



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 176 – 200

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 176

PARRAMATTA – GUILDFORD

- **Parramatta – Lansdowne Bridge (Sundays & Public Holidays)**

(Park Hill was a part of South Granville near Park/Lackey/Lisgar/Excelsior Sts.)

Timeline

By date of Govt Gazette 13 November 1925: Parramatta – Fowler Rd/Hawkesview Rd, Guildford via Woodville Rd (Mondays to Saturdays) and Parramatta – Lansdowne Bridge (Sundays & Public Holidays) being operated by G Bell.

By date of Govt Gazette 15 October 1926: Parramatta – Lansdowne Bridge on Sundays & Public Holidays ceased, but 178 continued to provide a service from Parramatta to Lansdowne Bridge on Sundays & Public Holidays via a similar route.

By date of Govt Gazette 22 June 1928: Altered to Parramatta – Guildford via Park Hill instead of Woodville Rd, replacing 180. Guildford – Fowler Rd transferred to [new] 180. 178 continued to provide a service between Parramatta and Woodville Rd.

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

Streets

Parramatta – Fowler Rd/Hawkesview Rd, Guildford via Woodville Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, Woodville Rd, Guildford Rd, Fowler Rd to Hawksview Rd (Guildford).

From Guildford (Fowler Rd at Hawksview Rd) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926)

From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd. Reverse on return.

Parramatta – Lansdowne Bridge (Sundays & Public Holidays)

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, Woodville Rd, Liverpool Rd [now Hume Hwy] to Lansdowne Bridge. Reverse on return.

Parramatta – Guildford station via Park Hill

1928 (Source: Govt Gazette of 22 June 1928)

From Parramatta (Macquarie St at Church St) via Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, Mary St, The Avenue, Meadows St, Excelsior St, Lackey St (**Park Hill**), Woodville Rd, McArthur St, The Avenue [now Townsend St], Bursill St, Marian St, Guildford Rd to Guildford 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		
Parramatta-Guildford	33	M-F	Parramatta	8.30am	Parramatta	6.00pm	60	A
		Sat		8.30am		5.00pm	5 trips	B
		Sun						

A – Extra trips Friday night.

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

Route 176

OLD TOONGABBIE – BRIDGE RD/GREAT WESTERN HWY [in current Westmead?]

Timeline

January 1932: Commenced.

1 August 1932: Ceased due to lack of patronage.

Route 176

BANKSTOWN – PUNCHBOWL via Moxon Rd

Timeline

June 1949: Commenced by RJ (Roy) Doughty.

1 July 1950: Transferred to Red Top Transport Service (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager). From about this time ran in conjunction with 26.

February 1953: Extended via Moxon Rd, Joyce St & Cullens Rd.

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

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

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

June 1984: Bankstown Coaches transferred to Geoff Tegel.

16 December 1985: Ceased. Partly replaced between Bankstown and Hoskins Av by rerouted 927, operated by Highway Tours (JD (Jim) Hill). 26 covered most of remainder of route.

Streets

Circa 1969 (Source: RGH notes)

From Bankstown (South Tce at station) via Restwell St, Greenfield Pde, Chapel Rd, Macauley Av, Marshall St, Hoskins Av, Clements Av, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Rossmore Av, Hillcrest St, Arthur St to Punchbowl station.

From Punchbowl (Arthur St at station) via The Boulevard, Rossmore Av, then reverse route to Chapel Rd, then South Tce to Bankstown station.

Timetable Summary

1 July 1950

See also 26

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Bankstown	20	M-F	Bankstown	6.30am	Bankstown	7.22pm	40	A
		Sat	Punchbowl	7.48am		6.38pm	40	B
		Sun			9.40am		6.40pm	40

A – Plus short-working/s before first trip shown. Plus picture bus Wednesday night.

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

C – Gap in service.

5 March 1966

See also 26

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Bankstown	16	M-F	Punchbowl	5.57am	Bankstown	11.08pm	40*	A
		Sat	Bankstown	6.45am	Bankstown	11.10pm	AM 20 PM 80	B
		Sun	Punchbowl	7.05am	Punchbowl	7.06pm	80	A

* More frequent in peak hours.

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

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

6 November 1976

June 1983

See 26

Route 177

PARRAMATTA – PROSPECT via Great Western Hwy

PARRAMATTA – WENTWORTHVILLE – PROSPECT via Western Rd [now Great Western Hwy]

(Until approx 1970, the alignment of Great Western Hwy followed current day Honeman Cl, Boiler Cl, Reservoir Rd & Tarlington Pl in the Prospect/Blacktown area.)

Timeline

By date of Govt Gazette 13 November 1925:

- Base service ran Wentworthville – Flushcombe Rd, Prospect.
- Selected trips extended from Wentworthville to Parramatta
- Selected trips ran Wentworthville – Ettalong Rd, Greystanes.
- Being operated by David Reeve.

