



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 76 – 100

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 76

DOVER RD, ROSE BAY – BONDI BEACH – NORTH BONDI via Curlewis St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by BC Moorfoot. Also operated for a period by 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.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Rose Bay (Dover Rd at New South Head Rd) via Dover Rd, Old South Head Rd, Curlewis St, Sophia St [now Glenayr Av], Hall St, Campbells Pde, Ramsgate Av to Beach Ct [? location] (North Bondi). Reverse on return.

Alterations

- *1926 (Source: Govt Gazette of 15 October 1926):* Ex Dover Rd from Campbells Pde via Military Rd to Wallis Pde (North Bondi). Reverse on return.
- *1927 (Source: Govt Gazette of 27 May 1927):* Reverted to route as at 1925.

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		
Dover Rd, Rose Bay-North Bondi	15	M-F	Dover Rd	7.45am	Nth Bondi	7.30pm	30	
		Sat		7.45am		10.30pm	30	
		Sun		7.45am		10.00pm	30	

Route 76

FAIRFIELD – FAIRFIELD WEST – ST JOHNS PARK – GREENFIELD PARK via Hamilton Rd FAIRFIELD – WAKELEY (Avoca Rd) via Thorney Rd

(Parts of Fairfield West & St Johns Park on the western side of Smithfield Rd became the suburb of Greenfield Park in 1979.)

Timeline

1930s: Fairfield – Fairfield West (location?) via Hamilton Rd commenced by Cyril P Fisher (later operated by Mrs EJ Fisher), later trading as Fishers Bus Service.

By 1946: Outer terminus was at Mimosa Rd, St Johns Park [in current Greenfield Park].

By August 1961: Most trips ran Fairfield – Fairfield West (King Rd), but selected trips extended to Greenfield Rd/Mimosa Rd, St Johns Park. By 1983, most trips ran Fairfield – Richards Rd [in current Wakeley], but selected trips extended to Greenfield Park. By September 1988, all trips had been extended to Greenfield Park (Sweethaven Rd).

March 1963: Transferred to Calabro Bros.

By 23 May 1966: Extra route, Fairfield – Wakeley (Avoca Rd) via Thorney Rd, commenced.

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

4 February 1991: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*):

824 Fairfield – Wakeley (Avoca Rd) via Thorney Rd

825 Fairfield – Greenfield Park via Hamilton Rd

Streets

Fairfield – Fairfield West (Mimosa Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield (station) via The Crescent, Hamilton Rd [part now Dunstan St], Liverpool [now part of Smithfield] Rd, Smithfield Rd, Mimosa Rd (Fairfield West) [in current Greenfield Park].

Alterations

- *Circa 1969 (Source: RGH notes/timetable):* Outer terminus at Mimosa Rd/Greenfield Rd.
- *Circa 1984 (Source: timetable):* From Smithfield Rd via Myrtle Rd, Greenfield Rd, Mimosa Rd, Smithfield Rd, Richards Rd, Bulls Rd, Hamilton Rd.

Fairfield – Greenfield Park (Sweethaven Rd)

Alteration

Circa 1988 (Source: timetable): Extended from Greenfield Park (Greenfield Rd) via Mimosa Rd, Powhatan St, Arrowhead Rd, Sweethaven Rd, Cheyenne Rd, Cherokee Av, Smithfield Rd.

Fairfield – Wakeley (Avoca Rd)

Circa 1969 (Source: RGH notes)

From Fairfield (The Crescent at station) via The Crescent, Hamilton Rd, The Boulevard, Kalora Av, Maud St, Thorney Rd, King Rd to Avoca Rd/Humphries Rd (Wakeley). Reverse on return.

Alteration

Circa 1984 (Source: timetable): Extended in Wakeley from King Rd/Avoca Rd via Avoca Rd, Foxlow St, Wyharborough Pl, Harden St, Avoca Rd to King Rd.

Timetable Summary

14 August 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Fairfield West (King Rd)†	Fr Fair 10K 14B 21G	M-F	Mimosa Rd	5.22amF	Greenfield Rd	6.34pmF	A	
			Greenfield Rd	7.02amF	Fairfield	9.41pmK		
		Sat	Maude St	6.15amF		7.41pmK	C	
			Fairfield	8.49amG	Greenfield Rd	6.40pmF		
		Sun	King Rd	7.42amF	Box Rd	7.36pmF	D	
			Fairfield	7.48amB	Maude St	8.20pmF		

* More frequent in peak hours.

† Selected trips extended to St Johns Park (Greenfield Rd).

A – Peak hours & day, Fairfield-Fairfield West (King Rd) 30*. 15 trips extended to Fairfield West (Maude St). 11 trips further extended to St Johns Park (Mimosa Rd or Greenfield Rd). Extra trips Friday night.

B – To Fairfield West (Box Rd).

C – Morning, Fairfield-Maude St 10-15. Afternoon, Fairfield-King Rd 30. 9 trips extended to St Johns Park (Mimosa Rd or Greenfield Rd). Plus picture bus & trip from Fairfield to King Rd at 12.13am.

D – Day, Fairfield-King Rd 30. 3 trips extended to Box Rd. Gap in service.

F – To Fairfield.

G – To St Johns Park (Greenfield Rd).

K – To Fairfield West (King Rd).

30 November 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Fairfield West (King Rd)†	Fr Fair 10K 21S	M-F	King Rd	5.13amF	Fairfield	11.12pmK	30*	A
		Sat		5.38amF		11.12pmK	AM 15 PM 30	A
		Sun		7.48amF		7.14pmK	30	A
Fairfield-Wakeley (Avoca Rd) DATED 1966	12	M-F	Avoca Rd	5.08am	Fairfield	7.48pm	30	
		Sat		5.34am		11.52am	30	
		Sun						

* More frequent in peak hours.

† Selected trips extended to St Johns Park.

A – Base service, Fairfield-Fairfield West (King Rd). Trips extended from Fairfield West (King Rd) to St Johns Park (Mimosa Rd or Greenfield Rd): M-F 13, Saturday (6 from Greenfield Rd, 8 from Fairfield), Sunday 2. Many short-workings ran Fairfield-Fairfield West (Maude St). Gap in service on Sunday.

F – To Fairfield.

K – To Fairfield West (King Rd).

S – To St Johns Park (Greenfield Rd).

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Greenfield Park	15	M-F	Richards Rd	5.06am	Fairfield	10.05pm	20*	A
		Sat		5.34am		6.07pm	AM 15 PM 30	A
		Sun	Greenfield Pk	8.58am		5.36pm	30	B

* More frequent in peak hours.

A – Approx every third trip extended to Mimosa Rd or Greenfield Rd.

B – Gap in service.

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Greenfield Park	24	M-F	Greenfield Pk	4.28am	Fairfield	10.25pm	20*	
		Sat		5.25am		6.50pm	30	
		Sun		8.18am		6.15pm	30	A

* More frequent in peak hours.

A – Gap in service.

Route 77

FIVE DOCK – DRUMMOYNE – CENTRAL RAILWAY via Glebe Island Bridge

Timeline

As at date of Govt Gazette 13 November 1925: Thompson St/Rawson Av, Drummoyne – Central Railway being operated by WH Bourne/Bourne & Co. Rod Smith may have also operated this route at some stage.

By date of Govt Gazette 22 June 1928: Extended from Thompson St/Rawson Av, Drummoyne to Brent St, Five Dock.

About 1930: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926)

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

Streets

Drummoyne – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Thompson St at Rawson Av) via Thompson St, Lyons Rd, Bridge St, Drummoyne Bridge, Weston Rd, Commercial Rd [all since Bridge St now Victoria Rd] (**Rozelle**), Glebe Island Bridge, Bank 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 Bridge St, then Day St, Tranmere St, Rawson Av, Thompson St to Rawson Av (Drummoyne).

Five Dock – Drummoyne – Central Railway

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended to start from Five Dock (Brent St at Lyons Rd) [now located in Russell Lea] via Brent St, Lyons Rd, Thompson St, Rawson Av, Tranmere St, Day St, Bridge 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		
Drummoyne-Central Railway	25	M-F	Drummoyne	6.40am	Central Rly	11.00pm	30	
		Sat		6.40am		11.00pm	30	
		Sun		9.00am		11.15pm	30**	

** Every 15 after 6.00pm Sundays.

Route 77

FAIRFIELD (station) – FAIRFIELD (? location)

Timeline

By October 1935: Commenced by HG Delaney.

(?): Ceased or extended or revived as per following entry (?).

Route 77

FAIRFIELD – CABRAMATTA via Sackville St

General note: Fairfield – Fairfield South operated as part of 80 for a short period in 1936.

Timeline

May 1946: Commenced by HJ Finch.

By 1 February 1949: Transferred to WA (Bill) & JC (Cec) Johnston.

May 1957: Transferred to Calabro Bros.

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

4 February 1991: Absorbed into 830 (already in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*), which was rerouted via Sackville St between Fairfield and Cabramatta.

Streets

Circa 1969 (Source: RGH notes)

From Fairfield (The Crescent at station) via Hamilton Rd, Lackey St, Frederick St, Hampton St, Avisford St, Sackville St, St Johns Rd, Gladstone St, Hughes St, Railway Pde to Cabramatta station.

From Cabramatta (Railway Pde at station) via Railway Pde, John St, Hill St, Hughes St, then reverse route to Hamilton Rd, then Barbara St, Harris St, Ware St to Fairfield station.

Timetable Summary

1 February 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	20	M-F	Fairfield	5.50am	Cabramatta	9.52pm	17 trips	A
		Sat		8.05am		6.40pm	12 trips	A
		Sun		8.05am		7.20pm	4 trips	B

A – Selected trips ran Fairfield-Delamere St. Plus short-working/s before first trip shown. Plus picture bus Wednesday, Friday & Saturday nights.

B – Selected trips ran Fairfield-Delamere St. Plus short-working/s after last trip shown.

26 September 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	20	M-F	Cabramatta	6.14am	Fairfield	6.10pm	20	
		Sat		7.45am		1.05pm	40	
		Sun						

Route 78

FIVE DOCK (First Av) – DRUMMOYNE – CITY (York St) via Glebe Island & Pyrmont Bridges

Timeline

As at date of Govt Gazette 13 November 1925: Drummoyne – City (York St) being operated by WH Bourne/Bourne & Co.

By date of Govt Gazette 15 October 1926: Extended from Drummoyne to Five Dock (First Av)

By date of Govt Gazette 22 February 1929: Ceased.

Streets

Drummoyne – City (York St)

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Bridge St [now Victoria Rd] at Lyons Rd) via Bridge St, Drummoyne Bridge, Weston Rd, Commercial Rd [all since Bridge St now Victoria Rd] (**Rozelle**), Glebe Island Bridge, Bank St, Miller St (**Pyrmont**), Union St, Pyrmont Bridge, Market St, York St to near Market St (City).

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, then reverse route to Drummoyne.

Five Dock (First Av) – Drummoyne – City (York St)

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Drummoyne via Lyons Rd, Great North Rd to Bridge St (Five Dock). 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		
Drummoyne-City (York St)	24	M-F	Drummoyne	6.55am	York St	6.10pm	30	
		Sat		6.55am		1.10pm	30	
		Sun						

Route 78

FAIRFIELD – BOSSLEY PARK

- Including King Rd (later Corio Rd) Loop

Timeline

Between 1929 & 1932: Became a metropolitan bus route, after having been a “country” route. Operated by ME & AR Evans (Muriel & Arthur Evans; Mrs Evans was a daughter of WH Willcox).

By 1960s:

- Trading as Evans Bus Service.
- Most trips ran Fairfield – King Rd (or via King Rd loop), but selected trips extended to Bossley Park.

1965: Transferred to Mrs Evans on the death of Mr Evans.

18 November 1976: Transferred to Bosnjaks Bus Service (Bosnjak family).

25 October 1982: Renumbered 832 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*).

Streets

Fairfield – Bossley Park

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield (station) via The Crescent, Ware St, Station St, The Boulevarde, Polding St, Mimosa Rd (Bossley Park).

Alteration

Circa 1969 (Source: RGH notes): Extended in a loop from Mimosa Rd via Bossley Rd, Cowpasture Rd (**Bossley Park**), Prairie Vale Rd, Mimosa Rd, back to Fairfield station.

Fairfield – Bossley Park (including King Rd (later Corio Rd) Loop)

King Rd loop:

Mornings

From Polding St via Liverpool [now Smithfield] Rd, King Rd to Polding St.

Afternoons

From Polding St via King Rd, Liverpool [now Smithfield] Rd to Polding St.

Alterations

By October 1980 (Source: timetable):

- From Fairfield via Smart St, Nelson St, Station St. Reverse on return.
- (*King Rd loop extended as Corio Rd loop*): From Smithfield Rd via Beavors Rd, Corio Rd, Polding St.
- (*Selected trips*): From Polding St via Prairie Vale Rd, Mimosa Rd, Polding St back to Fairfield station.
- (*Selected trips*): Via Sackville St instead of The Boulevarde.

Timetable Summary

31 October 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Bossley Park	19	M-F	King Rd	5.27am	Fairfield	8.45pm	30*	A
		Sat		5.38am		7.15pm	15-30	A
		Sun		8.25am		6.42pm	30-60	B

* More frequent in peak hours.

A – Trips extended to Bossley Park: M-F 21, Saturday 9.

B – 6 trips extended to Bossley Park. Gap in service.

1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Bossley Park	23	M-F	Corio Rd	6.20am	Fairfield	9.34pm	20*	A
		Sat		5.56pm		6.55pm	AM 20 PM 30	A
		Sun		8.48am		6.10pm	30	B

* More frequent in peak hours.

A – Trips extended to Bossley Park: M-F 17, Saturday 9.

B – 3 trips extended to Bossley Park. Gap in service.

Route 79

DRUMMOYNE – FIVE DOCK – BURWOOD via Lyons Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by WH Bourne/Bourne & Co.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Burwood Rd, George St, Mary St, Deane St to Burwood Rd (Burwood).

From Burwood (Deane St at Burwood Rd) via Deane St, Burwood Rd, then reverse route to Drummoyne.

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		
Drummoyne-Burwood	26	M-F	Drummoyne	6.25amB	Burwood	7.46pmD	A	
				6.30amF	Five Dock	10.50pmD		
		Sat		6.25amB	Burwood	7.46pmD	A	
				6.30amF	Five Dock	10.50pmD		
		Sun		9.05amB	Burwood	10.30pmD	60	

A – Drummoyne-Five Dock 20, Drummoyne-Burwood 60.

B – To Burwood.

D – To Drummoyne.

F – To Five Dock.

Route 79

EASTWOOD – MARSFIELD (Waterloo Rd) via Vimiera Rd

Timeline

By date of Govt Gazette 22 June 1928: Commenced.

By October 1935: Operated by Francis Myers.

By the late 1930s: Absorbed into 85.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Eastwood (Railway Pde at station) via Railway Pde, Ethel St, Bennett [now Blaxland] Rd, Vimiera Rd to Waterloo Rd (Marsfield). Reverse on return.

Route 79

CITY (various termini) – TAMARAMA

Timeline

22 March 1948:

- City (Macquarie Pl) – Tamarama commenced jointly by Roy A Berglund & JH (Joe) Bowden, who originally owned one bus each.
- Referred to originally as a “taxi–bus service.”

Soon after: City terminus altered from Macquarie Pl to opposite Sydney Town Hall (George St).

September 1953: Bowden assumed full control, then or later trading as Bowden’s Blue Express Bus Service and later Bowden’s Express Bus Service.

5 June 1974: Transferred to Public Transport Commission when Bowden handed in license, due to declining patronage on a route surrounded by Government bus routes.

Streets

City (Macquarie Pl) – Tamarama

Circa 1948 (Source: Gregory’s Street Directory)

From Tamarama via Fletcher St, Alexander St, Kenneth St, Gaerloch Av, Pacific Av, Marine Dr [now Tamarama Marine Dr & Bronte Marine Dr] (**Bronte**), Bayview St, Hewlett St, Alfred St, Birrell St (**Waverley**), York Rd, Oxford St, Moore Park Rd, Fitzroy St, Crown St, Oxford St, College St, Prince Albert Rd, Macquarie St, Bridge St, Macquarie Pl (City).

City (Town Hall) – Tamarama

Circa 1965 (Source: RGH notes)

From City (Town Hall) (George St) via Bathurst St, Elizabeth St, Liverpool St, Oxford St, Flinders St, Moore Park Rd, Oxford St, York Rd, Birrell St (**Waverley**), Ashton St, York Rd, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Bronte Rd, Murray St, Hewlett St (**Bronte**), (second) Bayview St, Bronte Marine Dr, Tamarama Marine Dr, Pacific Av, Gaerloch Av, Kenneth St, Marks Lane, Fletcher St to Alexander St (Tamarama).

From Tamarama (Fletcher St at Alexander St) via Alexander St, Gaerloch Av, then reverse route to Elizabeth St, then Park St, George St to opposite Town Hall (City).

Alteration

Circa 1970 (Source: RGH notes): Ex City (Town Hall) from Bourke St via Birrell St, Carrington Rd, Victoria St, Prospect St, Bronte Rd. Reverse on return.

Timetable Summary

22 March 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Tamarama	30	M-F	Tamarama	6.15am	Town Hall	11.05pm	30*	
		Sat		7.00am		11.05pm	30	
		Sun						

* More frequent in peak hours.

Route 80

DRUMMOYNE – FIVE DOCK – STRATHFIELD via Lyons Rd

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Moseley St, Everton Rd to Bridge Rd [which passed over railway station] (Strathfield station). 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		
Drummoyne-Strathfield	28	M-F	Drummoyne	6.45amF	Strathfield	6.15pmD	60	A
				8.05amS	Five Dock	10.50pmD		
		Sat	Drummoyne	6.45amF	Strathfield	6.15pmD	60	A
				8.05amS	Five Dock	10.50pmD		
		Sun	Drummoyne	1.30pmS	Strathfield	10.00pmD	60	

A – Day, Drummoyne-Strathfield (& short-working/s in peak hours). Night, Drummoyne-Five Dock.

D – To Drummoyne.

F – To Five Dock.

S – To Strathfield.

Route 80

FAIRFIELD – WETHERILL PARK via various routes

- **Extended from Fairfield to Fairfield South (1936)**
- **Extended from Wetherill Park to Horsley Park (limited service, from 1933)**
- **Further extended from Horsley Park Post Office to Horsley Park Loop**
- **Fairfield – Smithfield (Chifley St) (1976-82)**

(Smithfield St between Fairfield & Wetherill Park is now The Horsley Dr.)

Timeline

1925: Fairfield – Wetherill Park via Smithfield St commenced by CW Gordon.

1928: Transferred to SF (Sam) Money. (A list dated October 1935 shows operator as Mrs MT Money.)

17 August 1933: Selected trips extended from Wetherill Park to Horsley Park Post Office.

14 September 1936: Extended from Fairfield to Fairfield South (Delamere & Sackville Sts).

24 October 1936: Extension from Fairfield to Fairfield South ceased. A similar but extended route, Fairfield – Cabramatta via Sackville St, operated as 77 as from May 1946.

September 1947: Transferred to JC (Cec) Johnston.

By March 1950:

- Transferred to WA (Bill) & JC (Cec) Johnston.
- Trips between Fairfield & Smithfield ran *either* via Smithfield St *or* via Brenan St.

October 1962: Operator incorporated as Smithfield Transport.

By 1965: Selected trips extended beyond Horsley Park Post Office to Horsley Park Loop (some timetables referred to “first” & “second” loops [streets?]).

13 March 1965: Transferred to Fairlines Bus Service (Treuer family).

By January 1976: Extra route, Fairfield – Smithfield (Chifley St) (industrial area), commenced.

Early November 1976: Transferred to Bosnjaks Bus Service.

11 September 1978: Extra route, Fairfield – Wetherill Park via Brenan & Shakespeare Sts, commenced.

By May 1979: Fairfield – Wetherill Park via Brenan & Shakespeare Sts incorporated into other Fairfield – Wetherill Park routes (via The Horsley Dr *or* via Brenan St). Most Wetherill Park trips ran from Fairfield via one route & returned via the other.

25 October 1982: Renumbered in to the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*):

828 Fairfield – Wetherill Park via The Horsley Dr (& limited service extended to Horsley Park Post Office or Horsley Park Loop)

829 Fairfield – Wetherill Park via Brenan & Shakespeare Sts (selected trips via Chifley St).

Streets

Fairfield – Wetherill Park (selected trips extended to Horsley Park)

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield (The Crescent at station) via The Crescent, Ware St, Nelson St, Smithfield St (**Smithfield**), Wetherill St, Daniel St [now The Horsley Dr], Whinstanes Rd [now Daniel St], Park St [now Daniel St] (Wetherill Park).

Horsley Park extension (*likely route*): From Wetherill Park via Whinstanes Rd [now The Horsley Dr], Cowpasture Rd, Horsley Rd to Horsley Park Post Office. Reverse on return.

Fairfield – Wetherill Park via The Horsley Dr (selected trips extended to Horsley Park)

Circa 1969 (Source: RGH notes)

From Fairfield (The Crescent at station) via The Crescent, Ware St, Nelson St, The Horsley Dr (**Smithfield**) to Wetherill St (Wetherill Park).

From Wetherill Park (The Horsley Dr at Wetherill St) via The Horsley Dr, Smithfield St [now Court Rd], The Crescent to Fairfield station.

Horsley Park extension: From Wetherill Park (The Horsley Dr at Wetherill St) via The Horsley Dr to Horsley Park Post Office. Reverse on return.

Fairfield – Wetherill Park via Brenan St (selected trips extended to Horsley Park)

Circa 1969 (Source: RGH notes)

From Fairfield (The Crescent at station) via The Crescent, Ware St, Nelson St, The Horsley Dr, Brenan St, Liverpool [now Smithfield] Rd, The Horsley Dr (**Smithfield**) to Wetherill St (Wetherill Park).

From Wetherill Park (The Horsley Dr at Wetherill St) via reverse route to Brenan St, then The Horsley Dr, Smithfield St [now Court Rd], The Crescent to Fairfield station.

Horsley Park extension: From Wetherill Park (The Horsley Dr at Wetherill St) via The Horsley Dr to Horsley Park Post Office. Reverse on return.

Horsley Park Loop

1965 (Source: timetable)

From Horsley Park (Post Office) via Arundel Rd, [Chandos [now Burley] Rd,] Delaware Rd, Horsley Rd to Horsley Park Post Office.

Circa 1969 (Source: RGH notes/timetable)

From Horsley Park (Post Office) via Arundel Rd, Chandos [now Burley] Rd, Delaware Rd, Horsley Rd, Garfield Rd, Lincoln Rd, Horsley Rd to Horsley Park Post Office.

Fairfield – Wetherill Park via The Horsley Dr & return via Brenan St

1979 (Source: timetable)

From Fairfield (The Crescent at station) via The Crescent, Smart St, Nelson St, The Horsley Dr (**Smithfield**), Elizabeth St [now Herrick St] (**Wetherill Park**), Shakespeare St [beyond Lily St, approx along current Vidal St & Newmen Cl], Wetherill St, Brenan St, The Horsley Dr, Court Rd, The Crescent to Fairfield station.

Fairfield – Wetherill Park via Brenan St & return via The Horsley Dr

1979 (Source: timetable)

From Fairfield (The Crescent at station) via The Crescent, Smart St, Nelson St, The Horsley Dr, Brenan St (**Smithfield**), Wetherill St, Shakespeare St [beyond Lily St, approx along current Vidal St & Newmen Cl], Elizabeth St [now Herrick St] (**Wetherill Park**), The Horsley Dr, Court Rd, The Crescent to Fairfield station.

Fairfield – Smithfield (Chifley St)

1979 (Source: timetable/UBD Compact street directory)

From Fairfield (The Crescent at station) via The Crescent, Ware St, Nelson St, The Horsley Dr (**Smithfield**), O'Connell St, Chifley St, Dublin St, Rosford St, Eyre St, Hassall St, Victoria St, Wetherill St to The Horsley Dr. Reverse on return.

Trips via Brenan St: Via Brenan St & Liverpool [now Smithfield] Rd.

