



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

Red Arrow routes 300, 320 & 333

A work in progress. Corrections and comments welcome –
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All routes in this section have ceased.

Other “Red Arrow” routes

Besides those listed here, there were two other “Red Arrow” routes which were numbered in the Sydney Region Route Number System throughout their lives:

590 (later renumbered **630**) Macquarie Centre – Epping – Baulkham Hills – Blacktown (*see Private Route Histories - Contract Region 4*)

860 Bankstown – Liverpool (*see Private Route Histories - Contract Region 13*)

Route 300

LIVERPOOL – BLACKTOWN (“RED ARROW”)

Timeline

8 December 1980: Commenced jointly by Bosnjaks Bus Service and Western Road Bus Services (Trevor Thornley), as part of the Government’s Western Region Transport Improvement Programme. Originally ran limited stops, but later all stops.

30 August 1981: Bosnjaks Bus Service assumed complete control.

15 June 1982: Renumbered 830 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*).

Streets

From 8 December 1980 (Source: timetable)

From Liverpool (station) via Bigge St, Railway St, George St, Moore St, Macquarie St [now Mall], Elizabeth St, Copeland St, Orange Grove Rd, Cabramatta Rd, Railway Pde (**Cabramatta, Fairfield**), Court Rd, The Horsley Dr, Smithfield Rd, Warren Rd, Betts Rd, Merrylands Rd, Greystanes Rd (**Greystanes**), Great Western Hwy, Blacktown Rd, Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

From Blacktown (Main St at station) via Flushcombe Rd, then reverse route to Railway Pde (**Cabramatta**), then John St, Hill St, Cabramatta Rd, then reverse route to Liverpool station.

Timetable Summary

8 December 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Blacktown	50	M-F	Liverpool	6.45am	Blacktown	5.05pm	60	A
		Sat		8.30am		11.00am	60	B
		Sun						

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

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

Route 320

PARRAMATTA – BANKSTOWN (“RED ARROW”)

Timeline

18 February 1980:

- Commenced, initially on 3 months’ trial, by Bankstown-Parramatta Bus Lines, which was a joint venture of Delwood Bus Co (later Delwood Coaches) (Jim Newport) & Chester Hill-Bankstown Bus Service (Dewey family). The company was set up specifically to operate this route, which ran through the two operators’ territories.
- Not regarded as a “Red Arrow” route until 1981, after that name had first been applied to 300 in December 1980.
- The route number was first shown on the timetable dated 17 June 1980, so it may not have been allocated at the start date.
- Originally ran limited stops, but later all stops.

3 February 1986: Chester Hill-Bankstown Bus Service’s share of route transferred to Auburn Bus Service (Stephen Todd).

29 July 1987:

- Renumbered 910 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).
- Timetables from this date ceased to refer to the route being run by Bankstown Parramatta Bus Lines, but jointly run by the various pairs of operator, presumably because the Department had by then applied the principles, established in late 1980, by which “Red Arrow” routes could be operated by multiple operators through their joint “territories”. The joint operators of 910 as at this date were Delwood Coaches & Auburn Bus Service.

Streets

18 February 1980 (*Source: RGH notes*)

From Bankstown Square (shops) via The Mall, Appian Way, North Tce, Fetherstone St, The Mall, Chapel St, Rickard Rd, Meredith St, Hume Hwy, Church Rd, Auburn Rd, Brodie St, Rose St, Buist St, Hector St, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Wollumba St, Boundary Rd, Ferndell St, Clyde St, Memorial Av, Railway Pde (**Granville**), Bold St, Cowper St, Good St, Gray St, Alfred St, Hassall St, Station St, Smith St, Macquarie St, Marsden St to Market St (Parramatta).

From Parramatta, route within Parramatta not identified, but thereafter generally reverse on return, then approached Bankstown from Rickard Rd via Chapel Rd, The Mall, Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square shops.

Alteration

From 15 September 1985 (*date of opening of Church St mall*): From Parramatta (bus interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Smith St, Station St. Return from Station St to Parramatta bus interchange.

Timetable Summary

1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown	40	M-F	Parramatta	7.50am	Bankstown	4.45pm	45	
		Sat						
		Sun						

12 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown	44	M-F	Parramatta	7.50am	Bankstown	5.05pm	60	
		Sat						
		Sun						

Route 333

CHATSWOOD – RYDE – PARRAMATTA (“RED ARROW”)

PARRAMATTA – UNIVERSITY of WESTERN SYDNEY Parramatta

General note: Unlike other “Red Arrow” routes, 333 Chatswood – Parramatta retained that description throughout its life under private ownership.

Timeline

19 January 1981: Chatswood – Parramatta commenced jointly by North & Western Bus Lines (KA (Ken) Butt) & Parramatta-Ryde Bus Services (Kennedy & Ferris families). Ran limited stops.

By 1993 (after 1990): Solely operated by Parramatta-Ryde Bus Services (Kennedy & Ferris families).

1 June 1993: Operator’s name changed to Riverside Bus & Coach Services, following purchase of Ferris family’s share by Ken Butt, although also continued to trade as Parramatta-Ryde Bus Services.

20 March 1998: Additional service, Parramatta – University of Western Sydney Parramatta, commenced (university semesters only).

29 February 2000: Transferred to State Transit Authority (trading as Sydney Buses).

Streets

Chatswood – Ryde – Parramatta

19 January 1981 (Source: timetable)

From Chatswood (Railway St opposite station) via Help St, Pacific Hwy, Longueville Rd (**Lane Cove**), Epping Rd, Wicks Rd (**North Ryde**), Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd (**West Ryde, Ermington, Rydalmere**), Rydalmere Av [now James Ruse Dr], Hassall St, Station St, Darcy St, Argyle St to Parramatta station.

From Parramatta (Argyle St at station) via Valentine Av, Parkes St, Wigram St, Hassall St, then reverse route to Pacific Hwy, then Victoria Av, Railway St to Chatswood station.

Alterations

- **From 15 September 1985** (date of opening of Church St mall): From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Valentine Av. Return from Station St to Parramatta interchange.
- **By 1997:** From Chatswood via Brown St, Pacific Hwy. Unaltered on return.

Parramatta – University of Western Sydney Parramatta

20 March 1998 (Source: timetable)

From Parramatta (interchange near Darcy St) via Smith St, Wilde Av, Victoria Rd, University of Western Sydney (UWS) Parramatta internal roads.

From University of Western Sydney Parramatta via UWS internal roads, Victoria Rd, Macarthur St, Hassall St, Station St to Parramatta interchange.

Timetable Summary

19 January 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Parramatta	45	M-F	Parramatta	6.30am	Chatswood	6.00pm	60	
		Sat		8.00am		12.05pm	60	
		Sun						

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Parramatta	45	M-F	Parramatta	6.30am	Chatswood	6.10pm	6 trips	
		Sat						
		Sun						

27 July 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Uni of Western Sydney Parramatta	15	M-F	Parramatta	7.00am	Uni of W Syd	10.15pm	30*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – University semesters only.