Route 75

GLADESVILLE – FIELD of MARS CEMETERY – NORTH RYDE – MACQUARIE CENTRE

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

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

Timeline

By 1948:

- Gladesville – Field of Mars Cemetery – North Ryde (Magdala Rd) renumbered from part of 205.
- Selected night trips through-routed with 205, as Gladesville – North Ryde – Ryde. (By 1961 this through-routing applied to all trips on weeknights, Saturday afternoons & all-day Sunday.)
- Operated by Fred Rohrs (?).

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

August 1957: Extended in North Ryde from Magdala Rd to Epping Rd (destination sign “Epping Hwy”).

By 9 April 1962: Selected trips diverted via Dress Circle Estate. (Most trips diverted this way by 1966.)

16 January 1967: Through-routing with 205 ceased, due to reduction of 205 to a peak hour and Saturday route.

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

17 November 1981: Extended from North Ryde (Epping Rd) to Macquarie Centre, upon its opening.

23 July 1990: As part of general reorganisation of North & Western’s routes, renumbered 539 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Gladesville – North Ryde (Magdala Rd)

Circa 1948 (Source: Gregory’s Street Directory)

From Gladesville via Victoria Rd, Monash Rd, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd to Field of Mars Cemetery, then Badajoz Rd, Coss Rd, Cressy Rd to Magdala Rd (North Ryde).

Gladesville – North Ryde (Epping Rd)

Circa 1964 (Source: RGH notes)

From Gladesville (Victoria Rd at Pittwater Rd) via Victoria Rd, Monash Rd, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd, John Miller St, Milne St, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**Dress Circle Estate**), Elliott Av, Twin Rd, Badajoz Rd, Coss Rd, Cressy Rd, Pittwater Rd to Epping Rd (North Ryde).

From North Ryde (Epping Rd) (Pittwater Rd at Epping Rd) via Blenheim Rd, Coss Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**Dress Circle Estate**), Elliott Av, Twin Rd, Badajoz Rd, Milne St, then reverse route to Gladesville.

Connection between 75 & 205, when through-routed: Ex Gladesville from Blenheim Rd/Pittwater Rd via Pittwater Rd, Epping Rd to Epping Rd/Wicks Rd. Ex Ryde from Epping Rd/Wicks Rd via Epping Rd, Pittwater Rd, Cressy Rd, Coss Rd.

North Ryde terminus alterations

- **Circa 1966:** Ex Gladesville from Pittwater Rd/Epping Rd via Blenheim Rd to end of stub at Epping Rd. Return via Blenheim Rd, Coss Rd.
- **By 1975:** Ex Gladesville from Pittwater Rd via Clarence St (terminus at Clarence St at Pittwater Rd). Return via Blenheim Rd.

Gladesville – North Ryde – Macquarie Centre

Alterations

- **From 17 November 1981 (Source: timetable):** Extended from Clarence St via Blenheim Rd, Edmondson St, Ryrie St, Morshead St, Wicks Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal. Reverse on return.
- **From 17 November 1981 (Source: timetable):** From Gladesville via Pittwater Rd, Thompson St, Higginbotham Rd (instead of Victoria Rd, Monash Rd). Reverse on return.
- **By April 1982 (Source: timetable):** Ex Gladesville from Pittwater Rd via Blenheim Rd, Edmondson St. Reverse on return.
- **By April 1982 (Source: timetable) (selected trips):** From Gladesville via Victoria Rd, Monash Rd, Higginbotham Rd; reverse on return.

Timetable Summary

20 April 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Magdala Rd)	Fr Glades 13F 16C 18M	M-F	Cressy Rd	5.55amG	Magdala Rd	5.33amG	A	
			Gladesville	8.29amM	Gladesville	11.00pmC		
		Sat	Cressy Rd	6.40amG	Magdala Rd	1.44pmG	B	
			Gladesville	8.10amM	Cressy Rd	6.55pmC		
		Sun	Magdala Rd	7.52amG	Magdala Rd	4.22pmG	D	
					Cressy Rd	11.05pmG		

In this table, Cressy Rd means Cressy Rd/Coss Rd.

A – Peak hours & night, Gladesville-North Ryde (Cressy Rd). Day, Gladesville-North Ryde (Magdala Rd) 40.

B – Early morning, Gladesville-North Ryde (Cressy Rd). Morning, Gladesville-North Ryde (Magdala Rd) 45.

Afternoon, Gladesville-Field of Mars Cemetery 30 (selected trips extended to North Ryde (Cressy Rd)). Plus picture buses to/from Gladesville & North Ryde (Khartoum Rd).

C – To North Ryde (Cressy Rd).

D – Morning, Gladesville-North Ryde (location?) 60 (most trips through-routed with 205 to Ryde). Afternoon,

Gladesville-various termini. Night, Gladesville-North Ryde (Cressy Rd).

F – To Field of Mars Cemetery.

G – To Gladesville.

M – To North Ryde (Magdala Rd).

9 April 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Epping Rd)	17	M-F	Epping Rd	5.45am	Gladesville	11.03pm	40	
		Sat		6.58am		7.00pm	AM 40 PM 60	A
		Sun	Gladesville	9.00am	Epping Rd	8.52pm	60	

A – Plus picture bus Saturday night.

25 December 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Epping Rd)	17	M-F	Epping Rd	6.01am	Epping Rd	7.19pm	45	
		Sat		7.28am	Gladesville	5.30pm	AM 45 PM 60	
		Sun						

5 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde-Macquarie Centre	28	M-F	Gladesville	6.55am	Macquarie Ctr	5.45pm	60*	A
		Sat		7.20am		12.20pm	60	B
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

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

Route 75

MIDWAY SHOPS, RYDE – GLADESVILLE BRIDGE [now Huntleys Point] WHARF

Timeline

3 April 1973: Commenced by Hunters Hill Bus Co (John A Gilbert family, majority shareholder; KA (Ken) Butt, manager) (possibly under permit) in conjunction with introduction of Circular Quay – Gladesville hydrofoil ferry service.

29 September 1973: Ceased without replacement, as a result of ferry service ceasing.

Streets

From 3 April 1973 (Source: timetable)

From Midway shops, Ryde (North Rd/Lovell Rd) via North Rd, Watts Rd, Bridge Rd, Smalls Rd, Quarry Rd, Pidding Rd, Higginbotham Rd, Monash Rd (**Gladesville**), Ryde Rd, Mary St, Manning Rd, Victoria Rd, Huntleys Point Rd to Gladesville Bridge ferry wharf.

Timetable Summary

3 April 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Midway shops-Gladesville Bridge Wharf	18	M-F	Midway shops	6.22am	Glades Bge Wf	6.28pm	40	
		Sat		6.22am		1.17pm	40	
		Sun						