Timetable Summary

13 March 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park (Wetherill St)†	Fr Fair 20W 25H	M-F	Horsley Pk	5.27amF	Fairfield	6.25pmH 9.45pmW	A	
			Wetherill St	6.00amF		11.12pmH 12.30amW	B	
		Sat	Fairfield	7.12amH				
			Horsley Pk	7.15amF		6.45pmH 10.25pmW	C	

† Via either Smithfield St or via Brenan St. Selected trips extended to Horsley Park.

A – Fairfield-Wetherill Park (Wetherill St) 45-60 (21 trips via Smithfield St, 16 trips via Brenan St). 14 trips extended to Wetherill Park (Daniel St), 7 trips further extended to Horsley Park.

B – Fairfield-Wetherill Park (Wetherill St) 19 trips (15 trips via Smithfield St, 4 trips via Brenan St), plus short-workings Fairfield-Smithfield. 7 trips extended to Wetherill Park (Daniel St), 5 trips further extended to Horsley Park.

C – Fairfield-Wetherill Park (Wetherill St) 60 (8 trips via Smithfield St, 4 trips via Brenan St). Gap in service. 5 trips extended to Wetherill Park (Daniel St), 3 trips further extended to Horsley Park.

F – To Fairfield.

H – To Horsley Park.

W – To Wetherill Park (Wetherill St).

5 May 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park (Wetherill St)†	Fr Fair 20W 25H	M-F	Wetherill St	5.04amF	Horsley Pk	7.38pmF	A	
			Horsley Pk	5.18amF	Fairfield	9.45pmW		
		Sat	Wetherill St	5.04amF	Horsley Pk	6.55pmF	B	
			Horsley Pk	5.45amF	Fairfield	7.40pmW		
		Sun	Wetherill St	7.20amF	Horsley Pk	6.37pmF	C	
			Horsley Pk	9.37amF	Fairfield	7.40pmW		

* More frequent in peak hours.

† Via either The Horsley Dr or via Brenan St. Selected trips extended to Horsley Park & Cecil Park.

A – Day & night, Fairfield-Wetherill Park (Wetherill St) 15*. Generally alternate trips via The Horsley Dr & via Brenan St. 14 trips extended to Horsley Park. Selected trips on weekdays further extended to Horsley Park Loop.

B – Day, Fairfield-Wetherill Park (Wetherill St): morning 15, afternoon 30. Generally alternate trips via The Horsley Dr & via Brenan St. 8 trips extended to Horsley Park.

C – Day, Fairfield-Wetherill Park (Wetherill St) 30. Generally alternate trips via The Horsley Dr & via Brenan St. 2 trips extended to Horsley Park.

F – To Fairfield.

H – To Horsley Park.

W – To Wetherill Park (Wetherill St).

Route 81

CITY (York St) – DRUMMOYNE – FIVE DOCK – CENTRAL RAILWAY via Pyrmont & Glebe Island Bridges, Lyons & Parramatta Rds

Timeline

As at date of Govt Gazette 13 November 1925: Drummoyne – Five Dock – Central Railway via Lyons & Parramatta Rds being operated by Rod Smith in conjunction with 92. Brien & Brien also operated this route at some stage.

By date of Govt Gazette 22 June 1928: Extended from Drummoyne to City (York St) via Glebe Island & Pyrmont Bridges, making it an almost circular route.

1929/30: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926).

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

Streets

Drummoyne – Five Dock – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Drummoyne (Lyons Rd at Bridge St [now Victoria Rd]) via Lyons Rd, Great North Rd (**Five Dock**), 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 Drummoyne.

City (York St) – Drummoyne – Five Dock – Central Railway

1928 (Source: Govt Gazette of 22 June 1928)

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St (**Pyrmont**), Miller St, Bank St, Glebe Island Bridge, Commercial Rd, Weston Rd (**Rozelle**), Bridge St [all since Glebe Island Bridge now Victoria Rd] (**Drummoyne**), Lyons Rd, Great North Rd (**Five Dock**), 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 Pyrmont Bridge, then Market St, York St to near Market St (City).

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		
Drummoyne-Central Railway	45	M-F	Central Rly	7.02am	Drummoyne	7.53pm	90	A
		Sat		7.02am		7.53pm	90	A
		Sun						

A – Extra trips Friday & Saturday nights.

Route 81

FAIRFIELD – LANSVALE – CABRAMATTA

- **Trips via Hollywood [picnic grounds], Lansvale (circa 1950s)**

(Hollywood picnic grounds were on site of current Liverpool Golf Club, at the end of Hollywood Dr, Lansvale.)

Timeline

3 October 1936: Fairfield – Lansvale – Cabramatta commenced by GW Stanton.

February 1945: Transferred to Booty & Tibbles.

October 1945: Transferred to LA Tibbles.

About 1947: Transferred to CA Booty.

1949:

- Transferred to JH Moore.
- About this time, selected trips on Sundays & Public Holidays service ran via “Hollywood” (ceased by mid-1950s).

October 1952: Transferred to JC Hatcher. (An undated timetable for Route 81 while JC Hatcher was proprietor – 1952 to 1955 – shows a peak hour service, Fairfield – Villawood, which later became 83.)

October 1955: Transferred to Scott & Fletcher.

November 1955: Transferred to John A Gilbert on a temporary basis until transfer to a more permanent operator could be arranged.

February 1956: Transferred to partnership of SC (Syd) Katen & AJ (Alf) Heath.

1 November 1995: Renumbered 817 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Fairfield via Dale St, Fairfield St, Crown St, Hanson St, Normanby St, Tangerine St, Carrington Rd [now The Horsley Dr], Hume Hwy, Water Reserve Rd [now Knight St], Prospect Creek Rd [now Day St], Lansdowne [now Willis] St (**Lansvale**), Georges Hall Rd [now Hollywood Dr], Prospect Creek Rd [now Day St], Georges Hall Rd [now Hollywood Dr], Hume Hwy, Cabramatta Rd [East], Broomfield St (Cabramatta).

Circa 1969 (Source: RGH notes)

From Fairfield (Dale St at station) via Dale St, Fairfield St, Crown St, Hanson St, Normanby St, Tangerine St, The Horsley Dr, Hume Hwy, Knight St, Day St, Willis St (**Lansvale**), Hollywood Dr, Hume Hwy, Lansdowne Rd, Vale St, Longfield St, Hume Hwy, Cabramatta Rd East, Broomfield St to Cabramatta station.

From Cabramatta (Broomfield St at station) via Fisher St, Cumberland St, Cabramatta Rd East, then reverse route to Dale St, then Anzac Av, Lawson St, Wilga St, Dale St to Fairfield station.

Trips via Vine St: Ex Fairfield from Dale St via Vine St, Diprose St, The Horsley Dr. Return from The Horsley Dr via Diprose St, Vine St, Lawson St, Wilga St, Dale St to Fairfield station.

Alterations

Circa 1986 (Source: RGH notes):

- Ex Fairfield from Longfield St via Ralph St, Chadderton St, Hume Hwy. Reverse on return.
- Via Gordon St instead of Diprose St.

Timetable Summary

12 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	29	M-F	Fairfield	6.22pm	Cabramatta	7.10pm	30-60	A
		Sat		8.05am		7.00pm	30	A
		Sun		9.15am		6.45pm	6 trips	

A – Plus short-working/s before first trip shown. Plus picture bus to Fairfield Wednesday, Friday & Saturday nights.
Gap in service on Saturday.

1 March 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	26	M-F	Fairfield	6.35am	Cabramatta	7.15pm	60*	A
		Sat		8.40am		6.15pm	60	B
		Sun	Lansvale	7.30am	Fairfield	10.55am	4 trips	C

* More frequent in peak hours.

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

B – Gap in service.

C – 1 trip extended from Lansvale to Cabramatta.

Route 82

DUMBLETON – HURSTVILLE – SYDENHAM – CENTRAL RAILWAY via Forest Rd

(Dumbleton was renamed Beverly Hills in 1940.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Blue Transit Co (Frank K Bardsley) (?).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Dumbleton (Penshurst St at Stoney Creek Rd) via Penshurst St, Forest Rd (**Hurstville**), Rocky Point Rd, King St [last two now Princes Hwy], Lymerston St, Unwins Bridge Rd, Marrickville [now Railway] Rd, Bolton St [part now Burrows Av] (**Sydenham**), [railway bridge – then an extension of Sydenham Rd], Railway Pde, Marrickville Rd, Victoria Rd, Juliet St, Llewellyn St, Alice St, King St (**Newtown**), Australia St, University St [now Salisbury Rd], Missenden 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 Dumbleton.

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		
Dumbleton-Central Railway	71	M-F	Dumbleton	6.20am	Central Rly	10.30pm	45-90	
		Sat		6.20am		10.30pm	45-90	
		Sun		6.20am		10.30pm	45-90	

Route 82

EPPING – CARLINGFORD via Ray Rd

EPPING – EPPING (Malton Rd) [in current North Epping]

Timeline

By date of Govt Gazette 22 June 1928: Epping – Carlingford (Pennant Pde) via Ray Rd commenced by E Miles.

By 30 June 1933: Extended in Carlingford from Ray Rd to Church St [now Marsden Rd]/Pennant Hills Rd.

12 March 1934:

- Epping – North Epping (Malton Rd) section of 89 transferred from Cedric ME Troy & amalgamated with 82.
- Curtailed from Church St [now Marsden Rd]/Pennant Hills Rd to Ray Rd/Pennant Pde.

After October 1935: Transferred to JE Sinclair & AJ (Archie) Moore.

April 1940: Transferred to RR Palme.

Late 1942: Re-transferred to JE Sinclair & AJ Moore.

December 1946: Transferred to Parramatta – Epping Bus Service (Moore family).

December 1947: Transferred to Richards Bros.

December 1951: Transferred to Watson & Hulme.

By 1952: Extended from Ray Rd/Pennant Pde to North Rocks Rd/Pennant Pde.

By 6 July 1959: Extended in Carlingford from North Rocks Rd/Pennant Pde to North Rocks Rd/Bengahzi Rd (by 1962 ran in a loop via Alamein Av, Bengahzi Rd & North Rocks Rd).

February 1961: Transferred to Ray Rd-Malton Rd Bus Service (partnership of WE (Bill) Hayward & EM (Eddie) Hayman).

December 1962: Transferred to Epping Passenger Service (Bill Hayward).

March 1963: Transferred to Northern Districts Bus Lines (Col Sinclair & Carl N Tattam), also trading as Fleet Services.

11 July 1963:

- Epping – North Epping transferred to Carl Tattam and renumbered 163.
- Remaining part of route, Epping – Carlingford, then fully owned by Col Sinclair, trading as Dundas Valley Coach Co or Sinclair Transport Industries.
- Late Saturday afternoon & Sunday service continued as combined 82/163 till at least 1969.

By 15 June 1965: Selected trips diverted via Rembrandt St (Village shopping centre, later Carlingford Court, later Carlingford Square).

13 December 1973: Transferred to Harris Park Transport (Moore family).

13 January 1992: Most Saturday trips extended from Carlingford to North Rocks to cover 90.

4 November 1996: 82 & 90 reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*):

628 Epping – Carlingford

629 Epping – North Rocks.

Streets

Epping – Epping (Ray Rd)

1928 (Source: Govt Gazette of 22 June 1928)

From Epping (High St [now Beecroft Rd] at station) via High St, Carlingford Rd, Ray Rd to Pennant Pde. Reverse on return.

Epping (Norfolk Rd) – Epping (station) – Epping (Ray Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Norfolk Rd (at Malton Rd?) via Norfolk Rd, Oxford St, Langston Pl (**Epping station**), Bridge St, Beecroft Rd, Carlingford Rd, Ray Rd.

North Epping – Epping (station) – Carlingford

Circa 1962 (Source: timetable)

From North Epping (Boundary Rd/Malton Rd) via Boundary Rd, Eastcote Rd, Malton Rd, Norfolk Rd, Oxford St, Langston Pl (**Epping**), Epping Rd, Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, Alamein Av, Benghazi Rd (**Carlingford**), North Rocks Rd, Pennant Pde, then reverse route to Malton Rd, then Boundary Rd (North Epping).

Epping – Carlingford (North Rocks Rd)

Circa 1965 (Source: RGH notes)

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, Alamein Av, Benghazi Rd (**Carlingford**), North Rocks Rd, Pennant Pde, Ray Rd, Rawson Rd, Bridge St, Beecroft Rd to Epping station.

Epping – Carlingford (Rembrandt St)

Circa 1965 (Source: RGH notes)

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, McKechnie St, Eyles St, Anthony St, Keats St, Milton St, Rembrandt St (**Carlingford**), Dunrossil Av, Pennant Pde, Ray Rd, Rawson Rd, Bridge St, Beecroft Rd to Epping station.

Alterations

- Circa 1975 (Source: timetable):* From Carlingford Rd via Ray Rd, Pennant Pde, Dunrossil Av, Pennant Hills Rd, Carlingford Rd, Rembrandt St (**Carlingford**), Milton St, Keats St, Anthony St, Eyles St, McKechnie St, Pennant Pde, Ray Rd, Rawson Rd, Bridge St, Beecroft Rd to Epping station.
- Circa 1983 (Source: timetable):* Many trips ran via both Rembrandt St & North Rocks Rd loops, in either order.

Timetable Summary

6 August 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford via Ray Rd	12	M-F	Nth Rocks Rd	5.46am	Epping	7.58pm	60*	A
		Sat		6.27am		7.21pm	7 trips	A
		Sun		6.25am		8.55pm	8 trips	
Epping-North Epping	9	M-F	Epping	6.04am	Nth Epping	7.45pm	60*	A
		Sat		6.45am		7.29pm	12 trips	A
		Sun		6.38am		8.44pm	8 trips	

* More frequent in peak hours.

A – Plus picture bus Wednesday & Saturday nights.

September 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford via Ray Rd	26 round trip	M-F	Nth Rocks Rd	5.48am	Epping	7.35pm	30*	
		Sat		7.10am		7.00pm	30	A
		Sun		7.35am		11.46am	5 trips	

* More frequent in peak hours.

A – Gap in service.

July 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford via Ray Rd	24 round trip	M-F	Nth Rocks Rd	5.45am	Epping	7.32pm	30*	
		Sat		8.04am		1.05pm	30	
		Sun						

* More frequent in peak hours.

12 August 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford via Ray Rd	28 round trip	M-F	Nth Rocks Rd	5.43am	Epping	9.50pm	30*	
		Sat		7.50am		7.00pm	60	A
		Sun	Epping	8.16am	Epping	5.10pm	60	

* More frequent in peak hours.

A – Combined with 90.

Route 83

DUMBLETON – HURSTVILLE – CENTRAL RAILWAY via Forest Rd

- **Post 31 October 1931 feeder: DUMBLETON – HURSTVILLE – NARWEE**

(Dumbleton was renamed Beverly Hills in 1940.)

Timeline

As at date of Govt Gazette 13 November 1925: Dumbleton – Central Railway being operated by Blue Transit Co (Bardsley & Warburton families), which also traded as Bardsley's Motor Saloons on this route.

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

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

1932(?): Relicensed as a feeder, Dumbleton – Hurstville, operated by Thornton E Harrigan.

Later in 1932: Transferred to Arthur Marrin (by 1940s trading as Red & White Bus Service).

1934: Extended from Dumbleton to Narwee.

1940s (after 1 March 1942): Suspended as service regarded as non-essential following introduction of petrol rationing during World War II.

2 January 1944: Resumed as part of 28.

Streets

Dumbleton – Hurstville – Newtown – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Dumbleton (Penshurst St at Stoney Creek Rd) via Penshurst St, Forest Rd (**Hurstville**), Rocky Point Rd, King St [last two 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 Dumbleton.

Dumbleton – Hurstville – Enmore – Central Railway

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Dumbleton from King St via May St, Edgeware Rd, Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd (**Camperdown**), 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		
Dumbleton-Central Railway	71	M-F	Dumbleton	6.05am	Central Rly	11.35pm	30	
		Sat		6.05am		11.35pm	30	
		Sun		7.35am		10.00pm	30	

1 March 1942

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narwee-Hurstville	12	M-F	Narwee	6.52am	Hurstville	7.31pm	40	
		Sat		7.14am		11.51pm	AM 30 PM 6 trips	A
		Sun						

A – Gaps in service. Plus picture bus.

Route 83

FAIRFIELD – VILLAWOOD – CHESTER HILL

Timeline

July 1947: Fairfield – Villawood – Chester Hill (via Woodville Rd, Hume Hwy & Chester Hill Rd?) commenced by LA Tibbles.

1948: Ceased.

April 1953: Revived as Villawood – Chester Hill (? route), operated by RJ Martin.

September 1953: Ceased.

Later: Recommenced as Fairfield – Villawood, operated by JC Hatcher. (An undated timetable for Route 81 while JC Hatcher was proprietor – 1952 to 1955 – shows a peak hour service, Fairfield – Villawood.)

October 1955: Transferred to Scott & Fletcher.

November 1955: Transferred to John A Gilbert on a temporary basis until transfer to a more permanent operator could be arranged.

February 1956: Transferred to partnership of SC (Syd) Katen & AJ (Alf) Heath.

By June 1958: Extended from Villawood to Chester Hill to become Fairfield – Villawood – Chester Hill (probably via Normanby St, Alcoomie St & Miller Rd).

30 June 1958: New route, Fairfield – Villawood – Chester Hill via River Av, Belar Av & Chester Hill Rd, commenced, making base routes:

Fairfield – Villawood – Chester Hill via Normanby St, Alcoomie St & Miller Rd

Fairfield – Villawood – Chester Hill via River Av, Belar Av & Chester Hill Rd

Selected trips ran via a combined route.

1 November 1995: Renumbered 818 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Fairfield – Villawood – Chester Hill

Circa 1948 (Source: Gregory's Street Directory)

From Fairfield (station) via Dale St, Vine [part now Bland] St, Mitchell St, Normanby St, Bligh St, Mandarin St, Tangerine St, Woodville Rd (**Villawood**), Hume Hwy, Chester Hill Rd, Waldron Rd, Priam St, Leicester St, Bent St, Waldron Rd (Chester Hill).

Fairfield – Villawood – Chester Hill via Normanby St, Alcoomie St & Miller Rd

Circa 1969 (Source: RGH notes)

From Fairfield (Dale St at station) via Dale St, Vine St, Bland St, Mitchell St, Normanby St, Tangerine St, Woodville Rd (**Villawood**), Binnaburra St, Belar Av, Alcoomie St, Nurrangi St, Goonaroi St, Mundamatta St, Miller Rd, Sir Thomas Mitchell Rd, Orchard Rd, Proctor Pde, Chester Hill Rd, Waldron Rd to Chester Hill station.

From Chester Hill (Waldron Rd at station) via Bent St, Leicester St, Priam St, Waldron Rd, then reverse route to Vine St, then Wilga St, Dale St to Fairfield station.

Fairfield – Villawood – Chester Hill via River Av, Belar Av & Chester Hill Rd

Circa 1969 (Source: RGH notes)

From Fairfield (Dale St at station) via Dale St, Vine St, Diprose St, The Horsley Dr, Mitchell St, Ruby St, River Av, Mandarin St, Tangerine St, Woodville Rd (**Villawood**), Hume Hwy, Derribong St, Belar Av, Lowana St, Mundamatta St, Miller Rd, Hume Hwy (**Bass Hill**), Chester Hill Rd, Waldron Rd to Chester Hill station.

From Chester Hill (Waldron Rd at station) via Bent St, Leicester St, Priam St, Waldron Rd, then reverse route to Vine St, then Wilga St, Dale St to Fairfield station.

Alterations

Circa 1986 (Source: RGH notes):

Ex Fairfield:

- From River Av direct to Woodville Rd. Reverse on return.
- Via Gordon St instead of Diprose St.

Fairfield – Villawood – Chester Hill via combined route

Circa 1969 (Source: RGH notes)

From Fairfield via either of the above routes to Woodville Rd, then Hume Hwy, Derribong St, Alcoomie St, Killanoola St, Lowana St, Camira St, Belar Av, Lowana St, Mundamatta St, Miller Rd, then either of the above routes to Chester Hill. Reverse on return.

Alteration

Circa 1986 (Source: RGH notes) (Combined route): Ex Fairfield from Hume Hwy via Derribong St, Gundaroo St, Carrawatha St, Alcoomie St. Reverse on return.

Timetable Summary

1 July 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Chester Hill via various routes	26	M-F	Villawood	5.58amC	Chester Hill	6.35pm	30*	
			Fairfield	7.50am				
		Sat	Fairfield	8.20am		7.10pm	AM 20 PM 2 trips	
		Sun		7.55am		1.45pm	3 trips	

* More frequent in peak hours.

C – To Chester Hill.

1 August 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Chester Hill via various routes	25	M-F	Fairfield	6.35am	Chester Hill	7.45pm	30*	A
		Sat		8.20am		7.10pm	AM 30 PM 60	
		Sun		8.00am		4.45pm	120	

* More frequent in peak hours.

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

Route 84

EARLWOOD – CANTERBURY – CENTRAL RAILWAY via Old Canterbury & Parramatta Rds

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Federal Bus Co (brothers Reginald R & Raymond B Le Sueur), terminating at Earlwood Park.

By date of Govt Gazette 15 October 1926: Extended from Earlwood Park to Earlwood shops.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

Earlwood Park – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Earlwood Park (River St at park entrance) via River St, Caroline St, Woolcott St, Fore St, Canterbury Rd (Canterbury), Old Canterbury Rd, Cobar St, Jesmond Av (**Dulwich Hill**), Union St, Windsor Rd, 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 Earlwood Park.

Earlwood – Central Railway

Alteration

1926 (*Source: Govt Gazette of 15 October 1926*): Extended from Earlwood Park via River St, Louisa St, Thompson St, Cameron St to William St (Earlwood). 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		
Earlwood Park-Central Railway	42	M-F	Earlwood Pk	7.47am	Central Rly	11.27pm	90	
		Sat		7.47am		11.27pm	90	
		Sun		1.42pm		11.27pm	90	

Route 84

FLEMINGTON – CENTRAL RAILWAY via Arthur St

Timeline

By date of Govt Gazette 22 February 1929: Commenced by Steer Bros.

1929: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926)

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

Streets

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

From Flemington (Richmond Rd at Arthur St) via Richmond Rd, Tavistock St, Hampstead Rd, Arthur St, Mackenzie St, Bridge St (**Homebush**), 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 Flemington.

Timetable Summary

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Flemington-Central Railway		M-F	Flemington	6.11am	Central Rly	11.37pm	30	
		Sat		6.11am		11.37pm	30	
		Sun		7.41am		11.37pm	30	

Route 84

EASTWOOD – HERRING & WATERLOO RDS, MARSFIELD [in current Macquarie Park] via Agincourt & Herring Rds

Timeline

14 October 1935: Eastwood – Herring & Waterloo Rds commenced, then or later operated by Francis Myers.

19 February 1936: Curtailed to run Eastwood – Herring & Agincourt Rds.

1936: Absorbed into 85.

Route 84

CHESTER HILL – CHESTER HILL (Barbers Rd)

CHESTER HILL – GUILDFORD

Timeline

By 26 September 1947: Chester Hill – Guildford section of George R Sinclair's 209 renumbered 84.

December 1950: Transferred to Roger Pattison (formerly a Sinclair driver). Traded as R & E Pattison, later R & E Pattison & Son (son was Robert Pattison).

June 1960: New route, Chester Hill – Chester Hill (Barbers Rd), commenced.

1 July 1972: Transferred to Chester Hill Transit (related to Chester Hill-Bankstown Bus Service – Dewey family).

3 February 1986: Transferred to Auburn Bus Services (Barry Briggs & Stephen Todd).

By May 1989: Barbers Rd trips altered to run as a diversion on selected Chester Hill – Guildford trips.

9 October 1989: Auburn Bus Service transferred to Ian Barden & Associates.

By July 1990: Sunday service provided over part of route by diversion of 73 trips.

1 August 1990: Auburn Bus Services 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)

July 1996: Renumbered 907 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Guildford – Chester Hill

Circa 1948 (Source: Gregory's Street Directory)

From Guildford (station) via Railway Tce, Mountford Av, Marian St, Guildford Rd, Bolton St, Henry St, Broughton St, Orchardleigh St, Woodville Rd, Gurney Rd, Miller Rd, Virgil Av, Bent St, Waldron Rd (Chester Hill).

Circa 1969 (Source: RGH notes)

From Guildford (station, Railway Tce at Guildford Rd) via Railway Tce, Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St (**Old Guildford**), Woodville Rd, Gurney Rd, Curtis Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd to Chester Hill station.

From Chester Hill (Waldron Rd at station) via Bent St, Virgil Av, then reverse route to Guildford Rd, then Railway Tce to Guildford station.

Circa 1989 (Source: timetable)

Barbers Rd diversion: From Gurney Rd/Miller Rd via Miller Rd to Barbers Rd, then Miller Rd to Gurney Rd.

Chester Hill – Chester Hill (Barbers Rd)

Circa 1969 (Source: RGH notes)

From Chester Hill (Waldron Rd at station) via Bent St, Virgil Av, Campbell Hill Rd, Gurney Rd, Miller Rd to Barbers Rd (Chester Hill).

From Chester (Barbers Rd) (at Miller Rd) via reverse route to Virgil Av, then Priam St, Waldron Rd to Chester Hill station.

Alteration

Circa 1985 (Source: timetable): Ex Barbers Rd from Miller Rd/Barbers Rd via Barbers Rd, Woodville Rd, Gurney Rd, then return to Chester Hill.

Timetable Summary

26 September 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Guildford	15	M-F	Chester Hill	5.55am	Chester Hill	7.00pm	60*	A
		Sat		6.13am		2.36pm	30-60	B
		Sun	Guildford	9.40am	Guildford	8.38pm	60	

* More frequent in peak hours.

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

B – Plus picture bus to Guildford. Plus short-working/s before first trip shown.

1 November 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Guildford	17	M-F	Chester Hill	5.38am	Guildford	7.21pm	60*	
		Sat		6.19am		7.23pm	40-60	
		Sun						
Chester Hill-Barbers Rd	10	M-F	Barbers Rd	6.05am	Chester Hill	7.40pm	13 trips	
		Sat		8.55am		6.40pm	5 trips	
		Sun						

* More frequent in peak hours.

9 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Guildford	17	M-F	Chester Hill	5.30am	Guildford	6.38pm	60*	
		Sat		7.16am		12.37pm	45	
		Sun						
Chester Hill-Barbers Rd	10	M-F	Barbers Rd	5.17am	Chester Hill	6.38pm	12 trips	
		Sat		9.30am		12.53pm	3 trips	
		Sun						

* More frequent in peak hours.

Route 85

EASTWOOD – MACQUARIE UNIVERSITY – RYDE via Balaclava & Herring Rds **EASTWOOD – MIDWAY – FIVEWAYS**

- **Eastwood – Midway – Ryde via Bridge Rd (1963-66)**

(Fiveways is located at Balaclava Rd/North Rd.)

(Midway is located at North Rd/Lovell Rd.)

(The suburb where Waterloo Rd & Macquarie University are located was known as Marsfield until gazetted as Macquarie Park in 1999.)

Timeline

As at date of Govt Gazette 13 November 1925: Eastwood – Marsfield (Waterloo Rd) via Balaclava Rd being operated by Francis Myers.

By October 1935: Operated by Myers & Dickson.

1936: 84 (Eastwood – Herring & Agincourt Rds) absorbed into 85. Two trips along ex-84 continued to run on Saturday mornings until at least the currency of the timetable dated 21 January 1963.

By the late 1930s: 79 (Eastwood – Marsfield (Waterloo Rd) via Vimiera Rd) absorbed into 85. Service along Lansdowne St, Lincoln St & Vimiera Rd (ex-79?) continued until June 1952.

January 1955: Transferred back to Francis Myers.

1950s (by or during Myers' proprietorship): New route, Eastwood – Midway – Fiveways, commenced (destination sign, "North Rd via Lovell Rd").

June 1957: Transferred to Hunters Hill Bus Co (John A Gilbert family, majority shareholder; CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

18 November 1963: New route, Eastwood – Midway – Ryde via Bridge Rd, commenced.

20 July 1964: Eastwood – Macquarie University (future site of university, actually opened in March 1967) shared with 141.

By 12 September 1966: Eastwood – Midway – Ryde via Bridge Rd renumbered 228.

By 29 December 1971: Selected trips extended from Macquarie University to AWA factory, North Ryde (later referred to as North Ryde Industrial Area).

15 November 1976: As part of rearrangement of 85, 141 & 228:

- Eastwood – Macquarie University extended from Macquarie University to (Top) Ryde, replacing 141.
- Eastwood – Midway – Fiveways replaced by rerouting of 228.

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

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

30 June 1986: Selected trips diverted via Busaco Rd/Talavera Rd, Marsfield.

23 July 1990: As part of general reorganization of North & Western's routes:

- Eastwood – Macquarie University amalgamated with 54 and Parramatta – Eastwood via Main Rd section of 172 and renumbered 550 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Ryde – Macquarie University remained as 85 (because of the then proposed amalgamation with Gordon – Macquarie University to form a cross-suburban “Red Arrow” type route, which did not eventuate).
- Service to the part of 85 in Marsfield between Epping Rd/Vimiera Rd & Waterloo Rd/Culloden Rd (not covered by 550 Chatswood – Parramatta) replaced by an infrequent weekday service on 550, Eastwood – Marsfield (Busaco Rd), commenced by North & Western Bus Lines. But a more regular service to the Marsfield area was provided by an improved service on State Transit Authority (trading as Sydney Buses) 292 City (Wynyard) – Marsfield.

13 April 1993: Ryde – Macquarie University renumbered 531 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Eastwood – Marsfield (Waterloo Rd) via Balaclava Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Eastwood (Railway Pde at station) via Railway Pde, May St, Bennett [now Blaxland] Rd, Balaclava Rd, Waterloo Rd to Khartoum Rd (North Ryde). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Eastwood from Railway Pde via Ethel St, Bennett [now Blaxland] Rd. Reverse on return.

Eastwood – Marsfield (Vimiera & Waterloo Rds)

Circa 1948 (Source: Gregory's Street Directory)

From Eastwood (station) via Railway Pde, May St, Blaxland Rd, Lansdowne St, Gordon St, Balaclava Rd, Waterloo Rd to Vimiera Rd (Marsfield [now Macquarie Park]).

Circa 1963 (Source: RGH notes)

From Eastwood (Railway Pde at station) via May St, Blaxland Rd, Balaclava Rd, Agincourt Rd, Vimiera Rd, Waterloo Rd (**Marsfield**), Balaclava Rd, Blaxland Rd, Rowe St, Railway Pde to Eastwood station.

Eastwood – Macquarie University

Alteration

Circa 1964 (Source: RGH notes): From Waterloo Rd via Culloden Rd, Epping Rd, Balaclava Rd to Macquarie University.

By 1968 (Source: timetable)

From Eastwood (Railway Pde at station) via May St, Blaxland Rd, Balaclava Rd to Macquarie University.

From Macquarie University via Balaclava Rd, Blaxland Rd, Rowe St, Railway Pde to Eastwood station.

Vimiera Rd diversion: From Balaclava Rd/Agincourt Rd via Agincourt Rd, Yangalla St, Vimiera Rd, Epping Rd, Balaclava Rd to Macquarie University. Reverse on return.

Eastwood – Macquarie University (extended to AWA, North Ryde)

By 1970 (Source: timetable)

AWA, North Ryde extension: Extended from Macquarie University via Waterloo Rd, Khartoum Rd, Vittoria [now Talavera] Rd to AWA factory (in Lane Cove Rd?), North Ryde. Reverse on return.

Eastwood – Macquarie University – Ryde

15 November 1976 (Source: timetable)

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

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

Waterloo Rd diversion: Ex Eastwood from Vimiera Rd/Epping Rd via Vimiera Rd, Waterloo Rd, Culloden Rd to Epping Rd. Reverse on return.

Fontenoy Rd diversion: Ex Eastwood from Waterloo Rd/Herring Rd via Waterloo Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd to Herring Rd.

Alterations

16 November 1981 (opening date of Macquarie Centre shops) (Source: timetable):

- Route through Macquarie University via Macquarie Dr.
- Diverted through Macquarie Centre from Waterloo Rd via Herring Rd to Macquarie Centre and return.
- Diversion via Lane Cove Rd, Fontenoy Rd & Khartoum Rd ceased.
- Selected trips diverted ex Eastwood from Bridge Rd via Twin Rd, Boyce St, Quarry Rd, Gardener Av, Bidgee St, Aitchandar Rd, Buffalo Rd to Lane Cove Rd. Reverse on return.

Eastwood – Midway – Fiveways

Circa 1963 (Source: RGH notes)

From Eastwood (Railway Pde at station) via May St, Blaxland Rd, Balaclava Rd, Alexandria Av, Welby St, Pickford St, Lovell Rd (**Midway**), North Rd to Balaclava Rd (Fiveways). (Selected trips continued back to Eastwood station via Balaclava Rd, Blaxland Rd, Rowe St, Railway Pde.)

From Fiveways (Balaclava Rd/North Rd) via reverse route to Blaxland Rd, then Rowe St, Railway Pde to Eastwood station. (Selected trips commenced from Eastwood station via May St, Blaxland Rd, Balaclava Rd to Fiveways.)

Alteration

From 5 August 1963 (Source: RGH notes): Ex Eastwood from Balaclava Rd via Gordon St, Welby St. Reverse on return.

Eastwood – Midway – Ryde via Bridge Rd

From 18 November 1963

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

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

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		
Eastwood-Marsfield (Waterloo Rd)	14	M-F	Agincourt Rd	6.30am	Eastwood	6.58pm	A	
			Waterloo Rd	8.30am				
		Sat	Waterloo Rd	8.30am		10.56pm	40-60	
		Sun		8.55am		9.53pm	4 trips	

A – Early morning, Eastwood-Agincourt Rd. Day, Eastwood-Waterloo Rd 30-60. Extra trips Friday night.

15 July 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Marsfield (Waterloo Rd)	17	M-F	Waterloo Rd	6.23am	Eastwood	7.05pm	60*	A
		Sat		6.22am		7.15pm	60	B
		Sun	Epping Hwy	9.43am		6.57pm	4 trips	C
Eastwood-Midway-Fiveways	13	M-F	Fiveways	6.10am	Eastwood	7.03pm	60*	
		Sat		6.28am		6.26pm	30	B
		Sun		9.52am		6.57pm	4 trips	C

* More frequent in peak hours.

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

B – Selected Eastwood-Marsfield (Waterloo Rd) trips on Saturday ran via Midway. Gap in service.

C – All Eastwood-Epping Hwy trips on Sunday ran via Midway.

18 November 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde via Bridge Rd	17	M-F	Ryde	6.40am	Eastwood	7.00pm	40	
		Sat		7.00am		1.20pm	40	
		Sun						

29 December 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Macquarie University	17	M-F	Macquarie Uni	6.47am	Eastwood	9.16pm	45*	A
		Sat		8.23am		1.59pm	45	A
		Sun						
Eastwood-Midway-Fiveways	13	M-F	Fiveways	5.48am	Eastwood	8.28pm	40*	
		Sat		6.45am		1.59pm	45	
		Sun						

* More frequent in peak hours.

A – Weeknight & most Saturday Eastwood-Macquarie University trips ran via Midway. Plus short-working/s before first trip shown.

16 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Macquarie University-Ryde	41	M-F	Ryde	6.23am	Eastwood	9.28pm	30*	A
		Sat		7.34am		1.05pmR 5.00pmM	30	B
		Sun						

* More frequent in peak hours.

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

B – Morning, Eastwood-Macquarie University-Ryde. Afternoon, Eastwood-Macquarie University. Plus short-working/s before first trip shown.

M – To Macquarie University.

R – To Ryde.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University	20	M-F	Ryde	6.20am	Macquarie Uni	9.10pm	60*	
		Sat		7.45am		4.15pm	60	
		Sun						

* More frequent in peak hours.

Route 86

EAST SYDNEY (Cowper Wharf) – CENTRAL RAILWAY

(East Sydney is more commonly known as Woolloomooloo.)

Timeline

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

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From East Sydney (Cowper Wharf Roadway at McElhone Steps) via Cowper Wharf Roadway, Dowling St, William St, Bourke 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 East Sydney.

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		
Woolloomooloo-Central Railway	15	M-F	W'mooloo	6.50am	Central Rly	7.55pm	40	A
		Sat		6.50am		2.00pm	40	
		Sun						

A – Extra trips Friday night.

Route 86

EASTWOOD – CARLINGFORD via Rutledge St

Timeline

By date of Govt Gazette 22 June 1928: Eastwood – Darvall Rd, Eastwood commenced by Reg White.

By date of Govt Gazette 22 February 1929: Extended from Darvall Rd to Lawson Rd.

1930s: Transferred to George R Sinclair.

By 3 April 1945: Extended from Lawson Rd to Church St [now Marsden Rd]/Pennant Hills Rd, Carlingford.

?: Operated by Parramatta-Epping Bus Service (Moore family) for a period (?).

December 1950: Transferred to Eastwood Bus Service (George R Sinclair) (& Carl Tattam?). At various times also traded as Sinclair's Passenger Service or Fleet Services.

By 28 February 1953: Extended from Church St [now Marsden Rd]/Pennant Hills Rd to Carlingford station.

1960/1 (between 9 April 1960 & 1 July 1961): Renumbered 150, as Eastwood – Dundas Valley – Parramatta trips on 172 were renumbered 86.

Streets

Eastwood – Eastwood (Darvall Rd)

1928 (Source: Govt Gazette of 22 June 1928)

From Eastwood (railway reserve at station) via West Pde, Clanalpine St, Shaftsbury Rd, Rutledge St, Darvall Rd to Rowe St. Reverse on return.

Eastwood – Eastwood (Lawson St)

1929 (Source: Govt Gazette of 22 February 1929)

From Eastwood (railway reserve at station) via West Pde, Clanalpine St, Shaftsbury Rd, Rutledge St, Brush Rd, Lawson St to Marsden Rd. Reverse on return.

Eastwood – Carlingford

Circa 1946 (Source: Gregory's Street Directory)

From Eastwood (station) via West Pde, Rowe St, Shaftsbury Rd, Rutledge St, Darvall St, Sybil St, Brush Rd, Lawson St, Marsden Rd, Church St [now Marsden Rd] to Pennant Hills Rd (Carlingford).

Alterations

By 7 August 1955:

- Extended (*likely route*) from Church St [now Marsden Rd]/Pennant Hills Rd via Pennant Hills Rd to Carlingford station. Reverse on return.
- Post Office Rd diversion** (*generally alternate trips*): Ex Eastwood from Church St [now Marsden Rd]/Pennant Hills Rd, Carlingford via Pennant Hills Rd, Post Office Rd, Jenkins Rd, Pennant Hills Rd to Carlingford station.

Timetable Summary

3 April 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	Fr East 9M 17C	M-F	Eastwood	6.57amM	Eastwood	7.55pmM	Ph	
		Sat	Mobbs Lane	7.50amE	Marsden Rd	1.37pmE	A	
		Sun						

"Church St" in this table is current Marsden Rd between Terry Rd & Pennant Hills Rd.

A – Base service Eastwood-Carlingford (Church St/Marsden Rd). Selected trips extended to Carlingford (Mobbs Lane/Church St) or Carlingford (Church St/Pennant Hills Rd). Plus picture bus Saturday night.

C – To Carlingford (Church St/Pennant Hills Rd).

E – To Eastwood.

M – To Carlingford (Church St/Marsden Rd).

Ph – Peak hours only. Base service Eastwood-Carlingford (Church St/Marsden Rd). Selected trips extended to Carlingford (Church St/Pennant Hills Rd).

7 August 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	14	M-F	Carlingford	6.20am	Eastwood	6.45pm	30	
		Sat		7.30am		6.37pm	30	A
		Sun						

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

Route 86

See Route 172.

Route 87

EDGECLIFF – PADDINGTON – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Edgecliff – Paddington – Central Railway being operated by Paddington Motor Service (WAG Jones).

By date of Govt Gazette 22 June 1928: Curtailed to run Paddington – Central Railway.

By date of Govt Gazette 22 February 1929: Ceased.

Streets

Edgecliff – Paddington – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Edgecliff (Edgecliff Rd at Ocean St) via Edgecliff Rd, Ocean St, Jersey Rd, Paddington St (**Paddington**), Elizabeth 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 Edgecliff.

Alteration

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

Paddington – Central Railway

1928 (Source: Govt Gazette of 22 June 1928)

From Paddington (Jersey Rd at Quarry St) via Jersey Rd, Paddington St, Elizabeth 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 Paddington.

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		
Edgecliff-Central Railway	22	M-F	Edgecliff	6.51am	Central Rly	7.03pm	20-30	A
		Sat		6.51am		7.00pm	20-30	
		Sun						

A – Extra trips Friday night.

Route 87

CANTERBURY – EARLWOOD – DULWICH HILL

Timeline

Unknown: Commenced by United Motors (McNicol Bros).

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 38, 213 & Department of Road Transport & Tramways 90, as 90, Drummoyne – Campsie – Earlwood.

Route 87

BEECROFT – EASTWOOD – WEST RYDE

Timeline

October 1946: Eastwood – West Ryde commenced by Eric J Barton, also trading as Red & White Bus Service. Eastwood – Denman St commenced either at same time or by 19 May 1947.

September/October 1952:

- Eastwood – Denman St amalgamated with Eastwood – Epping – Beecroft section of 91 as 87, Denman St – Eastwood – Epping – Beecroft.
- At least during the currency of the 13 October 1952 timetable routes ran separately:
Eastwood – Denman St
Eastwood – Epping – Beecroft
- It is not clear if the same operator continued to operate Eastwood – West Ryde in the period 1952-1955.

Circa 1955:

- Eastwood – Beecroft transferred to JL Adams and renumbered 138.
- 87 then became:
Eastwood – West Ryde
Eastwood – Denman St.

September 1956: Transferred to Eastwood Bus Service (George R Sinclair & Colin Sinclair). At various times also traded as Sinclair's Passenger Service or Fleet Services.

November 1960: Transferred to CA Briggs.

October 1961: Transferred to Eastwood-West Ryde Bus Service (DL Jones).

By 26 December 1961: Eastwood – West Ryde and Eastwood – Denman St combined into a single route, Eastwood – West Ryde, with selected trips diverting via Denman St loop.

By 1 April 1964:

- Extended to operate via Marsden High School
- Diversion via Denman St ceased.

November 1965: Transferred to Griffith's Bus Service (Mrs E Griffith).

31 October 1967: Transferred to Eastwood-West Ryde Bus Service (John E Burke).

4 August 1977: Transferred to Cumberland Bus Co (Todd family).

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

23 July 1990:

- Renumbered 543 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Operator's name changed to North & Western Bus Lines.

Streets

Eastwood – West Ryde

Circa 1948 (Source: Gregory's Street Directory)

From Eastwood (station) via West Pde, Rowe St, Shaftesbury Rd, Trelawney St, Bellevue Av, Bencoolen Av, Chatham Rd, Victoria Rd, West Pde (West Ryde).

Circa 1963 (Source: RGH notes)

From Eastwood (West Pde at station) via West Pde, Rowe St, Shaftsbury Rd, Clanwilliam St, Darvall Rd, Tramway St, Brush Rd, Hermoyne Av, (left) Winbourne St, Farnell St, Winbourne St East, Hermoyne Av, Tramway St, Driver St, Perkins St, Brush Rd, Shaftsbury Rd, Beaumont Av, Bellevue Av, Bencoolen Av, Chatham Rd, Graf Av, Anthony Rd to West Ryde interchange.

From West Ryde (interchange) via reverse route to Hermoyne Av, then (left) Winbourne St, Farnell St, Winbourne St East, Hermoyne Av, then reverse route to Eastwood station.

Alterations

- **Circa 1968** (Source: RGH notes) (most trips): From Farnell St via Bell Av to Winbourne St (instead of loop via Farnell St & Winbourne St East).
- **Circa 1982** (Source: timetable): Ex Eastwood from Clanwilliam St via Read St, Warrawong St, Brush Rd. Reverse on return.
- **Circa 1985** (Source: timetable): To approach Eastwood from Rowe St via The Avenue, Lakeside Rd, Hillview Rd to Eastwood station. Reverse on return.

Timetable Summary

Early 1950s(?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood (Darvall St)-Epping-Beecroft	Fr Beec 25E 28D	M-F	Beecroft	7.35amD	Beecroft	6.08pm D	60*	A
		Sat	Eastwood stn	7.00amB	Eastwood	1.10pmB	40-60	C
		Sun						

* More frequent in peak hours.

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

B – To Beecroft.

C – Service between Eastwood station & Eastwood (Darvall Rd) provided by Eastwood-West Ryde trips (?). Plus picture bus.

D – To Eastwood (Darvall Rd).

E – To Eastwood station.

26 December 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-West Ryde	16	M-F	Darvall Rd	6.59amW	West Ryde	6.44pmE	60*	
			Eastwood	7.46amW				
		Sat	Eastwood	8.16amW		1.21pmE	40	
		Sun						

* More frequent in peak hours.

E – To Eastwood.

W – To West Ryde.

Route 88

ENFIELD – 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 Enfield (The Boulevarde at Liverpool Rd) via The Boulevarde, Liverpool Rd (**Ashfield**), 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 Enfield.

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		
Enfield-Central Railway	42	M-F	Enfield	6.30am	Central Rly	10.45pm	5	
		Sat		6.30am		10.45pm	5	
		Sun		8.54am		10.45pm	AM 15 PM 10	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Enfield-Central Railway		M-F	Enfield	6.15am	Central Rly	12.35am	5	
		Sat		6.15am		12.35am	5	
		Sun		8.20am		12.35am	10	

Route 88

BANKSTOWN – PADSTOW – HURSTVILLE

Timeline

21 June 1948: Bankstown – Padstow commenced by ED Benjamin.

November 1953: Transferred to West Bankstown Bus Service (Treuer family).

12 September 1964: Following the opening of bridge taking Henry Lawson Dr over Salt Pan Creek the previous day:

- Transferred to Peakhurst/Lugarno Bus Co (HT Saint) and extended from Padstow to Hurstville, replacing Hurstville – Peakhurst (Elwyn St) trips of 108.
- On Sundays and Public Holidays 88 was combined with 113 to run Bankstown – Hurstville – Ramsgate.

1 March 1989:

- Transferred to Menai Bus Service (Ron Deane).
- Sundays & Public Holidays service curtailed to Bankstown – Hurstville.

July 1989: Trading name of operator changed to Southtrans.

12 October 1992: Renumbered 948 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

Bankstown – Padstow

Circa 1962 (Source: Collins Street Directory)

Similar to circa 1968 below between Bankstown and Padstow.

Bankstown – Padstow – Hurstville

Circa 1968 (Source: RGH notes)

From Bankstown (South Tce at station) via Restwell St, Stanley St, Stacey St, Canterbury Rd, Fairford Rd, Davies Rd, Ryan Rd, Faraday Rd, Padstow Pde, Howard Rd (**Padstow**), Ryan Rd, Davies Rd, Alma Rd, Dilke Rd, Henry Lawson Dr, Forest Rd, Bonds Rd, Bailey Pde, Baumans Rd, Forest Rd, George St (**Penshurst**), Cambridge St, Forest Rd, Alfred St, Treacey St (Hurstville).

From Hurstville (Treacey St) via Forest Rd, Cambridge St, then reverse route to Davies Rd, then Ryan Rd, Faraday Rd, Padstow Pde, Howard Rd (**Padstow**), Ryan Rd, Davies Rd, then reverse route to Restwell St, then Greenfield St, Chapel Rd, South Tce to Bankstown station.

Trips via Forest Rd direct: Ex Bankstown from Henry Lawson Dr via Forest Rd, George St (*not* via Bonds Rd, Bailey Pde, Baumans Rd). Reverse on return.

Alterations

- *Circa 1981 (Source: RGH notes):* All trips ex Bankstown from Henry Lawson Dr via Forest Rd, George St (*not* via Bonds Rd, Bailey Pde, Baumans Rd). Reverse on return.
- *Circa 1989 (Source: timetable):* To approach Bankstown from Chapel Rd via South Tce, West Tce, Raymond St, Restwell St to Bankstown station. Return via South Tce, West Tce, Raymond St, Cross St, Stanley St, Chapel Rd.

- **Circa 1989** (Source: timetable): Ex Bankstown, via Chapel St direct to Fairford Rd instead of Canterbury Rd. Reverse on return.
- **Circa 1989** (Source: timetable): Ex Bankstown from Davies Rd (south of Padstow) via Clancy St, Henry Lawson Dr. Reverse on return.

Timetable Summary

5 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow	16	M-F	Padstow	5.43am	Padstow	7.11pm	40*	A
		Sat	Bankstown	7.15am		7.10pm	AM 20 PM 60	B
		Sun		6.35am		7.21pm	AM 60 PM 40	C

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

C – Gap in service.

22 September 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow-Hurstville†	Fr Banks 35H 50R	M-F	Hurstville	6.32am	Bankstown	7.26pm	30*	A
		Sat		7.20am		7.15pm	AM 30 PM 60	
		Sun	Bankstown	9.30am	Ramsgate	5.30pm	60	B

* More frequent in peak hours.

† Through-routed with 113 to Ramsgate on Sundays.

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

B – Through-routed with 113. Plus short-working/s before first trip & after last trip shown.

H – To Hurstville.

R – To Ramsgate.

Route 88

CABRAMATTA FREE SHUTTLE

Listed at the head of Private Route Histories - Contract Region 3, as its commencement date of 2011 indicates that it belongs to Contract Region 3, rather than the 1925 numbering system.

Route 89

EPPING – EASTWOOD – RYDE

- **Extended from Epping station to Epping (Malton Rd) [in current North Epping] (until 1934)**
- **Extended from Ryde to Gladesville (until circa 1928)**
- **Ryde Post Office – [West] Ryde Station (1934-36)**

(Ryde Post Office located in what is also referred to as Top Ryde.)

(Ryde station was renamed West Ryde in October 1945.)

Timeline

As at date of Govt Gazette 13 November 1925: Epping (Malton Rd) – Epping – Eastwood – Ryde Post Office (selected trips extended to Gladesville) being operated by Cedric ME Troy, then or later trading as Troy's Bus Service.

By date of Govt Gazette 22 June 1928: Ryde Post Office – Gladesville extension ceased. Ryde – Gladesville already served by the Fort Macquarie – Ryde tram service.

12 March 1934:

- Extended from Ryde Post Office to [West] Ryde station, as a replacement for the Ryde – Ryde station tram service, which closed at that time. For reasons that are not obvious, this part of the route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 12 March 1934 and paid tax until tax suspended on 21 August 1934.
- Epping – Malton Rd, [North] Epping transferred to E Miles(?) & amalgamated with 82 as 82, Malton Rd – Epping – Ray Rd.

6 May 1934: Ryde Post Office – [West] Ryde station extension split off as a separate route.

12 July 1936: Ryde Post Office – [West] Ryde station transferred to Department of Road Transport & Tramways & renumbered 94, leaving route as Epping – Eastwood – Ryde Post Office.

1951: Transferred to Mrs Beatrice L Troy on death of Mr Troy.

November 1962: Transferred to Eastwood Bus Co (Col Sinclair & Carl N Tattam).

5 August 1965: Sinclair assumed full control.

6 July 1973: Transferred to Deane's Coaches.

30 June 1986: Transferred to Metro West Bus Lines (KA (Ken) Butt).

23 July 1990: As part of general reorganization of North & Western's & Metro-West's routes:

- Eastwood – Epping renumbered 541 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Ryde shops – Eastwood amalgamated with Parramatta – Eastwood via Dundas Valley section of 172 and renumbered 545 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Operator's name standardised as North & Western Bus Lines.

Streets

Epping [now North Epping] (Malton Rd) – Epping – Eastwood – Ryde (*selected trips extended to Gladesville*)

1925 (Source: Govt Gazette of 13 November 1925)

From Epping (Malton Rd at Stanley [now Devon] St) via Malton Rd, Norfolk St, Oxford St, Sutherland Rd [now Langston Pl], Bridge St, Victoria St, Chesterfield St, Epping Av, Eastwood Av (**Eastwood**), Blaxland Rd [part now Rowe St, including railway bridge], Great North [now Blaxland] Rd, Hattons Flat (Ryde shops). Reverse on return.

Gladesville extension: Extended from Ryde via Great North Rd [now Blaxland Rd, Victoria Rd] to Pittwater Rd (Gladesville). Reverse on return.

Epping [now North Epping] (Malton Rd) – Epping – Eastwood – Ryde

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Curtailed from Gladesville to terminate at Ryde shops (at Post Office, Great North Rd [now Blaxland Rd] at Church St).

Epping – Eastwood – Ryde

Circa 1946 (Source: Gregory's Street Directory)

From Epping (station) via Beecroft Rd, Bridge St, Victoria St, Chesterfield Rd, Midson Rd, Eastwood Av, West Pde, Eastwood railway bridge, East Pde (**Eastwood**), Ethel St, Blaxland Rd, Devlin St (Ryde shops).

Circa 1964 (Source: RGH notes)

From Epping (Beecroft Rd at station) via Bridge St, Victoria St, Chesterfield Rd, Midson Rd, Eastwood Av, West Pde, Rutledge St, East Pde (**Eastwood**), May St, Blaxland Rd, Dalton Av, Denistone Rd, Florence Av, Blaxland Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, then reverse route to Bridge St, then Rawson St, Carlingford Rd, Beecroft Rd to Epping station.

Trips via Blaxland Rd direct: Direct via Blaxland Rd from Dalton Av to Florence Av (*not* via Denistone Rd). Reverse on return.

North Rd/Rickard St diversion: Ex Epping from Blaxland Rd/Rickard St via Rickard St, North Rd to Blaxland Rd. Reverse on return.

Alterations

- *Circa 1979 (Source: timetable):* To approach Epping from Bridge St via Beecroft Rd to Epping station. Return via Carlingford Rd, Rawson St, Bridge St.
- *Circa 1979 (Source: timetable):* Ex Epping from West Pde via Rowe St, Shaftsbury Rd, Rutledge St. Reverse on return.

- **Circa 1983** (Source: timetable): Ex Epping from Rowe St via Trelawney St, Rutledge St. Reverse on return.
- **Circa 1983** (Source: timetable):
North Rd/Rickard St diversion: Ex Ryde shops from North Rd via Beattie Av to Blaxland Rd. Unaltered ex Epping.
- **Circa 1984** (Source: timetable): Ex Epping from West Pde via Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney 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		
Epping (Malton Rd)-Epping†	55	M-F	Malton Rd	6.35am	Epping	6.55pm	30-120	A
		Sat		7.25am		7.50pm	8 trips	A
		Sun						

† Selected trips extended to Gladesville.

A – 4 trips extended from Epping to Gladesville. Extra trips Friday night.

30 March 1942

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	25	M-F	Epping	6.04am	Ryde	11.45pm	A	
		Sat		7.03am		10.37pm	B	
		Sun		8.31am		11.11pm	C	

* More frequent in peak hours.

A – Epping-Ryde 60*, Eastwood-Ryde 30*.

B – Morning, Epping-Ryde 30. Afternoon, Epping-Ryde 60, Eastwood-Ryde 30. Plus picture bus to Ryde Saturday night.

C – Epping-Ryde 60, Eastwood-Ryde 30.

11 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	22	M-F	Epping	6.00am	Ryde	7.43pm	20*	
		Sat		7.15am		8.00pm	AM 20 PM 30	
		Sun		9.20am		7.15pm	60	A

* More frequent in peak hours.

A – Plus selected short-working/s Eastwood-Ryde.

19 October 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Ryde	24	M-F	Epping	5.57am	Ryde	6.50pm	30*	
		Sat		7.15am		4.30pm	AM 30 PM 60	
		Sun						

* More frequent in peak hours.

Route 90

DRUMMOYNE – FIVE DOCK – CROYDON – CAMPSIE

Timeline

As at date of Govt Gazette 13 November 1925: Five Dock – Campsie being operated by Rod Smith.

By date of Govt Gazette 15 October 1926: Extended from Five Dock to Drummoyne

1928/9(?): Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926).

23 April 1933: Taken over by Department of Road Transport & Tramways.

Streets

Five Dock – Croydon – Campsie

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (station, South Pde at Beamish St) via South Pde, Beamish St, Brighton Av (**Croydon Park**), Georges River Rd, Brighton St, Liverpool Rd, Edwin St, Thomas St, The Strand (**Croydon**), Meta St, Hennessy St, Edwin St, Anthony St, Croydon Rd, Parramatta Rd, Great North Rd to First Av (Five Dock). Reverse on return.

Drummoyne – Five Dock – Croydon – Campsie

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926): Extended from Five Dock (Great North Rd/First Av) via Great North Rd, Lyons Rd to Bridge St [now Victoria Rd] (Drummoyne). Reverse on return.
- **1926** (Source: Govt Gazette of 15 October 1926): Ex Drummoyne from Liverpool Rd via Croydon Rd, Georges River Rd. Reverse on return.
- **1928** (Source: Govt Gazette of 2 June 1928): Ex Drummoyne from Liverpool Rd via Greenhills St, Georges River 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		
Five Dock-Campsie	23	M-F	Five Dock	6.15am	Campsie	10.52pm	30	
		Sat		6.15am		10.52pm	30	
		Sun		1.20pm		10.55pm	30	

Route 90

EPPING – CARLINGFORD – NORTH ROCKS via Carlingford Rd

- **Extended from Carlingford to Parramatta (selected trips)**

Timeline

General note: See also Supplementary route to Routes 90 & 181 (below).

1952: Epping – Carlingford commenced by Parramatta-Epping Bus Service (Moore family).

1950s: Certain trips (at least at one time, mainly those on Saturdays) extended from Carlingford to Parramatta.

November 1958: Operator's name changed to Harris Park Transport.

By 1959: Reduced to a peak-hour service. Off-peak service provided by selected 165 trips already running via Carlingford Rd.

1971:

- Extended from Carlingford to North Rocks.
- Extension from Carlingford to Parramatta probably ceased at the same time. Service to Parramatta available on 165.

By 28 January 1975: Service reverted to operation throughout the day.

13 January 1992: Combined 82/90 trips, Epping – Carlingford – North Rocks via Ray Rd, introduced on Saturdays.

4 November 1996: 82 & 90 reorganised and renumbered into the Sydney Region Route Number System (see *Private Route Histories – Routes transferred to State Transit Authority*):

628 Epping – Carlingford

629 Epping – North Rocks.

Streets

Epping – Carlingford

Circa 1964 (Source: RGH notes)

From Epping (Beecroft Rd at station) via Bridge St, Rawson Rd, Carlingford Rd, Pennant Pde, Tomah St, Church St [now Marsden Rd], Pennant Hills Rd (to Carlingford station?).

From Carlingford via reverse route to Carlingford Rd, then Beecroft Rd to Epping station.

Trips terminating at Pennant Pde: Ex Epping from Carlingford Rd via Pennant Pde, Dent St, Dallwood Av to Carlingford Rd, then return to Epping.

Epping – Carlingford – North Rocks

1981 (Source: timetable)

Morning peak hour

From Epping (Beecroft Rd at station) via Carlingford Rd, Pennant Hills Rd (**Carlingford**), North Rocks Rd, Barclay Rd, Perry St, Williams Rd/Sophia St loop (? direction) (**North Rocks**), Perry St, Barclay Rd, North Rocks Rd, Watts St, Blackburn Av, New North Rocks Rd, McDonald St, Paragon Dr, Poinsettia Av, Balaka Dr, Farnell Av, Lindisfarne Cr, Parkland Rd, Jenkins Rd, Woodstock Rd, Pennant Hills Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

Middle of day

From Epping (Beecroft Rd at station) via Carlingford Rd, Pennant Hills Rd (**Carlingford**), Woodstock Rd, Jenkins Rd, Parkland Rd, Lindisfarne Cr, Farnell Av, Lindisfarne Cr, Balaka Dr, Poinsettia Av, Paragon Dr, McDonald St, New North Rocks Rd, Blackburn Av, Watts St, North Rocks Rd, Barclay Rd, Perry St, Williams Rd/Sophia St loop (? direction) (**North Rocks**), Perry St, Barclay Rd, then reverse route to Carlingford Rd, then Rawson St, Bridge St, Beecroft Rd to Epping station.

Afternoon peak hour

From Epping via “middle of day” route to Williams Rd/Sophia St loop (**North Rocks**), then Perry St, Barclay Rd, North Rocks Rd, Pennant Hills Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

Timetable Summary

5 March 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Carlingford	12	M-F	Carlingford	6.12am	Epping	6.54pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Selected trips ran only Epping-Pennant Pde.

28 January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Rocks	25	M-F	Nth Rocks	5.58am	Epping	6.25pm	50	
		Sat						
		Sun						

28 June 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Rocks	29	M-F	Nth Rocks	5.52am	Epping	7.45pm	60*	
		Sat		7.50am		4.25pm	60	A
		Sun						

* More frequent in peak hours.

A – Combined with 82.

Supplementary route to Routes 90/181

EPPING – CARLINGFORD – BEECROFT

Timeline

By 19 July 1965: Commenced by Harris Park Transport (Moore family), being “supplementary to 90 & 181”.

(?): Ceased.

Streets

19 July 1965 (Source: timetable)

From Epping (Beecroft Rd at station) via Bridge St, Rawson Rd, Carlingford Rd, Dallwood Av, Dent St, Pennant Pde, Carlingford Rd, Pennant Hills Rd (**Carlingford**), Post Office Rd, Jenkins Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Kirkham Rd, Beecroft Rd, Railway Pde [now Wongala Cr] to Beecroft station.

Timetable Summary

19 July 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Beecroft	26	M-F	Epping	7.33am	Beecroft	5.35pm	7 trips	A
		Sat						
		Sun						

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

Route 91

FIVE DOCK – CENTRAL RAILWAY via Ramsay St & Parramatta Rd

- Extended from Five Dock to Abbotsford (*selected trips*)

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Five Dock (Hampden Rd at Great North Rd) via Hampden Rd, Great North Rd, Ramsay St, Marion St, Hawthorne Pde, 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 Five Dock.

Abbotsford extension: Extended from Five Dock via Great North Rd, Teviot Av to near Great North Rd (Abbotsford). 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		
Five Dock-Central Railway†	Fr C/Rly 37F 42A	M-F	Five Dock	5.25am	Central Rly	11.52pm	40-60	B
		Sat		5.25am		12.40am	40-60	B
		Sun	Abbotsford	7.42am		12.08am	40-60	

† Selected trips extended to Abbotsford.

A – To Abbotsford.

B – 4 trips extended from Five Dock to Abbotsford Monday-Saturday. Extra trip Friday night.

F – To Five Dock.

Route 91

PENNANT HILLS – WEST PENNANT HILLS [now Cherrybrook] – DURAL via New Line Rd

- Extended from Pennant Hills to Beecroft, Epping or Eastwood (1930s-1950s)
- Parramatta – Cherrybrook – Dural (*peak hours*)

(The current suburb of Cherrybrook was part of West Pennant Hills until about 1980. From the early 1980s until 1991, it was referred to in timetables as the Greenway Estate.)

Timeline

By date of Govt Gazette 22 February 1929: Epping – Pennant Hills commenced by FA Wallis.

By 1935:

- Altered to Epping – West Pennant Hills (*not* via Pennant Hills) (by August 1941 running via Koala Park).
- Transferred to T Alderson (?). (Timetable dated August 1941 shows FA Wallis as proprietor. *Truck & Bus Transportation*, May 1946, shows route transferred from Wallis to Griffith.)

May 1946:

- Transferred to AJ (Jim) Griffith.
- Extended from Epping to Eastwood.

By 1 May 1950:

- Most trips terminated at Purchase Rd, West Pennant Hills, but selected trips extended to Hastings Rd, West Pennant Hills.
- Ran *either* via Pennant Hills station *or* via Thompsons Corner.

September/October 1952:

- Eastwood – Epping – Beecroft amalgamated with 87 as 87, West Ryde – Eastwood – Epping – Beecroft, leaving 91 as Beecroft – Pennant Hills – West Pennant Hills.
- Most trips terminated at Purchase Rd or Radley [now David] Rd, West Pennant Hills, but selected trips extended to Hastings Rd.

(?) (during AJ Griffith's proprietorship): Base service became Pennant Hills – West Pennant Hills, but selected trips extended from Pennant Hills to Beecroft.

January 1959: Transferred to Arthur E Higson & Bernie Best.

By 18 September 1961:

- Beecroft – Pennant Hills ceased without replacement, leaving route as Pennant Hills – West Pennant Hills.
- Most trips terminated at Purchase Rd, West Pennant Hills, but selected trips extended to David Rd, West Pennant Hills (destination sign "New Line Rd via Victoria Rd").

By November 1962: Transferred to KFA (Keith) & NW Pye.

February 1963: Transferred to Pennant Hills-Dural Transport (Col Sinclair).

13 January 1964: Transferred to Nicholson Bros (AC (Colin) & KN (Nigel) Nicholson), also known as Pennant Hills-Dural Bus Service.

By February 1965: Most trips terminated at Purchase Rd, but selected trips extended to Dural (New Line Rd/Old Northern Rd).

By 1981: Selected trips ran via Francis Greenway Dr, Greenway Estate (new suburb, now part of Cherrybrook).

1 July 1982: Transferred to Sandy Beach Bus Co, trading as Harris Park Transport (Moore family).

By 25 October 1982: Extra route, Pennant Hills – Cherrybrook, commenced.

By January 1983: Separate Pennant Hills – Cherrybrook route ceased and certain Pennant Hills – Dural trips rerouted through Cherrybrook.

From 21 May 1984 to 21 August 1984: (Another) trial service Pennant Hills – Cherrybrook via Purchase Rd (assumed unsuccessful).

18 May 1987: An enhanced service introduced, under the banners of "Cherrybrook Express" & "Cedarwood Loop":

- Pennant Hills – Cedarwood Dr loop (peak hours).
- Pennant Hills – Cherrybrook (via Cedarwood Rd during off-peak) loop.

Most trips along New Line Rd between Purchase Rd, Cherrybrook & Old Northern Rd, Dural ceased.

21 September 1988: New peak hour route, Pennant Hills – Dural via Jenner Rd ("Jenner Rd Jet"), commenced.

12 July 1989: New peak hour route, Parramatta – Carlingford – Cherrybrook – Dural, commenced.

30 September 1996:

- Trips to/via Cedarwood Dr (loop) ceased.
- Remaining services reorganised & renumbered into Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):
 - 626 Pennant Hills – Cherrybrook – Castle Hill
 - 627 Parramatta – Cherrybrook.

Streets

Epping – Pennant Hills

1929 (Source: Govt Gazette of 22 February 1929)

From Epping (High St [now Beecroft Rd] at station) via High St, Beecroft Rd, Pennant Hills Rd, The Esplanade [now Yarrara Rd] to Pennant Hills station. Reverse on return.

Eastwood – Epping – West Pennant Hills

Circa 1946 (Source: Gregory's Street Directory)

From Eastwood via Railway Pde, May St, Blaxland Rd, Brigg Rd, Essex Rd [now St], Abuklea Rd to Muriel Av, then Abuklea Rd, Essex Rd [now St], Brucedale Av, Stanley Rd, Crandon Rd, Epping Rd, railway bridge, High St [now part of Beecroft Rd] (**Epping**), Beecroft Rd, Railway Pde [now Wongala Cr] (**Beecroft**), Hannah St, Beecroft Rd, Park [now Beecroft] Rd, Pennant Hills Rd, Castle Hill Rd, New Line Rd (West Pennant Hills).

Alteration

1 May 1950 (Source: timetable): No street details shown, but terminus was at Hastings Rd, Dural.

Pennant Hills – West Pennant Hills

Circa 1962 (Source: RGH notes)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, New Line Rd to David Rd (West Pennant Hills). Reverse on return.

Circa 1965 (Source: RGH notes/timetable)

Thompsons Corner diversion: From Victoria Rd/New Line Rd via Castle Hill Rd, Pennant Hills Rd, Cardinal Av back to Victoria Rd. (Thompsons Corner located at Castle Hill Rd/Pennant Hills Rd)

Alteration

Circa 1975 (Source: timetable) (selected trips): From New Line Rd/David Rd via New Line Rd to Old Northern Rd. Reverse on return.

Pennant Hills – Cherrybrook

Circa 1982 (Source: timetable)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, Cardinal Av, Church St, Castle Hill Rd, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr (clockwise loop) (**Cherrybrook**), Francis Greenway Dr, Boundary Rd, Bellamy St, Ramsay Rd, Yarrara Rd to Pennant Hills station.

21 May 1984 – 21 August 1984 (Source: timetable)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Purchase Rd, Eldridge St, Shepherds Dr (**Cherrybrook**), Macquarie Dr, Francis Greenway Dr, Boundary Rd, Bellamy St, Ramsay Rd, Yarrara Rd to Pennant Hills station.

Pennant Hills – Cherrybrook (“Cherrybrook Express”)

18 May 1987 (Source: timetable)

Morning peak hour

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Purchase Rd, Hancock Dr, Purchase Rd, Shepherds Dr (**Cherrybrook**), Kenburn Av, Tallowood Av, Macquarie Dr, Francis Greenway Dr, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Middle of day

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Purchase Rd, Hancock Dr, Purchase Rd, Shepherds Dr (**Cherrybrook**), Kenburn Av, Tallowood Av, Macquarie Dr, Francis Greenway Dr, Boundary Rd, Cedarwood Dr, New Line Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Afternoon peak hour

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr, Tallowood Av, Kenburn Av, Shepherds Dr (**Cherrybrook**), Purchase Rd, Purchase Rd, Hancock Dr, New Line Rd, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

1988 (Source: timetable)

Saturday

From Pennant Hills (Yarrara Rd at station) via Ramsay Rd, Bellamy Rd, Boundary Rd, Victoria Rd, New Line Rd, Shepherds Dr (**Cherrybrook**), Macquarie Dr, (left) Francis Greenway Dr (north leg), Boundary Rd, Bellamy Rd, Ramsay Rd, Yarrara Rd to Pennant Hills station.

Pennant Hills – Cedarwood Dr (“Cedarwood Loop”)

1987 (Source: timetable)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, Cedarwood Dr (**West Pennant Hills**), New Line Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Pennant Hills – Dural (Jenner Rd) (“Jenner Rd Jet”)

1988 (Source: timetable)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Shepherds Dr, Beechwood Pde, Hancock Dr, Purchase Rd, New Line Rd, Jenner Rd to Fallon Dr, then Jenner Rd, New Line Rd to Old Northern Rd (Dural). Reverse on return.

Alterations

- **Circa 1975** (Source: timetable) (selected trips): From New Line Rd/David Rd via New Line Rd to Old Northern Rd. Reverse on return.
- **Circa 1993** (Source: timetable)*: Selected trips diverted from New Line Rd via David Rd to Woodgrove Av, then David Rd to New Line Rd.
- **Circa 1993** (Source: timetable)*: Pennant Hills-Jenner Rd trips ran from New Line Rd via Jenner Rd, James Henty Dr, Wilkinson Av, New Line Rd (or vice versa).
- **Circa 1993** (Source: timetable)*: Selected trips ran via Purchase Rd & Shepherds Dr.
- **Circa 1993** (Source: timetable)*: Selected trips ran via Francis Greenway Dr (? route).

* Full details not clear from timetable.

Parramatta – Cherrybrook – Dural

1989 (Source: timetable)

From Parramatta via (? details, probably same as 101), Pennant Hills Rd, Castle Hill Rd, New Line Rd to Old Northern Rd (Dural).

1991 (Source: timetable)

From Parramatta via (? details, probably same as 101), Pennant Hills Rd, Castle Hill Rd, New Line Rd, Shepherds Dr, Beechwood Pde, Purchase Rd, New Line Rd, David Rd to Westminster Dr, then David Rd, New Line Rd to Old Northern Rd (Dural).

Timetable Summary

August 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-West Pennant Hills	29	M-F	Epping	7.16amW	Beecroft	6.29pmE	10 trips	A
		Sat		7.16amW		5.42pmE	9 trips	B
		Sun						

A – Epping-Beecroft 5 trips, Epping-West Pennant Hills 5 trips.

B – Epping-Beecroft 4 trips, Epping-West Pennant Hills 5 trips. Plus picture bus Saturday night.

E – To Epping.

W – To West Pennant Hills.

1 May 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-West Pennant Hills	51	M-F	W Pennant Hls	6.16am	Eastwood	6.06pm	16 trips	A
		Sat		7.36am		4.45pm	9 trips	A
		Sun		9.02am		6.55pm	5 trips	A

A – Selected through trips, plus short-working/s. Plus short-working/s before first trip shown. Plus picture bus Saturday night.

18 September 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-West Pennant Hills	16	M-F	W Pennant Hls	6.04am	Pennant Hills	6.43pm	60*	
		Sat		7.34am		1.10pm	60	
		Sun						

* More frequent in peak hours.

21 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Cherrybrook	43 round trip	M-F	Cherrybrook	6.02am	Pennant Hills	7.27pm	60*	
		Sat	Pennant Hills	7.44am		2.00pm	7 trips	
		Sun						
Pennant Hills-Cedarwood Dr	20 round trip	M-F	Cedarwood Dr	6.20am	Pennant Hills	6.50pm	Ph1	
		Sat						
		Sun						
Pennant Hills-Dural (Jenner Rd)	27	M-F	Jenner Rd	6.28am	Pennant Hills	5.34pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

Ph1 – Peak hours only. Off-peak service provided by diversion of Pennant Hills-Cherrybrook trips.

Ph2 – Peak hours only (morning 3 trips, afternoon 2 trips).

Route 92

CITY (York St) – DRUMMOYNE – FIVE DOCK – CENTRAL RAILWAY via Pyrmont & Glebe Island Bridges & Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Five Dock (Brent St, Russell Lea) – Central Railway via Parramatta Rd being operated by Rod Smith.

By date of Govt Gazette 15 October 1926: Extended from Brent St to Drummoyne.

By date of Govt Gazette 22 June 1928: Extended from Drummoyne to City (York St) via Glebe Island & Pyrmont bridges.

1928/9: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926).

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

Streets

Five Dock – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Five Dock (Lyons Rd at Brent St) via Lyons Rd, Russell St, Myalora St, Lyons Rd, Great North Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Drummoyne – Five Dock – Central Railway

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Five Dock via Russell St, Lyons Rd to Bridge St [now Victoria Rd] (Drummoyne). Reverse on return.

City (York St) – Drummoyne – Five Dock – Central Railway

1928 (Source: Govt Gazette of 22 June 1928)

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St (Pyrmont), Miller St, Banks St, Glebe Island Bridge, Commercial Rd (Rozelle), Weston Rd, Drummoyne Bridge, Bridge St [last four now Victoria Rd] (Drummoyne), Lyons Rd, Russell St, Myalora St, Lyons Rd (Five Dock), Great North Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
Five Dock-Central Railway	42	M-F	Five Dock	6.12am	Central Rly	10.42pm	45*	
		Sat		6.12am		12.12am	45	
		Sun		9.12am		10.42pm	45	

* More frequent in peak hours.

1946-1967

These two routes are grouped together for this period, as it is not clear in some cases which routes had which route numbers.

CAMPBELLTOWN – APPIN

CAMPBELLTOWN – CAMPBELLTOWN TOWNSHIP (Angle Rd)*

CAMPBELLTOWN – CAMPBELLTOWN TOWNSHIP (Austin Av)*

CAMPBELLTOWN – CAMPBELLTOWN TOWNSHIP (Briar Rd)*

** See note below re “St Elmo” destination signs displayed by buses on these routes*

CAMPBELLTOWN – INGLEBURN – MAQUARIE FIELDS

CAMPBELLTOWN – KENTLYN

CAMPBELLTOWN – MENANGLE

CAMPBELLTOWN – SETTLEMENT – KENTLYN – MINTO

CAMPBELLTOWN – SETTLEMENT – SOUTH CAMPBELLTOWN via The Standpipe

CAMPBELLTOWN – SETTLEMENT – WOOLWASH

CAMPBELLTOWN – SHERWOOD HILLS – MACQUARIE HEIGHTS

CAMPBELLTOWN – SOUTH CAMPBELLTOWN

CAMPBELLTOWN – WEDDERBURN (school days only)

- **Campbelltown – Camden District Hospital (infrequent service)**
- **Campbelltown – Crompton Parkinsons factory (peak hours)**

(“Settlement” was in the vicinity of Valley Rd & Macquarie Av, East Campbelltown.)

(Macquarie Heights and Sherwood Hills were at the eastern and western ends respectively of current Bradbury. The suburb name Bradbury was officially promulgated in 1969.)

(Woolwash was at the end of Woolwash Rd, on the Georges River to the east of current day Airds.)

**NOTE RE “ST ELMO” DESTINATION SIGNS DISPLAYED BY BUSES ON
CAMPBELLTOWN TOWNSHIP ROUTES**

The Departmental timetables dated 5 January 1966 (the only pre-1967 Campbelltown area timetables known to exist) show that the three Campbelltown – Campbelltown Township routes were numbered 92.

Buses on these routes are known to have displayed various “St Elmo” destination signs until 1967, despite the fact that the St Elmo estate names had become outmoded by earlier in the 1960s. The signs were “St Elmo No 2”, “St Elmo Nos 3 & 4” and “St Elmo No 6”.

The relevant “St Elmo” estates, established in the 1950s, were located:

No 2 in the McLean Rd area

No 3 in the Bradbury Av/Hoddle Av/Grandview Dr area

No 4 in the Donaldson St area

No 6 in the Farnsworth Av/Austin Av area.

A comparison of the likely routes with the locations of the St Elmo estates suggests:

- **Campbelltown – Campbelltown Township (Angle Rd) trips displayed “St Elmo No 2” signs,**
- **Campbelltown – Campbelltown Township (Austin Av) trips displayed “St Elmo No 6” signs,**
- **Campbelltown – Campbelltown Township (Briar Rd) trips displayed “St Elmo No 3 & 4” signs.**

Timeline

February 1946 (*Source: T&BT May 1946, but route number not quoted*): Campbelltown – Wedderburn and Campbelltown – Kentlyn (both limited services) commenced by F Delaney.

1946: Campbelltown – South Campbelltown commenced by Robert T Bruce.

Late 1946: (? Routes) transferred to J Roberts.

By 1 February 1948: New routes commenced:

Campbelltown – Settlement

Campbelltown – Settlement – South Campbelltown via The Standpipe (Georges River Rd/Junction Rd [in current Ruse])

Campbelltown – Settlement – Woolwash

1948: 92 (? routes) transferred to Herbert P Harrison.

1952: 93 (? routes) transferred to Herbert P Harrison.

By 1952: Extra route, Campbelltown – Ingleburn, commenced.

By 1953: Campbelltown – Ingleburn extended from Ingleburn to Macquarie Fields.

(?): New routes (both limited service) commenced:

Campbelltown – Settlement – Kentlyn (Freres Crossing) – Minto

Campbelltown – Wedderburn (school days only)

February 1953:

- Campbelltown – Macquarie Fields renumbered 102, still operated by HP Harrison.
- Other routes transferred to B&H Transport Services (B&H being the initials of the proprietors, RJ Baker & NH Howell), then or later trading as Campbelltown Bus Service. Route at time of transfer was described as Campbelltown – South Campbelltown – Woolwash, possibly representing the routes as at 1 February 1948 (above) or some rearrangement thereof (but also other routes?).

By September 1957: Campbelltown – Camden District Hospital commenced on Tuesdays & Thursdays (& Sundays for at least a period) (continued until at least September 1960).

1950s/1960s: As the suburb of Campbelltown grew, new routes commenced and/or existing routes rearranged as (*see note above re "St Elmo" destination signs displayed by buses on Campbelltown Township routes*):

Route 92

Campbelltown – Campbelltown Township (Angle Rd)

Campbelltown – Campbelltown Township (Austin Av)

Campbelltown – Campbelltown Township (Briar Rd)

Route 93

Campbelltown – Crompton Parkinsons (peak hours only)

Campbelltown – Settlement

Campbelltown – Sherwood Hills – Macquarie Heights

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

August 1967: 92 (Campbelltown – Campbelltown Township routes) & 131 (Campbelltown – Appin) renumbered part of 93. (Renumbering amalgamated all Campbelltown Transit Co's services under a single license, facilitating future route & timetable changes.)

11 September 1967: In a general reorganisation of routes:

- Campbelltown – Campbelltown Township routes & those from Campbelltown to Settlement & Sherwood Hills/Macquarie Heights rearranged.
- Routes from Campbelltown to Appin, Crompton Parkinsons & Wedderburn remained unaltered.

See Route 93 below for continuation of Route Histories.

Streets

Campbelltown – South Campbelltown

1948 (Source: licence document)

From Campbelltown (station) via Railway St, Queen St, Appin Rd, Wedderburn Lane, Wedderburn Rd to recreation reserve (¼ mile south of Wedderburn Lane) (South Campbelltown).

Campbelltown – Settlement – South Campbelltown via The Standpipe

1948 (Source: licence document)

From Campbelltown (station) via Railway St, Queen St, Broughton St, Macquarie St, Waminda Av (**Settlement**), Kentlyn (or Tank) Rd [now College Rd & Georges River Rd] to Junction Rd (**The Standpipe**), then Kentlyn (or Tank) Rd, Wedderburn Rd [part now St Johns Rd] to recreation reserve (¼ mile south of Wedderburn Lane) (South Campbelltown).

Campbelltown – Settlement – Woolwash

1948 (Source: licence document)

From Campbelltown (station) via Railway St, Queen St, Broughton St, Macquarie St, Waminda Av (**Settlement**), Wedderburn Rd [part now St Johns Rd], Woolwash Rd to last residence before the river (**The Woolwash**), then Woolwash Rd, Wedderburn Rd, Sturt St, Lindesay St, Cordeaux St, Queen St, Railway St to Campbelltown station.

Campbelltown – Settlement

1948 (Source: licence document)

From Campbelltown (station) via Railway St, Queen St, Broughton St, Macquarie St, Waminda Av (**Settlement**), Sturt St, Lindesay St, Cordeaux St, Queen St, Railway St to Campbelltown station.

Timetable Summary

Route 92

5 January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-C'town Township (Angle Rd)†	23 round trip	M-F	Campbelltown	5.40am	Angle Rd	7.04pm	40-60	A
		Sat		8.07am		12.33pm	25	B
		Sun						
Campbelltown-C'town Township (Austin Av)†	25 round trip	M-F	Campbelltown	4.55am	Austin Av	6.30pm	40-60	
		Sat		8.37am		12.25pm	20	
		Sun						
Campbelltown-C'town Township (Briar Rd)†	25 round trip	M-F	Campbelltown	4.57am	Briar Rd	7.29pm	30-60	C
		Sat		7.03am		1.15pm	30-40	D
		Sun						

† See note above re “St Elmo” destination signs.

A – Until approx 2.30pm, generally from Campbelltown direct to Angle Rd & return via full route. After that time, reverse direction.

B – Until approx 10.30am, generally from Campbelltown direct to Angle Rd & return via full route. After that time, reverse direction.

C – Until approx 2.30pm, generally from Campbelltown via Allman St & return via Bradbury Av. After that time, reverse direction. Selected trips also via Sherwood Hills.

D – Until approx 11.00am, generally from Campbelltown via Allman St & return via Bradbury Av. After that time, reverse direction.

Route 93
5 January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Settlement	15 round trip	M-F	Campbelltown	6.03am	Settlement	6.59pm	20-60	A
		Sat	Settlement	8.32am		1.15pm	20	A
		Sun						
Campbelltown-Kentlyn (Freres Crossing)-Minto†	Fr C'town 18F 30M	M-F	Campbelltown	6.07amF 6.38amM	Minto Freres X-ing	6.05pmC 6.46pmC	B	
		Sat		7.52amM	Minto	12.52pmC	3 trips	
		Sun						
Campbelltown-Sherwood Hills	25 round trip	M-F	Campbelltown	7.08am	Sherwood Hls	6.39pm	8 trips	
		Sat						
		Sun						
Campbelltown-Crompton Parkinsons	7	M-F	Campbelltown	7.26am	C/Parkinsons	4.20pm	2 trips	
		Sat						
		Sun						

† Most trips extensions of Campbelltown-Settlement trips (above).

A – Selected trips extended from Settlement to Kentlyn (Freres Crossing) or Minto.

B – 8 trips departing Campbelltown, 10 arriving Campbelltown, serving Freres Crossing (4 trips), Minto (6).

C – To Campbelltown.

F – To Kentlyn (Freres Crossing).

M – To Minto.

Route 92

PUNCHBOWL – ROSELANDS – BEXLEY NORTH – BARDWELL PARK
ROSELANDS – BEXLEY NORTH – EARLWOOD
ROSELANDS – BEXLEY NORTH – KOGARAH

Timeline

By 1968: Roselands – Bardwell Park commenced by Belmore-Lakemba Bus Service (LG (Les) & CC Roberts).

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

4 July 1983: Extended from Roselands to Punchbowl to replace the Roselands – Punchbowl section of 26, which was truncated from Lakemba to Punchbowl.

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

17 December 1985: Amalgamated with 39 and 229 as 39, Campsie – Roselands – Kogarah Hospital, and selected trips running Campsie – Roselands – Bardwell Park. Punchbowl – Roselands replaced by re-extended 26.

16 July 1986: 39 split again and 92 re-formed as two separate routes:

Roselands – Bexley North – Kogarah

Roselands – Bexley North – Earlwood.

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

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

445 Roselands – Belmore

446 Roselands – Earlwood – Kogarah

447 Roselands – Greenacre

Streets

Bardwell Park – Bexley North – Roselands

Circa 1968 (Source: RGH notes)

From Bardwell Park (Slade Rd at station) via Slade Rd, Bexley Rd (**Bexley North**), Homer St, Kingsgrove Rd, Moorefields Rd, Stoddart St, Berrington Av, King Georges Rd, Roselands Dr to Roselands shops.

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

Bardwell Park – Bexley North – Roselands – Punchbowl

Alteration

From 4 July 1983 (Source: *timetable*): Extended from Roselands via King Georges Rd, Canterbury Rd, Ferguson Av, Hillcrest St, Arthur St to Punchbowl station. Return via The Boulevarde, Dudley St, Hillcrest St, then reverse route.

Roselands – Bexley North – Kogarah

From 16 July 1986 (Source: *timetable/later 446 timetable, as interpreted*)

From Roselands (shops) via Roseland Av, King Georges Rd, Moorefields Rd, Kingsgrove Rd, Homer St, Bexley Rd (**Bexley North**), New Illawarra Rd, Alston St, Laycock St, Stoney Creek Rd, Henderson Rd, Donnan St, Besborough Av, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde, Derby St, Kensington St to Kogarah Hospital.

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, then reverse route to King Georges Rd, then Roselands Dr to Roselands shops.

Roselands – Bexley North – Earlwood

From 16 July 1986 (Source: *timetable*)

From Roselands (shops) via Roseland Av, King Georges Rd, Moorefields Rd, Kingsgrove Rd, Homer St, Bexley Rd (**Bexley North**), Slade Rd, Hartill-Law Av (**Bardwell Park**), William St, Cameron Av, Clarke St to Homer St (Earlwood).

From Earlwood (Clarke St at Homer St) via Homer St, Hartill-Law Av, then reverse route to King Georges Rd, then Roselands Dr to Roselands shops.

Timetable Summary

1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roselands-Bardwell Park	20	M-F	Bardwell Pk	7.43am	Roselands	5.50pm	60	A
		Sat		7.40am		12.40pm	60	
		Sun						

A – Extra trips Thursday night.

30 July 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roselands-Kogarah Hospital	29	M-F	Roselands	7.57am	Roselands	5.40pm	120*	A
		Sat		7.50am	Kogarah Hosp	12.55pm	60	B
		Sun						
Roselands-Earlwood	20	M-F	Earlwood	8.00am	Roselands	5.40pm	120	
		Sat						
		Sun						

* More frequent in peak hours.

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

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

Route 93

FLEMINGTON – CENTRAL RAILWAY via Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Reliance Bus Co (Steer family).

1930: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926)

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

Streets

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

From Flemington (Richmond Rd at Arthur St) via Richmond Rd, Tavistock St, Hampstead Rd, The Crescent, Bridge 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 Flemington.

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		
Flemington-Central Railway	54	M-F	Flemington	6.48am	Central Rly	10.15pm	30-60	
		Sat		6.48am		10.15pm	30-60	
		Sun		11.18am		9.45pm	30-60	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Flemington-Central Railway		M-F	Flemington	6.01am	Central Rly	10.57pm	60	
		Sat		6.01am		10.57pm	60	
		Sun		8.01am		10.57pm	60	

Route 93

DOBROYD POINT – BURWOOD

Timeline

28 December 1932: Feeder service commenced as Dobroyd Point – Burwood, operated by HJ Fox. United Motors may have also operated this route.

23 June 1934: Taken over by Department of Road Transport & Tramways & amalgamated with 38 (taken over from Glenister & Mackenzie (Stan Glenister & Roy Mackenzie) (?) as DRTT 92 (Drummoyne – Burwood – Campsie).

Route 93

1967-1991

(See Route 92/Route 93 above for earlier history.)

CAMPBELLTOWN – AIRDS

CAMPBELLTOWN – AMBARVALE

CAMPBELLTOWN – APPIN

CAMPBELLTOWN – BRADBURY (extended to Macarthur Square 1979-80)

CAMPBELLTOWN – CLAYMORE (selected trips extended to Eagle Vale)

CAMPBELLTOWN – EAST CAMPBELLTOWN (selected trips extended to Kentlyn)

CAMPBELLTOWN – HODDLE AV

CAMPBELLTOWN – KENTLYN (various termini)

CAMPBELLTOWN – LEUMEAH – NORTH LEUMEAH (selected trips extended to Minto)

CAMPBELLTOWN – LINDESAY ST

CAMPBELLTOWN – MACQUARIE HEIGHTS – SHERWOOD HILLS

CAMPBELLTOWN – MENANGLE

CAMPBELLTOWN – ROSEMEADOW

CAMPBELLTOWN – RUSE (selected trips extended to Kentlyn)

CAMPBELLTOWN – RUSE – NORTH LEUMEAH – LEUMEAH

CAMPBELLTOWN – SOUTH BRADBURY

CAMPBELLTOWN – WEDDERBURN

CAMPBELLTOWN – WOODBINE – EAGLE VALE via Campbelltown Rd

MINTO – EAGLE VALE

- **Campbelltown – Crompton Parkinsons factory (peak hours)**

Timeline

Continued from Route 92/Route 93 above

11 September 1967: In a general reorganisation of routes:

- Routes other than those to Appin, Menangle & Wedderburn rearranged as (numbers 1, 2A, etc, as per timetables):
 - 1 Macquarie Heights – Campbelltown – North Campbelltown – Leumeah (selected trips extended to Minto)
 - 2A Campbelltown – Hoddle Av via Austin Av
 - 2B Campbelltown – Hoddle Av via Donaldson St
 - 2C Campbelltown – Kentlyn (Freres Crossing) via Hoddle Av (selected trips to Kentlyn 1 mile extension)
 - 3 Campbelltown – East Campbelltown
- 1 replaced Campbelltown – Macquarie Heights – Sherwood Hills & Campbelltown (station) – Campbelltown Township (Angle Rd), but extended to Leumeah (& selected trips to Minto).
- 2A & 2B replaced Campbelltown – Campbelltown Township (Briar Rd) and Campbelltown – Campbelltown Township (Austin Av).
- 3 replaced Campbelltown – Settlement.
- Selected trips on weeknights ran Campbelltown – Sherwood Hills via Hoddle Av (combined Campbelltown – Hoddle Av & Campbelltown – Macquarie Heights – Sherwood Hills).
- Selected trips on Saturday afternoons ran Leumeah – Campbelltown – Sherwood Hills via Hoddle Av (combined Campbelltown – Hoddle Av & Leumeah – Campbelltown – Macquarie Heights – Sherwood Hills).
- Unaltered routes:
 - Campbelltown – Appin
 - Campbelltown – Crompton Parkinsons (peak hours only) (when ceased?)
 - Campbelltown – Menangle
 - Campbelltown – Wedderburn (school trips only).
- Operated by Campbelltown Transit Co (RW (Dick) Rowe, Jim Newport & Roger L Graham).

By 10 March 1969: Trips to Kentlyn formed by extension of 3 from East Campbelltown to Kentlyn instead of 2C.

1970: Campbelltown Transit Co solely owned by Rowe family.

By 19 August 1971: Selected weekday and Saturday afternoons trips ran via combined route Campbelltown – East Campbelltown via Waminda Av & return via Lindesay St & Warby St (covering parts of East Campbelltown & Leumeah routes).

By 15 August 1973:

- Route 1 divided into:
 - Campbelltown – North Campbelltown – Leumeah (selected trips extended to Minto).
 - Campbelltown – Macquarie Heights – Bradbury – Sherwood Hills
- New route, Campbelltown – South Bradbury via Jacaranda Av, commenced.

By 2 January 1975:

- New route, Campbelltown – Ruse – North Leumeah – Leumeah, commenced (serving new suburb of Ruse).
- Extension from Leumeah to Minto curtailed to Hansens Rd phone box, North Leumeah (corner of Westmoreland Rd ?).
- Selected Kentlyn trips ran direct (*not* via East Campbelltown).

By 27 May 1978:

- Routes to Leumeah, North Leumeah, East Campbelltown, Ruse, Kentlyn & Bradbury (including those to former estates, Macquarie Heights & Sherwood Hills) rearranged as (numbers as per timetables):
 - 1 Campbelltown – Leumeah via Waminda Av (selected trips extended to North Leumeah)
 - 2 Campbelltown – Lindesay St
 - 3 Campbelltown – Airds
 - 4 Campbelltown – Ruse – Kentlyn (end of Georges River Rd)
 - 5 Campbelltown – Bradbury
- New route, Campbelltown – Ambarvale (new suburb), commenced. Selected Appin trips became extensions of this route.
- Campbelltown – Wedderburn (school days only) appeared in timetable.

By 30 October 1978: New route, Campbelltown – Claymore (new suburb), commenced.

23 June 1979: Combined route from Campbelltown to Bradbury, Airds & Ruse commenced on weeknights & Saturday afternoons.

10 September 1979 (*opening date of Macarthur Square shopping centre*):

- Campbelltown – Ambarvale trips rerouted past Macarthur Square.
- Campbelltown – Bradbury off-peak trips extended from Bradbury to Macarthur Square.

By 19 May 1980: New routes commenced:

- Campbelltown – Woodbine – Eagle Vale (new suburbs) via Campbelltown Rd (originally in off-peak period on weekdays, but later extended to peak hours and Saturdays)
- Minto – Eagle Vale (weekday peak hours only)

By 18 September 1980: Extension of Campbelltown – Bradbury off-peak trips to Macarthur Square ceased.

12 December 1981: Campbelltown – Ambarvale taxi-bus service (taxi with special roof sign, charging fares at normal bus rate, operated in conjunction with Cumberland Cabs Co-op & RSL Cabs Co-op) commenced on Sundays and Public Holidays.

By 28 March 1984: New route, Campbelltown – Rosemeadow (new suburb), commenced.

By 12 November 1984:

- Hours/days of service on Campbelltown – Ambarvale & Campbelltown – Rosemeadow extended to weeknights, Saturday afternoons & Sundays, when combined route Campbelltown – Ambarvale – Rosemeadow commenced. This combined route replaced (then or earlier) Campbelltown – Ambarvale taxi-bus service on Sundays & Public Holidays.
- Hours/days of service on Campbelltown – Airds & Campbelltown – Bradbury extended to weeknights, Saturday afternoons & Sundays, when combined route Campbelltown – Airds - Bradbury commenced.
- Hours/days of service on Campbelltown – Lindesay St & part of Campbelltown – Leumeah via Waminda Av extended to weeknights, Saturday afternoons & Sundays, when combined route Campbelltown – Carrington Circ, Leumeah commenced.
- Campbelltown – Claymore extended to Eagle Vale on weeknights, late Saturday afternoons & all day Sundays, when Campbelltown – Woodbine – Eagle Vale via Campbelltown Rd did not run.

29 May 1985: Routes to the south and east of Campbelltown renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 15*):

- 883 Campbelltown – Ruse (selected trips extended to Kentlyn)
- 884 Campbelltown – Airds
- 885 Campbelltown – Bradbury
- 886 Campbelltown – Wedderburn (upgraded from school route to limited route service)
- 887 Campbelltown – Rosemeadow
- 888 Campbelltown – Ambarvale

890 Campbelltown – Appin
891 Campbelltown – Menangle

Other routes remained as 93 until 25 December 1991.

1989: Operator's name changed to Busways Campbelltown.

25 December 1991: Remaining routes to the north and west of Campbelltown partly rearranged & renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 15*):

878 Campbelltown – Eagle Vale via Campbelltown Rd*
879 Minto – Eagle Vale
880 Campbelltown – Claymore – Eagle Vale – Minto*
881 Campbelltown – Lindesay St
882 Campbelltown – Leumeah – North Leumeah

(* Amalgamation/rearrangement of Campbelltown – Claymore & Campbelltown – Woodbine – Eagle Vale via Campbelltown Rd routes.)

Streets

1: Macquarie Heights – Sherwood Hills – Campbelltown – North Campbelltown – Leumeah (selected trips extended to Minto)

11 September 1967 (Source: timetable)

From Macquarie Heights (St Johns Rd at Macleay Av) via St Johns Rd (**Sherwood Hills**), Campbellfield Av (west leg), Lawn Av, The Parkway, Appin Rd, Queen St, Railway St (**Campbelltown station**), Queen St, Warby St, Lindesay St, Burns Rd, Macquarie Av, Carrington Circ (**North Campbelltown**), Telford St, Angle Rd, Illawong Rd, O'Sullivan Rd to Leumeah station.

Minto extension: Extended from Leumeah station via Leumeah Rd, Hansens Rd, Ben Lomond Rd, Pembroke Rd, Redfern Rd to Minto station.

Trips via Angle Rd: Ex Macquarie Heights from Lindesay St via Angle Rd (*not* via Carrington Circ). Reverse on return.

Alterations

By 6 May 1968:

- Base route ex Macquarie Heights from Lindesay St via Angle Rd. Reverse on return.
- **Carrington Circ diversion:** Ex Macquarie Heights from Lindesay St via Burns Rd, Macquarie Av, Carrington Circ, Telford St, Angle Rd. Reverse on return.

2A: Campbelltown – Hoddle Av via Austin Av

11 September 1967 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Bradbury Av, Hannaford St, Austin Av, Hoddle Av, Bradbury Av, Queen St, Patrick St to Campbelltown station.

2B: Campbelltown – Hoddle Av via Donaldson St

11 September 1967 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Bradbury Av, Hoddle Av, Donaldson St, St Johns Rd, Hoddle Av, Bradbury Av, Queen St, Patrick St to Campbelltown station.

2C: Campbelltown – Kentlyn (Freres Crossing) via Hoddle Av

11 September 1967 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Bradbury Av, Hoddle Av, St Johns Rd, Georges River Rd [now also Freres Rd] to Freres Crossing [in current Freres Crossing Park] (Kentlyn). [*Freres also spelt Freers.*]

Campbelltown – Sherwood Hills via Hoddle Av

11 September 1967 (Source: timetable)

From Campbelltown (station) via Queen St, Bradbury Av, Hoddle Av, St Johns Rd (**Macquarie Heights**), Campbellfield St (west leg) (**Sherwood Hills**), Lawn Av, The Parkway, Appin Rd, Queen St, Broughton St, Hurley St to Campbelltown station.

Alteration

By 2 January 1975: Ex Campbelltown from Lawn Av via Campbellfield Av (east leg), St Johns Rd to Macleay St (**Macquarie Heights**), then St Johns Rd, Campbellfield Av (east leg), Jacaranda Av, St Johns Rd, Campbellfield St (west leg).

3: Campbelltown – East Campbelltown

11 September 1967 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Cordeaux St, Sturt St, Georges River Rd [now Colonial St], Waminda Av (**East Campbelltown**), Macquarie Av, Broughton St, Lindesay St, Cordeaux St, Queen St, Patrick St to Campbelltown station.

Alterations

- **10 March 1969** (Source: timetable): From Broughton St via George St to Sturt St.
- **1975** (Source: timetable): Reverted to run via Lindesay St instead of George St.

Campbelltown – East Campbelltown via Waminda Av, then Lindesay & Warby Sts

By 19 August 1971 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Cordeaux St, Sturt St, Georges River Rd [now Colonial St], Waminda Av (**East Campbelltown**), Burns Rd, Lindesay St, Warby St, Queen St, Patrick St to Campbelltown station.

3: Campbelltown – Kentlyn (Freres Crossing)

1969 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Cordeaux St, Sturt St, George St, Broughton St, Macquarie Av, Waminda Av, Georges River Rd [including current Freres Rd] to Freres Crossing [in current Freres Crossing Park] (Kentlyn). [*Freres also spelt Freers.*]

Campbelltown – Kentlyn (end of Georges River Rd)

By 2 January 1975 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Cordeaux St, Sturt St, Georges River Rd [to end] (Kentlyn).

Campbelltown – Appin

By 2 January 1975 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Appin Rd, Toggerai St (**Appin**), Illawarra St, Appin Rd, Queen St, Patrick St to Campbelltown station.

Campbelltown – Ruse – North Leumeah – Leumeah

By 2 January 1975 (Source: timetable)

From Leumeah (station) via Leumeah Rd, Wyangala Cr, Leumeah Rd, Warragamba Cr, Katherine St (**North Leumeah**), Guernsey [now Townson] Rd, Westmoreland Rd, Hansens Rd, Junction Rd, Darling Av, Sirius St (**Ruse**), Old Kent Rd, Junction Rd, Bellinger Rd, Georges River Rd [including current College St & Colonial St], Lindesay St, Cordeaux St, Queen St to Campbelltown station.

Campbelltown – North Campbelltown – Leumeah (*selected trips extended to North Leumeah*)

By 2 January 1975 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Warby St, Lindesay St, Burns Rd, Macquarie Av, Carrington Circ (**North Campbelltown**), Telford St, Angle Rd, Illawong Rd, O'Sullivan Rd to Leumeah station.

North Leumeah extension: Extended from Leumeah station via Leumeah Rd, Wyangala Cr, Leumeah Rd, Warragamba Cr, Katherine St, Guernsey [now Townson] Rd, Westmoreland Rd to Hansens Rd (North Leumeah).

Kingsclare St diversion: Extended from (?) via Kingsclare St to (?).

Woronora Av diversion: Extended from (?) via Loorana Rd, Woronora Av to (?).

Campbelltown – South Bradbury

By 2 January 1975 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Bradbury Av, Hoddle Av, Jacaranda Av, St Johns Rd, The Parkway, Pinaroo Cr (South Bradbury).

Campbelltown – Macquarie Heights – Bradbury – Sherwood Hills

By 2 January 1975 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Appin Rd, The Parkway, Lawn Av, Campbellfield St (**Macquarie Heights**), St Johns Rd (**Bradbury**), Campbellfield St (**Sherwood Hills**), Lawn Av, The Parkway, Appin Rd, Queen St, Broughton St, Hurley St to Campbelltown station.

Campbelltown – Leumeah (selected trips extended to North Leumeah)

27 May 1978 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Broughton St, Waminda Av, Macquarie Av, Carrington Circ, Telford St, Angle Rd, O'Sullivan Rd (Leumeah station).

From Leumeah (O'Sullivan Rd at station) via reverse route to Broughton St, then Hurley St to Campbelltown station.

North Leumeah extension: Extended from Leumeah station via Leumeah Rd, Wyangala Cr (full length), Townson Av to Birdsville Cr (North Leumeah). Reverse on return.

Campbelltown – Leumeah – North Leumeah

23 June 1979 (Source: timetable)

Extended from Leumeah station via Leumeah Rd, Parkhill Av, Katherine St, Townson Av (North Leumeah), Wyangala Cr (full length), Leumeah Rd to Leumeah station.

Alteration

September 1979 (Source: timetable):

- To approach Campbelltown from Broughton St via Lindesay St, Cordeaux St, Queen St, Railway St, Hurley St.
- Via Smiths Creek Bypass [now Rose Payten Dr], instead of part of Leumeah Rd immediately east of Pembroke Rd. Reverse on return.

Campbelltown – Campbelltown (Lindesay St)

27 May 1978 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Broughton St, Macquarie Av, Burns Rd, Lindesay St, Warby St, Queen St, Broughton St to Campbelltown station.

Alteration

November 1984 (Source: timetable): From Lindesay St via Chamberlain St, Moore-Oxley Bypass, Warby St.

Campbelltown – Bradbury

27 May 1978 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Appin Rd, Lawn Av, Campbellfield Av (east leg), Jacaranda Av, (right) St Johns Rd, The Parkway (west leg) (**Bradbury**), Akuna Av, St Johns Rd, Jacaranda Av, Campbellfield Av, Lawn Av, Appin Rd, Queen St, Railway St, Hurley St to Campbelltown station.

Trips via Campbellfield Av (west leg) (mostly mornings): Ex Campbelltown from Lawn Av, Campbellfield Av (west leg), (right) St Johns Rd, The Parkway (west leg).

Alteration

November 1984 (Source: timetable): Ex Campbelltown from Queen St via Allman St, Moore-Oxley Bypass, Bradbury Av. Reverse on return.

Campbelltown – Bradbury – Macarthur Square

Alteration

10 September 1979 (opening date of Macarthur Square shops) (Source: timetable) (trips to/from Macarthur Square only): Ex Campbelltown from Jacaranda Av (left) St Johns Rd, Akuna Av, The Parkway (**Bradbury**), St Johns Rd, Appin Rd, Therry Rd, Gilchrist Dr, Kellicar Rd, Geary St, Menangle Rd to Macarthur Square (old) bus terminal between Menangle and Kellicar Rds. Reverse on return.

Campbelltown – Ambarvale

27 May 1978 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Appin Rd, Therry Rd, Woodhouse Dr to Dickens Rd (Ambarvale).

From Ambarvale (Woodhouse Dr at Dickens Rd) via reverse route to Queen St, then Broughton St, Hurley St to Campbelltown station.

Alterations

- *10 September 1979 (opening date of Macarthur Square shops) (Source: timetable):* Ex Campbelltown from Queen St via Camden Rd, Menangle Rd, Tailby St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Gilchrist Dr, Therry Rd, Woodhouse Dr to Dickens Rd. Reverse on return.
- *1980 (Source: timetable):* Extended from Woodhouse Dr/Dickens Rd via Woodhouse Dr, Copperfield Dr to Harthouse Rd. Reverse on return.

November 1984 (Source: timetable)

From Campbelltown (station) via Hurley St, Broughton St, Queen St, Allman St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Kellicar Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr, Crispsparkle Dr (**Ambarvale**), Cleopatra Dr, Copperfield Dr, Dickens Rd, Woodhouse Dr, then reverse route to Queen St, then Railway St to Campbelltown station.

Campbelltown – Ambarvale taxi-bus service (Sundays)

13 December 1981 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Dumaresq St, Moore-Oxley Bypass, Narellan Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr to Harthouse Rd (Ambarvale).

From Ambarvale (Copperfield Dr at Harthouse Rd) via Copperfield Dr Woodhouse Dr, Therry Rd, Gilchrist Dr, Camden Rd, Queen St, Broughton St, Hurley St to Campbelltown station.

Campbelltown – Rosemeadow

March 1984 (Source: timetable)

From Campbelltown (station) via Hurley St, Broughton St, Queen St, Allman St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Kellicar Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr, Crispsparkle Dr, Cleopatra Dr, Copperfield Dr to Ophelia St (Rosemeadow).

From Rosemeadow (Copperfield Dr at Ophelia St) via Ophelia St, Horatio St, Regan St, Copperfield Dr, then reverse route to Queen St, then Railway St to Campbelltown station.

November 1984 (Source: timetable)

From Campbelltown (station) via Hurley St, Broughton St, Queen St, Allman St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** (old) bus terminal, Kellicar Rd, Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr to Ophelia St (Rosemeadow).

From Rosemeadow (Copperfield Dr at Ophelia St) via Ophelia St, Horatio St, Regan St, Copperfield Dr, then reverse route to Queen St, then Railway St to Campbelltown station.

Campbelltown – Ruse (selected trips extended to Kentlyn (end of Georges River Rd))

27 May 1978 (Source: timetable)

Campbelltown – Ruse

From Campbelltown (station) via Railway St, Queen St, Bradbury Av, Hoddle Av, St Johns Rd, Briar Rd, Riverside Dr (east leg), Peppin Cr, Georges River Rd, Junction Rd, Old Kent Rd, Sirius St (**Ruse**), Cook Rd, Junction Rd, then reverse route to Queen St, then Hurley St to Campbelltown station.

Campbelltown – Kentlyn

Trips via Ruse: *Route not shown on timetable.*

Trips via Georges River Rd: From Campbelltown station via Railway St, Queen St, Cordeaux St, Lindesay St, Sturt St, George St, Georges River Rd [now Colonial St], Waminda Av, Broughton St, Georges River Rd to end (Kentlyn). Return from Kentlyn via reverse to Cordeaux St, then Queen St, Hurley St to Campbelltown station.

Alterations

- **23 June 1979 (Source: timetable) (Campbelltown – Ruse – Kentlyn trips):** From Campbelltown station via normal Ruse route to Georges River Rd, then Junction Rd, Cook St (**Ruse**), Sirius St, Old Kent Rd, Darling Av, Georges River Rd to end (Kentlyn). Reverse route not shown on timetable.
- **November 1984 (Source: timetable):** Ex Campbelltown from Queen St via Allman St, Moore-Oxley Bypass, Bradbury Av. Reverse on return.
- **November 1984 (Source: timetable):** From Junction Rd (northbound) via Acacia Av, Brindabella St, Old Kent Rd.

Campbelltown – Ruse via Jacaranda Av (weeknights & Saturday afternoons)

Alteration

23 June 1979 (Source: timetable): Diverted from normal Campbelltown – Ruse route from Hoddle Av via Jacaranda Av, St Johns Rd to Briar Rd

Campbelltown – Airds

27 May 1978 (Source: timetable)

From Campbelltown (station) via Railway St, Queen St, Cordeaux St, Lindesay St, Sturt St, George St, Georges River Rd [now Colonial St], Waminda Av, Broughton St, Georges River Rd, Riverside Dr (west leg), Greengate Rd to Merino Cr (west end) (Airds).

From Airds (Greengate Rd at Merino Cr, west end) via reverse route to Queen St, then Broughton St, Hurley St to Campbelltown station.

Alterations

- **1980** (*Source: timetable*): Airds terminus, extended round Merino Cr.
- **November 1984** (*Source: timetable*): Extended from Greengate Rd/Merino Cr via Greengate Rd, Karrabul Rd, Woodland Rd to Pademelon Av. Reverse on return. Trips terminating at Merino Cr continued to run as at 1980.

Campbelltown – Claymore

30 October 1978 (*Source: timetable*)

From Campbelltown (station) via Railway St, Queen St, Campbelltown Rd, Kialba Rd, Rose St, Blaxland Rd, Badgally Rd, Daplyn Way to Gidley Cr (Claymore).

Trips to/from west side of Campbelltown station: From Badgally Rd via Farrow Rd to west side of station. Reverse on return.

June 1979 (*Source: timetable*)

From Campbelltown (station) via Railway St, Queen St, Campbelltown Rd, Kialba Rd, Rose St, Blaxland Rd, Badgally Rd, Brierley [now part of Dobell] Rd, Dobell Rd (**Claymore**), Gidley Cr (west leg), Daplyn Way, Badgally Rd, Blaxland Rd, Campbelltown Rd, Queen St, Railway St, Hurley St to Campbelltown station.

Trips to/from west side of Campbelltown station: From Badgally Rd via Farrow Rd to west side of station. Reverse on return.

Alteration

September 1979 (*Source: timetable*): Via Blaxland Dr direct instead of Kialba Rd & Rose St.

Campbelltown – Claymore (selected trips extended to Eagle Vale)

Alterations

- **12 November 1984** (*Source: timetable*) (*Eagle Vale extension - late Saturday afternoons and all day Sundays*): Extended from Claymore (Badgally Rd) (westbound) via Dobell Rd, Drysdale St, Malachite St, Boyd St, Emerald Dr, Eagle Vale Dr, Epping Forest Dr to Chardonnay Av (Eagle Vale). Reverse on return.
- **1985** (*Source: timetable*): From Badgally Rd (westbound) via Eagle Vale Dr, Dobell Rd, Badgally Rd back to Campbelltown.

Campbelltown – Woodbine – Eagle Vale via Campbelltown Rd

1980 (*Source: timetable*)

From Campbelltown (station) via Hurley St, Railway St, Queen St, Campbelltown Rd, Collaroy Rd (**Woodbine**), North Steyne Rd, Queenscliff Rd, Campbelltown Rd, Raby Rd, Eschol Park Dr to Cabernet Av (Eagle Vale).

From Eagle Vale (Eschol Park Dr at Cabernet Av) via Eschol Park Dr, Raby Rd, Campbelltown Rd, Queen St, Railway St to Campbelltown station.

Alterations

- **1982** (*Source: timetable*): Extended from Eschol Park Dr/Cabernet Av via Eschol Park Dr, Epping Forest Dr to Chasselas Av. Reverse on return.
- **November 1984** (*Source: timetable*): Extended from Epping Forest Dr/Chasselas Av via Epping Forest Dr, Eagle Vale Dr, Emerald Dr, Boyd St, Malachite Rd to Drysdale St.

Minto – Eagle Vale

1980 (*Source: timetable*)

From Minto (Somerset St at station) via Redfern Rd [now Wiltshire St & Ben Lomond Rd], Campbelltown Rd, Raby Rd, Eschol Park Dr to Cabernet Av (Eagle Vale).

Alterations

- **1982** (*Source: timetable*): Extended from Eschol Park Dr/Cabernet Av via Eschol Park Dr, Epping Forest Dr to Chasselas Av. Reverse on return.
- **November 1984** (*Source: timetable*): Extended from Epping Forest Dr/Chasselas Av via Epping Forest Dr, Eagle Vale Dr, Emerald Dr, Boyd St, Malachite Rd to Drysdale St. Reverse on return.
- **1985** (*Source: timetable*): To approach Minto station from Redfern Rd [now Ben Lomond Rd] via Lincoln St, Sussex St, Somerset St (Minto station), then return via Redfern Rd [now Wiltshire St & Ben Lomond Rd]. [Redfern Rd west of Lincoln St renamed Ben Lomond Rd and Redfern Rd between Lincoln St & Somerset St renamed Wiltshire St after overbridge replaced level crossing approx 1994.]

Timetable Summary

12 October 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
1: Macquarie Heights-Campbelltown-Leumeah†	24	M-F	Leumeah	6.53amM	Macquarie Hts	6.09pmL 7.24pmC	A	
		Sat		8.02amM	Leumeah	4.48pmM	B	
		Sun			Macquarie Hts	6.54pmC		
2A & 2B: Campbelltown-Hoddle Av‡	15 round trip	M-F	Hoddle Av	5.04am	Campbelltown	7.17pm	40*	D
		Sat	Campbelltown	7.12am		6.47pm	AM 20 PM 60	E
		Sun						
2C: Campbelltown-Kentlyn (Freres Crossing)§	18	M-F	Campbelltown	6.06am	Freres X-ing	6.49pm	F	
		Sat		8.19am		5.38pm	4 trips	
		Sun						
3: Campbelltown-East Campbelltown	15 round trip	M-F	East C'town	6.20am	Campbelltown	6.51pm	40*	
		Sat		7.10am		2.10pm	30	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Minto.

‡ 2A via Austin Av; 2B via Donaldson St.

§ Selected trips to Kentlyn 1 mile extension.

A – Peak hours, Macquarie Heights-Leumeah. Morning, Leumeah-Campbelltown 30, Leumeah-Macquarie Heights 60. Afternoon, Macquarie Heights-Leumeah 60. Night, combined with 2 as Campbelltown-Hoddle Av-Macquarie Heights-Campbelltown loop. 5 trips extended from Leumeah to Minto. Plus short-working/s before first trip & after last trip shown.

B – Morning, Leumeah-Campbelltown 30, Leumeah-Macquarie Heights 60. Afternoon, combined with 2 as Leumeah-Campbelltown-Hoddle Av-Macquarie Heights-Campbelltown-Leumeah loop 60. Plus short-working/s before first trip & after last trip shown.

C – To Campbelltown.

D – Includes 2C between Campbelltown & Hoddle Av. 2A & 2B generally ran alternately. Night, combined with 2 as Campbelltown-Hoddle Av-Macquarie Heights-Campbelltown loop.

E – Includes 2C between Campbelltown & Hoddle Av. Morning, 2A & 2B generally ran alternately. Afternoon, combined with 1 as Leumeah-Campbelltown-Hoddle Av-Macquarie Heights-Campbelltown-Leumeah loop 60. Plus short-working/s before first trip shown.

F – 9 trips from Campbelltown, 10 trips from Kentlyn (Freres Crossing). 3 trips to Kentlyn 1 mile extension.

L – To Leumeah.

M – To Macquarie Heights.

2 January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Macquarie Heights-Sherwood Hills	22 round trip	M-F	Campbelltown	5.06am	Macquarie Hts	7.15pm	40*	A
		Sat		7.28am		1.45pm	40	A
		Sun						
Campbelltown-South Bradbury	22 round trip	M-F	Sth Bradbury	5.48am	Campbelltown	7.28pm	60*	
		Sat	Campbelltown	8.39am	Sth Bradbury	11.48am	60	
		Sun						
2A & 2B: Campbelltown-Hoddle Av	15 round trip	M-F	Campbelltown	5.11am	Hoddle Av	7.34pm	40*	
		Sat		7.12am		1.40pm	40	
		Sun						
Campbelltown-East Campbelltown	16 round trip	M-F	Campbelltown	5.43am	East C'town	7.37pm	40*	
		Sat		7.36am		2.09pm	30	
		Sun						
Campbelltown-Appin	20	M-F	Campbelltown	7.45am	Appin	7.03pm	3 trips	B
		Sat						
		Sun						
Campbelltown-Kentlyn (end of Georges River Rd)	16	M-F	Campbelltown	5.57am	Kentlyn	6.30pm	9 trips	
		Sat		7.55am		1.07pm	3 trips	
		Sun						
Campbelltown-Ruse-Leumeah	Fr Leum 14R 24C	M-F	Ruse	5.22amL	Leumeah	5.26pmC	D	
			Campbelltown	7.58amL		6.59pmR		
		Sat		7.55amL		12.31pmC	E	
		Sun						
Campbelltown-Leumeah†	Fr C'town 14L 21N	M-F	Campbelltown	5.29am	Leumeah	7.01pm	F	
		Sat		7.48am		12.31pm	G	
		Sun						

* More frequent in peak hours.

† Selected trips extended to North Leumeah.

A – Includes Campbelltown-Sherwood Hills via Hoddle Av trips.

B – Plus school trips.

C – To Campbelltown.

D – Mainly peak hour service Leumeah-Ruse, with selected off-peak trips Campbelltown-Ruse-Leumeah.

E – 4 trips from Leumeah, 2 trips from Campbelltown. Plus short-working/s after last trip shown.

F – Campbelltown-Leumeah 20-60. Plus short-workings Campbelltown-Lindesay St. Plus 4 trips extended *to* North Leumeah, 5 trips *from* North Leumeah.

G – 5 trips from Campbelltown, 6 trips from Leumeah. Plus 3 trips extended *to* North Leumeah, 4 trips *from* North Leumeah. Plus short-working/s before first trip & after last trip shown.

L – To Leumeah.

N – To North Leumeah.

R – To Ruse.

10 September 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Campbelltown (Lindesay St)	15 round trip	M-F	Lindesay St	6.21am	Campbelltown	7.18pm	30	
		Sat		9.10am		12.50pm	60	
		Sun						
Campbelltown-Leumeah†	23	M-F	Leumeah	5.45am	Campbelltown	6.50pm	60*	A
		Sat		7.11am		12.35pm	60	A
		Sun						
Campbelltown-Ruse‡	Fr C'town 25R 30K	M-F	Ruse	5.36am	Campbelltown	9.22pm	60*	C
		Sat		7.08am		5.25pm	60-90	C
		Sun						
Campbelltown-Airds	15	M-F	Airds	6.12am	Campbelltown	6.15pm	30	
		Sat		8.30am		12.20pm	30-60	
		Sun						
Campbelltown-Bradbury§	Fr C'town 25CBr 25M	M-F	Campbelltown	5.08am	Campbelltown	9.22pm	60*	D
		Sat		7.25am		5.25pm	60	D
		Sun						
Campbelltown-Ambarvale	13	M-F	Campbelltown	6.58am	Ambarvale	6.21pm	13 trips	
		Sat		8.35am		12.20pm	3 trips	
		Sun						
Campbelltown-Claymore	30 round trip	M-F	Claymore	6.06am	Campbelltown	6.25pm	60*	E
		Sat		8.46am		5.05pm	7 trips	
		Sun						
Campbelltown-Appin	30	M-F	Campbelltown	7.20am	Appin	5.25pm	2 trips	F
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to North Leumeah.

‡ Selected trips extended to Kentlyn (end of Georges River Rd).

§ Off-peak & Saturday morning trips extended to Macarthur Square.

A – Trips extended to North Leumeah: M-F 11, Saturday 4. Extra trips Thursday night.

C – Plus short-working/s Campbelltown-Peppin Cr. Trips extended to Kentlyn (end of Georges River Rd): M-F 11, Saturday 3.

CBr – Round trip Campbelltown-Bradbury-Campbelltown.

D – Off-peak and Saturday morning trips extended from Bradbury to Macarthur Square. Weeknights & Saturday afternoon trips combined with Peppin Cr/Ruse trips.

E – Extra trips Thursday night.

F – Plus school trips.

K – To Kentlyn (end of Georges River Rd).

M – To Macarthur Square.

R – To Ruse.

29 May 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Campbelltown (Lindesay St)	17 round trip	M-F	Campbelltown	6.23am	Campbelltown	7.50pm	60*	A
		Sat		8.01am		4.01pm	60	A
		Sun		10.43am		3.50pm	4 trips	A
Campbelltown-Leumeah-North Leumeah	40 round trip	M-F	Nth Leumeah	6.05am	Campbelltown	6.55pm	60*	A
		Sat		7.21am		4.35pm	60	A
		Sun		10.43am		3.50pm	4 trips	A
Campbelltown-Claymore	25 round trip	M-F	Claymore	5.14am	Campbelltown	9.30pm	30	B
		Sat		6.44am		8.50pm	30	B
		Sun		7.37am		6.50pm	60	B
Campbelltown-Eagle Vale	35 round trip	M-F	Eagle Vale	7.22am	Campbelltown	5.30pm	60*	
		Sat		8.12am		4.20pm	60	
		Sun						
Minto-Eagle Vale	20 round trip	M-F	Eagle Vale	5.41am	Minto	8.15pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Weeknights, Saturday afternoons & Sundays, combined trips Campbelltown-Carrington Circ loop (*not* to North Leumeah). Extra trips Thursday night.

B – Selected Monday-Saturday trips and all Sunday trips extended from Claymore to Eagle Vale.

Ph – Peak hours only.

Route 94

FLEMINGTON – CENTRAL RAILWAY via Marlborough Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Reliance Bus Co (Steer family).

1930: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926).

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 Flemington (Richmond Rd at Arthur St) via Richmond Rd, Victoria Rd (?), Marlborough 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 Flemington.

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		
Flemington-Central Railway	55	M-F	Flemington	7.06am	Central Rly	11.04pm	60	
		Sat		7.06am		11.04pm	60	
		Sun		8.06am		11.04pm	60	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Flemington-Central Railway		M-F	Flemington	6.21am	Central Rly	11.17pm		
		Sat		6.21am		11.17pm		
		Sun		7.51am		11.17pm		

Route 94

LIVERPOOL – GLENFIELD – MACQUARIE FIELDS – INGLEBURN

LIVERPOOL – INGLEBURN CAMP – INGLEBURN

- **Glenfield – Churchill Gardens – Glen Regent Estate** (*peak hour service, from 1993*)
- **Liverpool – Glen Regent Estate – Churchill Gardens** (*from 1993*)
- **Liverpool – Ingleburn Camp – Denham Court – Catherine Field** (*selected trips*)
- **Minto – Catherine Field** (*selected trips*)

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

(Glen Regent estate was a part of Casula bounded by Hume Hwy & Leacocks Lane, Casula.)

(Ingleburn Military Camp was located on both sides of Campbelltown Rd in the McDonald Rd-Zouch Rd area.)

Timeline

Early in World War II (?): Liverpool – Ingleburn Camp commenced by Arthur Marrin.

1941: Transferred to GH Ramsay.

1944: Transferred to Terence M Jamieson.

February 1947: Transferred to Scott Bros.

November 1947: Transferred to Ranyard's Transport Service.

April 1954: Transferred to Liverpool-Ingleburn Bus Service.

April 1955: Transferred to Cedric R Neville, later trading as Neville's Bus Service (with other members of the Neville family).

January 1958: Extended from Ingleburn Camp to Ingleburn (station).

By 3 June 1963: Extra route, Liverpool – Glenfield – Macquarie Fields, commenced.

By 1965: Liverpool – Glenfield – Macquarie Fields extended from Macquarie Fields to Ingleburn (station).

By 1983: Liverpool – Ingleburn Camp had become a limited service.

By 1989: Most Liverpool – Glenfield – Macquarie Fields – Ingleburn trips rerouted via Casula Mall & Churchill Gardens.

By 27 May 1991:

- Selected trips ran Liverpool – Ingleburn Camp – Denham Court – Catherine Fields – 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

12 February 1993: New routes commenced:

Liverpool – Glen Regent Estate (Leacocks Lane) – Strawberry Rd, Churchill Gardens (weekday shoppers service)

Glenfield – Churchill Gardens – Glen Regent Estate (peak hour service)

1994: Calabro family acquired an interest in Neville's Bus Service. Operator's name changed to Busabout.

24 July 1995: As part of general reorganization 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 – Ingleburn Camp

1965 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Hume Hwy [part now Macquarie St], Graham Av, Reserve Rd (**Casula**), DeMeyrick Av, Hume Hwy, Campbelltown Rd to Zouch Rd (Ingleburn camp).

From Ingleburn Camp (Campbelltown Rd/Zouch Rd) via reverse route to Scott St, then George St, Railway St to Liverpool station.

Ingleburn Camp Married Quarters diversion: From Campbelltown Rd/Zouch Rd via Zouch Rd, England Rd, Hume Rd, Leichhardt Rd, Aero [now Macdonald] Rd.

1979 (Source: timetable)

Reserve Rd diversion: Ex Liverpool from Hume Hwy via Graham Rd, Reserve Rd, DeMeyrick Av to Hume Hwy. Reverse on return.

Liverpool – Ingleburn Camp – Ingleburn

1986 (Source: RGH notes)

Extended from Campbelltown Rd/Zouch Rd via Zouch Rd, England Rd, Hume Rd, Leichhardt Rd, Aero [now Macdonald] Rd, Williamson Rd, Henderson Rd, Lancaster St, Aero Rd, Stanley Rd to Ingleburn station. Reverse on return.

Connection at Ingleburn (when Liverpool – Ingleburn Camp – Ingleburn and Liverpool – Glenfield – Macquarie Fields – Ingleburn routes through-routed): Ex Liverpool via Ingleburn Camp via Stanley Rd, Oxford Rd (incl former level crossing). Reverse on return.

Alteration

By 1988 (when Ingleburn level crossing was replaced by Henderson Rd Bridge) (based on later 866): Ex Ingleburn Camp from Henderson Rd via Macquarie Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn station. Return via Ingleburn Rd, Macquarie Rd, Henderson Rd.

Liverpool – Glenfield – Macquarie Fields – Ingleburn

1970 (Source: RGH notes)

From Liverpool (station forecourt) via Scott St, Hume Hwy [part now Macquarie St] (**Casula**), Glenfield Rd (incl former level crossing) (**Glenfield**), Canterbury Rd, Fawcett Rd, Railway Pde, Atchison Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Norfolk St, Ingleburn Rd to Ingleburn station.

From Ingleburn (Ingleburn Rd at station) via Oxford Rd, Macquarie Rd, then reverse route to Scott St, then George St, Railway St to Liverpool station.

Reserve Rd diversion: Ex Liverpool from Hume Hwy via Graham Av, Reserve Rd, DeMeyrick Av to Hume Hwy. Reverse on return.

1986 (Source: RGH notes)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Campbelltown Rd, Glenfield Rd (incl former level crossing), Canterbury Rd, Trafalgar St, Railway Pde (**Glenfield**), Belmont Rd, Canterbury Rd, Fawcett Rd, Newtown Rd, Railway Pde, Atchison Rd, Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd to Ingleburn station.

From Ingleburn (at station) via reverse route to Saywell Rd, then Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd, Railway Pde, Newtown Rd, then reverse route to Hume Hwy, then Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Connection at Ingleburn (when Liverpool – Glenfield – Macquarie Fields – Ingleburn and Liverpool – Ingleburn Camp – Ingleburn routes through-routed): Ex Liverpool via Glenfield from Cumberland Rd via Oxford Rd (incl former level crossing), Stanley Rd. Reverse on return.

Reserve Rd diversion: Ex Liverpool from Hume Hwy via Graham Av, Reserve Rd, DeMeyrick Av to Hume Hwy. Reverse on return.

Trips via Canterbury Rd (*not* via Atchison Rd): Ex Liverpool from Canterbury Rd/Fawcett Rd via Canterbury Rd, Victoria Rd to Victoria Rd/Brooks St (Glenquarie shops). Reverse on return.

Trips via Canterbury Rd (*not* via Glenfield station): Ex Liverpool from Canterbury Rd/Trafalgar St via Canterbury Rd to Canterbury Rd/Belmont Rd. Reverse on return.

Glenfield Rd level crossing replaced by bridge nearby circa 1987.

1989 (Source: timetable)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Graham Av, Reserve Rd, Kurrajong Rd, Ingham Dr (**Casula Mall**), Myall Rd, Box Rd, Pine Rd, Cedar Rd, Hume Hwy, Campbelltown Rd, Glenfield Rd, Railway Pde (**Glenfield**), Newtown Rd, Fawcett Rd, (left) Canterbury Rd, (right) Harrow Rd, Harrow Rd South, Canterbury Rd, Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd to Ingleburn station.

From Ingleburn (at station) via reverse route to Campbelltown Rd, then Hume Hwy, Myall Rd, then reverse route to Hume Hwy, then Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Trips via Cedar Rd (late afternoon weekdays): Ex Ingleburn from Campbelltown Rd via Hume Hwy, Cedar Rd, Kurrajong Rd, Box Rd, Guise Rd, Ingham Dr, then same route.

Most Saturday trips: Ex Macquarie Fields from Campbelltown Rd via Hume Hwy, Myall Rd, Ingham Dr, Kurrajong Rd, Hume Hwy, DeMeyrick Av, Reserve Rd, Graham Av, Hume Hwy, then same route.

Alteration

From 27 May 1991 (Source: timetable) (most Saturday trips): Same as weekdays.

Liverpool – Ingleburn Camp – Denham Court – Catherine Field

From 27 May 1991 (Source: timetable)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Campbelltown Rd (**Ingleburn camp**), Denham Court Rd (**Denham Court**), Camden Valley Way, Catherine Fields Rd, Deepfields Rd to Camden Valley Way (Catherine Field).

From Catherine Field (Catherine Fields Rd/Camden Valley Way) via Catherine Fields Rd, Deepfields Rd, Camden Valley Way, then reverse route to Hume Hwy, then Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Selected trips diverted: Via Casula Mall and/or Ingleburn camp married quarters.

Minto – Catherine Field

From 27 May 1991 (Source: timetable)

From Minto (Somerset St at station) via Somerset St, Sussex St, Airs Rd, Redfern [now Ben Lomond] Rd, Campbelltown Rd, Raby Rd, Camden Valley Way, Catherine Fields Rd, Deepfields Rd (**Catherine Field**), Camden Valley Way, Raby Rd, Campbelltown Rd, Redfern [now Ben Lomond] Rd, Airs Rd, Sussex St, Lincoln St, Wiltshire St, Somerset St to Minto station.

Glenfield – Churchill Gardens – Glen Regent Estate

From 12 February 1993 (Source: timetable)

Only part of route shown in timetable, as follows:

Mornings

From Churchill Gardens (Myall Rd/Strawberry Rd) via Strawberry Rd, Doncaster Av, Gunsynd Av, Ingham Dr, (?), Leacocks Lane, Mackellar St to end, Mackellar St, Leacocks Lane (**Glen Regent Estate**), Tennant St to end, Tennant St, Alcock Av [now southern end of Leacocks Lane], (?) to west side of Glenfield station.

Afternoons

From Glenfield (Railway Pde at station) via (?), Strawberry Rd, Doncaster Av, Gunsynd Av, Ingham Dr, (?), Leacocks Lane, Mackellar St to end, Mackellar St, Leacocks Lane, Tennant St to end, Tennant St, Alcock Av [now southern end of Leacocks Lane] to Hume Hwy.

Liverpool – Glen Regent Estate – Churchill Gardens

From 12 February 1993 (Source: timetable)

Only part of route shown in timetable, as follows:

From Liverpool (interchange) [via Westfields] via (?), Alcock Av [now southern end of Leacocks Lane], Tennant St to end, Tennant St, Leacocks Lane (**Glen Regent Estate**), Mackellar St to end, Mackellar St, Leacocks Lane, (?), Strawberry Rd, Doncaster Av (**Churchill Gardens**), Gunsynd Av, Ingham Dr, [then to Liverpool via Westfields shops].

Timetable Summary

3 June 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Ingleburn Camp	22	M-F	Ingleb'n Camp	5.38am	Liverpool	11.00pm	30	
		Sat		7.36am		11.50pm	AM 30 PM 60	
		Sun		7.30am		9.55pm	60	

12 February 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Macquarie Fields-Ingleburn	30	M-F	Liverpool	7.24am	Ingleburn	4.33pm	6 trips	A
		Sat		8.20am		12.56pm	5 trips	
		Sun						

A – Selected trips returned from Ingleburn to Liverpool via Ingleburn Camp.

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-Ingleburn Camp	42	M-F	Liverpool	6.38am	I'burn Camp	5.53pm	60	
		Sat						
		Sun						
Liverpool-Macquarie Fields-Ingleburn		M-F	Liverpool	7.32am	Ingleburn	5.53pm	60*	
		Sat		7.57am	Macquarie Fds	12.40pm	60	A
		Sun						

* More frequent in peak hours.

A – Plus later trip Liverpool-Glenquarie shops.

12 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Glenfield-Churchill Gardens-Glen Regent Estate	35 round trip	M-F	Churchill Gdns	6.13am	Glenfield	6.33pm	Ph	
		Sat						
		Sun						
Liverpool-Glen Regent Estate-Churchill Gardens	59 round trip	M-F	G/Regent Est	9.00am	Liverpool	2.20pm	60	
		Sat						
		Sun						

Ph – Peak hours only

Route 95

GLADESVILLE – LANE COVE – CHATSWOOD

GLADESVILLE – LANE COVE – CROWS NEST – SPIT JUNCTION

- Gladesville – Lane Cove West (Mars Rd) (peak hours)

Timeline

As at date of Govt Gazette 13 November 1925: Gladesville – Spit Junction being operated by Lane Cove Motors (Arthur Bower & Frederick Dunn). Walter J Bruce was running in competition between Gladesville and Lane Cove. 1925/6: Lane Cove Motors' service ceased following its financial collapse, leaving Bruce's service operating Gladesville – Lane Cove.

Latter part of 1926: Gladesville – Spit Junction service resumed by White Transit (Charles H Hicks).

8 May 1927: White Transit's service transferred to George H Newman, running only Gladesville – Lane Cove (as noted in Govt Gazette 22 June 1928).

22 July 1927: Bruce withdrew his Gladesville – Lane Cove service, leaving Newman as sole operator.

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

16 January 1930: Extended from Lane Cove to Chatswood.

8 July 1955: Transferred to Hunters Hill Bus Co (John A Gilbert family, majority shareholder; CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

January 1967: Extra peak hour service commenced, Gladesville – Lane Cove West (Mars Rd) (industrial area).

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

23 July 1990: As part of general reorganization of North & Western's routes:

- Renumbered 536 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*). and altered to run via Boronia Park.
- 537 Chatswood – Woolwich also commenced, sharing Chatswood – Hunters Hill with 536.
- Gladesville – Lane Cove West (Mars Rd) ceased on or before this date.

Streets

Gladesville – Lane Cove – Crows Nest – Spit Junction

1925 (Source: Govt Gazette of 13 November 1925)

From Gladesville (Meriton St at memorial) via Meriton St, Great North [now Victoria] Rd, Manning Rd, Mary St, Mark St, Ryde Rd (**Hunters Hill**), Fig Tree Rd, Joubert St [then the approach road to Fig Tree Bridge], Fig Tree Bridge, Burns Bay Rd, Longueville Rd (**Lane Cove**), Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Falcon St, Merlin St, Military Rd, Spit Rd, Clifford St to Spit Rd (Spit Junction). Reverse on return.

Gladesville – Lane Cove

Alteration

1928 (Source: Govt Gazette of 22 June 1928): To terminate at Lane Cove (Burns Bay Rd at Longueville Rd).

Gladesville – Lane Cove – Chatswood

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood (station) via Railway St, Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Burns Bay Rd, Fig Tree Bridge, Joubert St [then the approach road to Fig Tree Bridge], Fig Tree Rd, Ryde Rd (**Hunters Hill**), Mark St, Mary St, Manning Rd, Victoria Rd, Meriton St (Gladesville).

Circa 1962 (Source: RGH notes)

From Chatswood (Railway St at station) via Railway St, Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Burns Bay Rd, Fig Tree Bridge, Joubert St [then the approach road to Fig Tree Bridge], Fig Tree Rd, Ryde Rd (**Hunters Hill**), Mark St, Mary St, Gladesville Rd, Prince Edward St, Victoria Rd, Linsley St, Western Cr, Jordan St to Victoria Rd (Gladesville).

From Gladesville (Jordan St at Victoria Rd) via Victoria Rd, then reverse route to Burns Bay Rd, then Centennial Av, Fig Tree St, Burns Bay Rd, Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood station.

Manning Rd diversion: Ex Chatswood from Mary St via Manning Rd, Victoria Rd. Reverse on return.

Alterations

- **From 28 September 1963** (opening date of new Fig Tree Bridge) (*Source: RGH notes*): Ex Chatswood from Fig Tree Bridge via Burns Bay Rd on/off ramps, Gladesville Rd, Ryde Rd. Reverse on return.
- **1974** (opening date of Lane Cove pedestrian mall) (*Source: RGH notes*): Ex Chatswood from Longueville Rd via Birdwood Av, Rosenthal Av, Burns Bay Rd. Reverse on return.

Gladesville – Lane Cove West (Mars Rd)

1966 (Source: timetable)

From Gladesville (Jordan St at Victoria Rd) via Victoria Rd, Manning Rd, Gladesville Rd (**Hunters Hill**), Fig Tree Bridge, Burns Bay Rd, Cullen St, Mars Rd, Sirius Rd (Lane Cove West).

From Lane Cove West (Mars Rd) (Sirius Rd) via reverse route to Victoria Rd, then Linsley St, Western Cr, Jordan St to Victoria Rd (Gladesville).

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Spit Junction	55	M-F	Spit Jun	7.30am	Gladesville	9.45pm	60	
		Sat		7.30am		9.45pm	60	
		Sun		9.24am		9.29pm	60	

6 February 1929

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Lane Cove	24	M-F	Lane Cove	6.55am	Gladesville	10.54pm	60	
		Sat		6.45am		10.54pm	60	
		Sun		8.30am		10.54pm	60	

June 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Chatswood	30	M-F	Chatswood	6.40am	Gladesville	11.00pm	30-45	
		Sat		6.40am		11.00pm	30-45	
		Sun		8.30am		10.50pm	60	

September 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Chatswood	27	M-F	Chatswood	6.41am	Gladesville	11.10pm	30*	
		Sat		6.41am		11.10pm	30	
		Sun		8.27am		10.54pm	30	

* More frequent in peak hours.

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-Chatswood	26	M-F	Gladesville	6.00am	Chatswood	8.05pm	30*	A
		Sat		6.35am		8.05pm	AM 30 PM 60	
		Sun		8.33am		8.05pm	60	
Gladesville-Lane Cove West (Mars Rd)	14	M-F	Gladesville	7.33am	Mars Rd	4.35pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

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

Route 95

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 Ryde (Post Office, Blaxland Rd at Church St) via Blaxland Rd, Princes St, Buffalo Rd, Monash 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		
Ryde-Gladesville Bridge Wharf	18	M-F	Ryde	6.25am	Glades Bge Wf	6.27pm	40	
		Sat		6.25am		1.17pm	50	
		Sun						

Route 96**GLEBE POINT (Northcote St) – CENTRAL RAILWAY****Timeline**

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

By date of Govt Gazette 15 October 1926: Ceased.

Streets*1925 (Source: Govt Gazette of 13 November 1925)***From Glebe Point (Northcote St)** (at Federal Rd) via Northcote St, Eglinton Rd, Alexander St, Victoria Av, Avenue Rd, Toxteth Rd, Glebe [Point] 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 Glebe 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		
Glebe Point (Northcote St)- Central Railway	13	M-F	Northcote St	7.25am	Central Rly	7.54pm	35	A
		Sat		7.25am		12.02am	35	
		Sun						

A – Extra trips Friday night.

Route 96**GRANVILLE – CAMELLIA (Grand Pde) via Aston St [now James Ruse Dr]****Timeline**

By date of Govt Gazette 22 June 1928: Commenced.

1931: Ceased.

Streets*1928 (Source: Govt Gazette of 22 June 1928)***From Granville** (Good St at station) via Good St, Eleanor St, Aston St [now James Ruse Dr], Grand Av to Durham St (Camellia). Reverse on return.**Route 96****PARRAMATTA – GRANVILLE – SOUTH GRANVILLE via Excelsior St****Timeline****By 18 September 1947:** Granville – South Granville (original terminus in Oakleigh Av at Blaxcell St), via Bennalong & Excelsior Sts commenced by RA (Reg) Dryden & Lew H Wilson.**By 1948:** Altered to run direct via Excelsior St and terminate at Rawson Rd. 97 served Bennalong St area.**February 1953:** R Dryden & Co assumed full control of service, trading as Granville Bus Co.**August 1953:** Granville Bus Co transferred to Webb Bros.**March 1963:** 175, Parramatta – Granville via Rosehill, transferred from Willcox Bus Service & amalgamated with 96 as 96, Parramatta – Granville – South Granville.**September/October 1970:** Granville Bus Co transferred to Jim Newport, associated with Delwood Bus Co (later trading as Delwood Coaches).

29 July 1987: Renumbered 903 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Granville – South Granville (Oakleigh Av)

1947 (Source: Ron Drummond)

From Granville via Railway Pde, Woodville Rd, Wallace St, Union St, Bennalong St, Merrylands Rd, Woodville Rd, Louis St, Excelsior St, Guildford Rd, Montgomery Av, Clyde St, Oakleigh Av (South Granville).

From South Granville (Oakleigh Av) via Blaxcell St, Guildford Rd, then reverse route to Granville station.

Alteration

Circa 1948 (Source: Ron Drummond): Ex Granville from Railway Pde via Woodville Rd, Louis St. Reverse on return.

Parramatta – Granville – South Granville (Campbell Hill Rd)

1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, George St, Alfred St, Parramatta Rd, Rowell St, Bridge St, Bold St, Railway Pde (**Granville**), South St, William St, The Avenue, Louis St, Excelsior St, Guildford Rd, Robertson St, Rawson Rd to Campbell Hill Rd (South Granville).

From South Granville (Rawson Rd at Campbell Hill Rd) via Rawson Rd, Excelsior St, Louis St, The Avenue, Railway Pde (**Granville**), Bold St, Bridge St, Good St, Parramatta Rd, Alfred St, Hassall St, Station St, Smith St, Macquarie St, Church St, Victoria Rd, Villiers St [now Marist PI], Market St (Parramatta).

Alterations

- *1973 (Source: timetable):* Ex Parramatta from Alfred St via Gray St, Good St (? other changes in the vicinity).
- *From 15 September 1985 (opening date of Church St mall):* From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St. Return from Smith St to Parramatta interchange.

1986 (Source: RGH notes)

From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Alfred St, Gray St, Good St, Cowper St, Rowell St, Bridge St, Bold St, Railway Pde, Carlton St, Mary St, **Granville** interchange, Railway Pde, The Avenue, Louis St, Excelsior St, Rawson Rd to Campbell Hill Rd (South Granville).

From South Granville (Rawson Rd at Campbell Hill Rd) via Rawson Rd, Robertson Rd, Guildford Rd, Excelsior St, Louis St, The Avenue, William St, Lumley St, Mary St, **Granville** interchange, Railway Pde, railway bridge, Bold St, Cowper St, Good St, Gray St, Alfred St, Noller Pde, Purchase St, Parkes St, Harris St, Hassall St, Station St to Parramatta interchange

Timetable Summary

23 June 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Oakleigh Av)	25	M-F	Oakleigh Av	5.55am	Granville	11.10pm	45*	
		Sat		7.55am		11.10pm	60	
		Sun		8.30am		10.00pm	60	

* More frequent in peak hours.

16 April 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville (Campbell Hill Rd)	Fr Sth Gran 13G 35P	M-F	Campbell Hill Rd	5.23amG 6.30amP	Parramatta Granville	6.40pmS 11.35pmS	A	
		Sat		5.47amG 7.47amP	Parramatta Granville	1.05pmS 11.05pmS	B	
		Sun		8.17amG		9.35pmS	30	

A – Day, South Granville (Campbell Hill Rd)-Granville 15, South Granville (Campbell Hill Rd)-Parramatta 45.

Night, South Granville (Campbell Hill Rd)-Granville.

B – Morning, South Granville (Campbell Hill Rd)-Granville 15, South Granville (Campbell Hill Rd)-Parramatta 45.

Afternoon, South Granville (Campbell Hill Rd)-Granville 30.

G – To Granville.

P – To Parramatta.

S – To South Granville (Campbell Hill Rd).

15 December 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville (Campbell Hill Rd)	Fr Sth Gran 13G 35P	M-F	Campbell Hill Rd	5.17amG 6.25amP	Parramatta Granville	6.13pmS 10.55pmS	A	
		Sat		6.00amG 7.43amP	Parramatta Granville	12.23pmS 10.25pmS	B	
		Sun						

A – Day, South Granville (Campbell Hill Rd)-Granville 20, South Granville (Campbell Hill Rd)-Parramatta 40.

Night, South Granville (Campbell Hill Rd)-Granville.

B – Morning, South Granville (Campbell Hill Rd)-Parramatta 30. Afternoon, South Granville (Campbell Hill Rd)-

Granville 30. Night, South Granville (Campbell Hill Rd)-Granville.

G – To Granville.

P – To Parramatta.

S – To South Granville (Campbell Hill Rd).

Route 97

GLEBE POINT (Victoria Rd) [at Jubilee Park] – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Cyril F Bodeker.

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 Glebe Point (Victoria Rd at Maxwell Rd) via Victoria Rd, Avenue Rd, Toxteth Rd, Glebe [now Glebe Point] 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 Glebe 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		
Glebe Point (Victoria Rd)-Central Railway	13	M-F	Victoria Rd	7.10am	Central Rly	7.38pm	30-60	A
		Sat		7.10am		2.05pm	30-60	
		Sun						

A – Extra trips Friday night.

Route 97

GRANVILLE – GUILDFORD

- **Extended from Guildford to South Granville (Oakleigh Av) (1947-56)**

Timeline

By 23 June 1947: Granville – Guildford – South Granville (Oakleigh Av) commenced by RA (Reg) Dryden & Lew H Wilson.

1951: Transferred to SW (Sol) Williams.

February 1952: Transferred to RJ Martin.

June 1952: Transferred to DK Black.

November 1952: Transferred back to RJ Martin.

February 1955: Transferred to VP Munday.

August 1956: Guildford – South Granville transferred to Stone Bros (Arthur & Jim Stone) and renumbered 5.

February 1957: Granville – Guildford transferred to Granville-Guildford Bus Service, also known as Blue & Cream Bus Service (Eddie Hayman).

July 1958: Transferred to Redline Bus Service (WE (Bill) Hayward).

May 1959: Transferred to CM Calvert.

June 1962: Transferred to KW & JF Gibbons.

August 1962: Transferred back to CM Calvert.

February 1963: Transferred to Parramatta-Villawood Bus Service (joint venture of Rowe's Bus Service (RW (Dick) Rowe) and Bowman's Bus Service (FP (Fred) Bowman)).

1970: Dick Rowe became sole owner of Parramatta-Villawood Bus Service.

1 January 1978: Parramatta-Villawood Bus Service transferred to Delwood Bus Co (Jim Newport). It is thought that 97 ceased operation at or about this time.

Streets

Granville – Guildford – South Granville (Oakleigh Av)

1947 (Source: Ron Drummond)

From Granville (Post Office, Railway Pde, opposite station) via Railway Pde, Woodville Rd, Wallace St, Union St, Bennalong St, William St, [Mombri St,] Smythe St, Railway Tce (**Merrylands**), Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce (**Guildford**), Guildford Rd, Montgomery Av, Clyde St, Oakleigh Av (South Granville).

From South Granville (Oakleigh Av) via Blaxcell St, Guildford Rd, then reverse route to Granville station.

Granville – Guildford

From circa April 1957 (Source: Departmental correspondence)

From Granville (station) via Railway Pde, Woodville Rd, Wallace St, Union St, Bennalong St, William St, [Mombri St,] Smythe St, Railway Tce (**Merrylands**), Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Lansdowne St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Railway Tce (Guildford station). Reverse on return

By 12 August 1963 (Source: timetable/likely route)

From Granville (station) via (?), Wallace St, Union St, Bennalong St, Merrylands Rd, Railway Tce (**Merrylands**), Locksley Av, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Lansdowne St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Railway Tce (Guildford station).

Trips direct via Railway Tce (reverse peak trips): Via Railway Tce between Merrylands station & Guildford station.

Circa 1968 (Source: RGH notes)

From Granville (Railway Pde at station) via Railway Pde, Milton St, Spring St, Woodville Rd, Wallace St, Union St, Bennalong St, Merrylands Rd, Railway Tce (**Merrylands**), Locksley Av, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Lansdowne St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd, Railway Tce to Guildford Rd (Guildford station).

From Guildford (station, Railway Tce at Guildford Rd) via Railway Tce, Mountford Av, then reverse route to Railway Pde, then Carlton St, Russell St, South St, Railway Pde to Granville station.

Trips direct via Railway Tce (reverse peak trips): Via Railway Tce between Merrylands station & Guildford station.

Timetable Summary

23 June 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford-South Granville (Oakleigh Av)	25	M-F	Oakleigh Av	5.55am	Granville	11.10pm	45*	
		Sat		7.55am		11.10pm	AM 30 PM 60	
		Sun		8.30am	Oakleigh Av	10.30pm	60	

* More frequent in peak hours.

1 June 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford	22	M-F	Guildford	6.16am	Granville	6.34pm	60*	A
		Sat		8.00am		12.45pm	45	A
		Sun						

* More frequent in peak hours.

A – Plus picture bus Friday & Saturday nights.

29 January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Guildford	20	M-F	Guildford	7.30am	Granville	4.19pm	50	A
		Sat						
		Sun						

A – Gap in service.

Route 98

GRANVILLE – SOUTH GRANVILLE (Campbell Hill Rd) via Blaxcell St

Timeline

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

By October 1935: Operated by Madill Bros (David & William).

1937: Transferred to George R Sinclair.

25 January 1937: Extended (or new route?) to Mona St Bridge over Duck River.

1 May 1950: Taken over temporarily by Department of Road Transport & Tramways (DRT&T), due to dissatisfaction by the Department with Sinclair's operations in Auburn and Granville, while Sinclair arranged sale of route. (Route pointers erected by DRT&T remained in place for several decades later.)

August 1950: Transferred to Trailer Tours (part of Parramatta-Ryde Bus Service) (DM & WR Phillips).

June 1958: Transferred to Delwood Bus Co (later trading as Delwood Coaches) (initially Jim Newport & Carl N Tattam, but later Jim Newport alone).

29 July 1987: Renumbered 904 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Granville (Railway Pde at station) via Railway Pde, South St, William St, Blaxcell St, Rawson Rd to Campbell Hill Rd (South Granville). Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Granville via Railway Pde, South St, William St, Blaxcell St, Rawson Rd (South Granville).

1968 (Source: RGH notes)

From Granville (Railway Pde at station) via Railway Pde, South St, William St, Blaxcell St, Rawson Rd, Campbell Hill Rd to Barbers Rd (South Granville).

From South Granville (Campbell Hill Rd at Barbers Rd) via reverse route to William St, then Lumley St, Carlton St, Railway Pde to Granville station.

Alteration

1986 (Source: *RGH notes*): To approach Granville from William St via South St, Mary St to Granville interchange. Return via Railway Pde, South St, William 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		
Granville-South Granville (Campbell Hill Rd)	13	M-F	Rundle St	6.50amG	Granville	3.50pmC	A	
			Campb'l Hl Rd	8.35amG		7.00pmR		
		Sat	Rundle St	6.50amG		3.15pmC	A	
			Campb'l Hl Rd	8.35amG		7.45pmR		
		Sun						

A – Base service Granville-South Granville (Rundle St) 20-60. Trips extended to South Granville (Campbell Hill Rd): M-F 3, Saturdays 2. Extra trips Friday night. Plus picture bus Saturday night.

C – To South Granville (Campbell Hill Rd).

G – To Granville.

R – To South Granville (Rundle St).

30 October 1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Blaxcell St/Guildford Rd)†	13	M-F	Blaxcell St	6.20am	Granville	11.00am	60*	A
		Sat		6.42am		11.45pm	AM 30 PM 60	A
		Sun						

* More frequent in peak hours.

† Selected trips extended to Rawson Rd/Campbell Hill Rd.

A – 3 trips extended to Rawson Rd/Campbell Hill Rd.

June 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Campbell Hill Rd)	13	M-F	Granville	5.20am	Campb'l Hl Rd	12.06am	40*	
		Sat		6.20am		12.12am	AM 20 PM 30	
		Sun		6.20am		10.36pm	AM 90 PM 40	

* More frequent in peak hours.

24 February 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville (Campbell Hill Rd)	13	M-F	Campb'l Hl Rd	5.33am	Granville	11.45pm	30*	
		Sat		6.22am		12.03am	AM 10 PM 30	
		Sun		6.30am		11.45pm	30	

* More frequent in peak hours.

Route 99

GREENWICH – CROWS NEST – MILSONS POINT

- **Post 31 October 1931 feeder: GREENWICH – CROWS NEST**

Timeline

As at date of Govt Gazette 13 November 1925: Greenwich (Greenwich Rd) – Crows Nest – Milsons Point being operated by Ernie and/or Mrs JB Hollely. (Had been transferred from HFJ Barnes to Hollely in September 1925).

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

January 1932: Recommenced as a feeder route, Greenwich – St Leonards.

8 February 1932: Selected trips extended from St Leonards to Crows Nest (all trips extended from 5 May 1933).

18 December 1945: Transferred to Hunters Hill Bus Co (John A Gilbert family, majority shareholder; CAL (Clarrie) Paull, manager till 1965, then KA (Ken) Butt).

26 September 1977: Twice-a-day diversion to Park Rd/Waters Rd, Naremburn commenced to replace Willoughby – Crows Nest part of 128, which had ceased on same day. Diversion ceased by 1982.

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

23 July 1990: Transferred to State Transit Authority (trading as Sydney Buses) & renumbered 265, as part of general reorganisation of North & Western's routes and route-swap between North & Western and State Transit Authority (*see also 43*).

Streets

Greenwich (Greenwich Rd) – Crows Nest – Milsons Point

1925 (Source: Govt Gazette of 13 November 1925)

From Greenwich (Greenwich Rd [now Manns Av] at Allen St [former street off Greenwich Rd between St Lawrence St & Gother Av]) via Greenwich Rd, Lane Cove Rd [now Pacific Hwy] (**St Leonards, Crows Nest**), Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milsons Point tram terminus).
Reverse on return.

Greenwich Wharf – Crows Nest

Circa 1946 (Source: Gregory's Street Directory)

From Greenwich [wharf] via Mitchell St, George St, Greenwich Rd South [now Manns Av], Greenwich Rd, Pacific Hwy (**St Leonards**), Hume St, Nicholson St, Shirley Rd (Crows Nest).

1968 (Source: RGH notes)

From Greenwich (Lower Serpentine Rd at wharf) via Mitchell St, George St, Manns Av, Greenwich Rd, Pacific Hwy (**St Leonards**), Hume St, Nicholson St, Shirley Rd to Pacific Hwy (Crows Nest)

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, then reverse route to Mitchell St, then Richard St, Lower Serpentine Rd to Greenwich wharf.

Alteration

From 30 July 1977 (*Source: timetable, "Terminus please" by LB Manny*): To approach Crows Nest from Pacific Hwy via Willoughby Rd to Pacific Hwy. Return via Willoughby Rd, Clarke St, Hume St, Pacific Hwy.

From 26 September 1977

Naremburn diversion: From Pacific Hwy via Christie St, Northcote St, Ruth St, Park Rd, Waters Rd, Dalleys Rd, Northcote St, Christie St to Pacific Hwy.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich (Greenwich Rd)-Milsons Point	28	M-F	Greenwich	7.11am	Milsons Pt	11.32pm	60	
		Sat		7.11am		12.32am	60	
		Sun		8.25am		10.55pm	60	

1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf-Crows Nest	11	M-F	Crows Nest	6.50am	Greenwich	11.12pm	30*	
		Sat		6.50am		11.12pm	30	
		Sun		8.57am		8.42pm	30	

* More frequent in morning peak hour.

21 December 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf-Crows Nest	11	M-F	Crows Nest	6.39am	Greenwich	11.15pm	30*	
		Sat		7.00am		7.45pm	30	
		Sun						

* More frequent in peak hours.

31 July 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Greenwich Wharf-Crows Nest	12	M-F	Crows Nest	6.53am	Greenwich	6.32pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service.

Route 100

Prior to 18 September 1978

SUTHERLAND – GYMEA BAY

SUTHERLAND – SYLVANIA (Crystal St)

As from 18 September 1978

MIRANDA – GYMEA – GYMEA BAY

SUTHERLAND – GYMEA – MIRANDA via Thomas Holt Village

- **Sutherland – Sylvania (Crystal St) (limited service)**

Timeline

As at date of Govt Gazette 13 November 1925: Sutherland – Gymea Bay being operated by JT (Mick) Jennings.

1932: New route, Sutherland – Sylvania (Crystal St), commenced.

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

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

1970s (?): Selected Sutherland – Sylvania (Crystal St) trips rerouted via Thomas Holt Village.

18 September 1978: Route rearranged:

- Sutherland – Sylvania (Crystal St) reduced to a limited service. Service to Thomas Holt Village transferred to new Sutherland – Gymea – Miranda via Thomas Holt Village route (*see next dot point*).
- Other routes re-oriented to Miranda (Miranda Fair shops had been operating since 1964) & reorganised as:
Miranda – Gymea – Gymea Bay
Sutherland – Gymea – Miranda via Thomas Holt Village.

By 30 June 1986: Sutherland – Sylvania (Crystal St) ceased without replacement.

15 December 1990: Transferred to Southtrans (RR (Ron) Deane).

12 October 1992: As part of general reorganisation of Southtrans' Hurstville/Miranda/Sutherland/Menai area routes:

- Miranda – Gymea – Gymea Bay renumbered 974 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).
- Sutherland – Gymea – Miranda incorporated into parts of the following new and extended routes renumbered in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*):
961 Miranda – Sutherland – Illawong – Bankstown via Thomas Holt Village
962 Miranda – Sutherland – Bankstown via Thomas Holt Village
963 Miranda – Sutherland – Alford's Point – Bankstown via Thomas Holt Village
968 Miranda – Kareela – Jannali
973 Miranda – Yowie Bay (Forest Rd diversion).

Streets

Sutherland – Sylvania

Circa 1946 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Oak, Rd (**Kirrawee**), Waratah Rd, Princes Hwy (Sylvania).

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Acacia Rd, Waratah Rd, Oak Rd (**Kirrawee**), The Boulevarde, Bath Rd, Waratah St, Princes Hwy (Sylvania).

1968 (Source: RGH notes)

From Sutherland (station, Flora St at [Old] Princes Hwy) via [Old] Princes Hwy, Acacia Rd, Waratah St (**Kirrawee**), Princes Hwy to Crystal St (Sylvania).

From Sylvania (Princes Hwy at Crystal St) via reverse route to Acacia Rd, then Princes Hwy, Eton St, Flora St to [Old] Princes Hwy (Sutherland).

By 1970s (Source: timetable)

Turning movement at Sylvania: Ex Sutherland from Princes Hwy via Box Rd, Albert Av to Princes Hwy (at Crystal St). Return via Princes Hwy.

Sutherland – Gymea Bay

1925 (Source: Govt Gazette of 13 November 1925)

From Sutherland (station, Station St at Railway Pde [now Boyle St at Old Princes Hwy]) via Railway Pde, Princes Hwy, Kingsway, Gymea Bay Rd (**Gymea**) to Little Gymea Bay Rd (?) (Gymea Bay). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended from Gymea Bay Rd/Little Gymea Bay Rd via Gymea Bay Rd, Sylvania [now Casuarina] Rd, Ellesmere Rd to Warcay Rd [now Warcoo Av]. Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Kingsway, Gymea Bay Rd, Ellesmere Rd (Gymea Bay).

1968 (Source: RGH notes)

From Sutherland (station, Flora St at [Old] Princes Hwy) via Princes Hwy, Kingsway, Gymea Bay Rd (**Gymea**), Ellesmere Rd (clockwise loop) (**Gymea Bay**), Sylvania Rd [now Casuarina Rd], Gymea Bay Rd, Kingsway, Princes Hwy, Eton St, Flora St to Princes Hwy (Sutherland).

Ballar Av/Bunarba Rd diversion: From Gymea Bay Rd/Forest Rd via Forest Rd, Bunarba Rd, Ballar Av (clockwise loop), Bunarba Rd, Forest Rd to Gymea Bay Rd.

Horns Av/Arcadia Av diversion: From Gymea Bay Rd/Coonong Rd via Coonong Rd, Horns Av, Arcadia Av (? direction of loop), Coonong Rd to Gymea Bay Rd.

Miranda – Gymea – Gymea Bay

18 September 1978 (Source: Leon Manny notes/timetable)

From Miranda (Kiora Rd at Miranda Fair [now Westfield]) via Kingsway, Gymea Bay Rd (**Gymea**), Ellesmere Rd (**Gymea Bay**), Sylvania Rd [now Casuarina Rd], Gymea Bay Rd, Kingsway, Kiora Rd to Miranda Fair [now Westfield].

Horns Av/Arcadia Av diversion: From Gymea Bay Rd/Coonong Rd via Coonong Rd, Horns Av, Arcadia Av (? direction of loop), Coonong Rd to Gymea Bay Rd.

Sutherland – Gymea – Miranda via Thomas Holt Village

18 September 1978 (Source: Leon Manny notes/timetable)

From Sutherland (station, Flora St at [Old] Princes Hwy) via [Old] Princes Hwy, Auburn St, Clio St, Acacia Rd (**Thomas Holt Village**), Magnolia St, The Boulevarde, Acacia Rd, Waratah St, Oak Rd, Stirling Av, Perth St, Garnet Rd, Marshall Rd, Gundain Rd (**Kirrawee**), Hotham Rd, Princes Hwy, The Boulevarde, Milburn Rd, Gymea Bay Rd (**Gymea**), Forest Rd, Bunarba Rd, Sylvania Rd, Forest Rd, Kiora Rd, Kingsway to Miranda Fair [now Westfield].

From Miranda (Kiora Rd at Miranda Fair [now Westfield]) via Kingsway, Wandella Rd, Karimbla Rd, Kiora Rd, Forest Rd, Sylvania Rd, Bunarba Rd, Forest Rd, Gymea Bay Rd (**Gymea**), Kingsway, Princes Hwy, Hotham Rd, then reverse route to Waratah St, then Acacia Rd (**Thomas Holt Village**), Magnolia St, The Boulevarde, Acacia Rd, Clio St, Auburn St, [Old] Princes Hwy, Eton St, Flora St to Princes Hwy (Sutherland).

Ballar Av/Bunarba Rd diversion: From Bunarba Rd/Sylvania Rd via Bunarba Rd, Ballar Av, Bunarba Rd to Sylvania Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-GyMEA Bay	18	M-F	GyMEA Bay	5.42am	Sutherland	6.52pm	40-75	A
		Sat		6.18am		10.26pm	40-75	A
		Sun		7.00am		7.56pm	40-60	A

A – Gap in service. Extra trip Friday night.

23 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-GyMEA Bay	Fr GyMEA Bay 6G 15S	M-F	GyMEA Bay	5.30amG 6.26amS	Sutherland GyMEA	6.02pmB 7.05pmB	A	
		Sat		7.20amG 8.26amS	Sutherland GyMEA	12.25pmB 6.55pmB	C	
		Sun		8.45amG		5.06pmB	30	D
Sutherland-Sylvania (Crystal St)	12	M-F	Sutherland	8.20am	Crystal St	3.57pm	5 trips	
		Sat		9.12am		11.40am	2 trips	
		Sun						

* More frequent in peak hours.

A – Early morning & late afternoon, GyMEA-GyMEA Bay. Day, Sutherland-GyMEA Bay 60*. Extra trips Friday night.

B – To GyMEA Bay.

C – Early morning, GyMEA-GyMEA Bay. Morning, Sutherland-GyMEA Bay 30-60. Afternoon, GyMEA-GyMEA Bay 60. Gap in service.

D – Gap in service.

G – To GyMEA.

S – To Sutherland.

18 September 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-GyMEA-Miranda	Fr Suth 10K 25M	M-F	Sutherland	6.50amK	Miranda	3.58pmS	A	
			Miranda	9.18amS	Sutherland	5.30pmB		
		Sat		10.45amS		11.12amG	C	
Miranda-GyMEA-GyMEA Bay	Fr GyMEA Bay 5G 12M	M-F	GyMEA Bay	6.10amM	Miranda GyMEA	5.30pmB 6.33pmB	60*	
		Sat		7.45amM	Miranda	12.18pmB	60	D
		Sun						
Sutherland-Sylvania (Crystal St)	8	M-F	Crystal St	6.40am	Sutherland	4.10pm	4 trips	
		Sat		8.40am		11.12am	1 trip	
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Sutherland-Kirrawee (Gundain Rd) & GyMEA-Ballar Av. Day, Sutherland-GyMEA-Miranda 60. Afternoon peak hour, Sutherland-GyMEA.

B – To GyMEA Bay.

C – 1 trip from Miranda to Sutherland, 1 trip from Sutherland to GyMEA. Plus short working/s before first trip shown.

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

G – To GyMEA.

K – To Kirrawee (Gundain Rd).

M – To Miranda.

S – To Sutherland.

30 June 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Gynea-Miranda	23	M-F	Sutherland	9.00am	Miranda	2.25pm	90	
		Sat						
		Sun						
Miranda-Gynea-Gynea Bay	Fr Gynea Bay 6G 15M	M-F	Gynea Bay	6.41amG 9.37amM	Miranda Gynea	1.53pmB 6.10pmB	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Gynea-Gynea Bay. Day, Miranda-Gynea Bay 90*.

B – To Gynea Bay.

G – To Gynea.

M – To Miranda.