By October 1935: Transferred to JP Tattam.

2 June 1937: Extended from Flushcombe Rd to Walters Rd, Prospect [now in Arndell Park].

?: Transferred to JH Moore.

By 1941: Transferred to George R Sinclair.

1945: Transferred to J Tattam.

By 1949: Most trips ran Parramatta – Prospect direct via Great Western Hwy, with mainly weekday peak-hour trips diverting via Wentworthville station

December 1950: Transferred to Western Road Transport Service (FJ (Jack) Spellacy).

1950s:

- Weekday peak-hour diversion of Parramatta – Prospect trips from Great Western Hwy via Wentworthville station ceased, with all trips running direct via Great Western Hwy. The Wentworthville station diversion replaced at the same time or later by *either* the Wentworthville – Ettalong Rd service (below), *and/or* the later extension of selected 174 (originally 177?) trips from Wentworthville to Boronia St loop.
- Curtailed from Walters Rd to Flushcombe Rd.

December 1957: Peak hour service, Wentworthville – Ettalong Rd, commenced.

March 1958: Peak hour service, Wentworthville – Ettalong Rd, ceased.

1 April 1968: Transferred to Western Road Bus Services (Col Neyland & Trevor Thornley). Thornley was sole proprietor from 1974.

By 20 October 1969: Many trips on 177 amalgamated with 210 as 210 Blacktown – Prospect – Parramatta. Short-working/s and Parramatta-Flushcombe Rd, Prospect trips remained as 177.

By April 1973: Number out of use when all trips on 177 & 210 fully amalgamated as 210, Parramatta – Prospect – Blacktown. Trips along Great Western Hwy west of Blacktown Rd had ceased by that time, as Great Western Hwy had then been diverted so as not to serve any areas of population in Prospect.

Streets

Parramatta – Wentworthville – Prospect

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Argyle St, Pitt St, Western Rd [now Great Western Hwy], Second St [probably now Station St] to **Wentworthville** station, then Second St [probably now Station St], Western Rd [now Great Western Hwy] (old alignment) to Flushcombe Rd (Prospect).

From Prospect (Western Rd [now Great Western Hwy] (old alignment) at Flushcombe Rd) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St, Western Rd [now Great Western Hwy]. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Macquarie St, Church St, Western Rd [now Great Western Hwy], Station St, Dunmore St, Freame St, Kingsway, Station St, Western Rd to Walters Rd (Prospect).

Wentworthville – Ettalong Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Wentworthville (at station) via Second St [probably now Station St], Western Rd [now Great Western Hwy], Ettalong Rd to [Old] Prospect Rd (Greystanes). Reverse on return.

Parramatta – Prospect direct via Great Western Hwy

Circa 1969 (Source: RGH notes)

From Parramatta (Argyle St at station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy (old alignment) to Flushcombe Rd (Prospect).

From Prospect (Great Western Hwy (old alignment) at Flushcombe Rd) via Great Western Hwy, Marsden Rd, Argyle St to Parramatta 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		
Parramatta-Wentworthville-Prospect	Fr Prosp 23W 47P	M-F	Prospect	7.20am	Wentw'thville	7.40pm	11 trips	A
		Sat		6.25am		7.35pm	10 trips	B
		Sun		?		7.35pm	4 trips	

A – 3 trips extended from Wentworthville to Parramatta. Extra trips Friday night.

B – 1 trip extended from Wentworthville to Parramatta.

P – To Parramatta via Wentworthville.

W – To Wentworthville.

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Prospect†	34	M-F	Prospect	5.56am	Parramatta	11.05pm	30*	A
		Sat		6.33am		11.05pm	AM 30 PM 60	
		Sun		7.56am		10.20pm	60	B

* More frequent in peak hours.

† Direct via Great Western Highway (except in peak hours, when selected trips ran via Wentworthville).

A – Selected peak hour trips ran via Wentworthville.

B – Plus Sunday morning (church) trips Prospect-Wentworthville.

20 October 1969

See also 210

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Prospect via Great Western Highway	27	M-F	Prospect	5.38am	Prospect	11.30pm	60	A
		Sat		7.15am		11.40pm	AM 2 trips PM 75	B
		Sun		7.30am		9.08pm	75	B

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

B – Plus regular short-working/s Parramatta-Rawson Rd. Plus short-working/s after last trip shown.

Route 178

PARRAMATTA – FAIRFIELD via Woodville & Fairfield Rds

- **Parramatta – Lansdowne Bridge (Sundays & Public Holidays)**

Timeline

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

By date of Govt Gazette 15 October 1926: Parramatta – Lansdowne Bridge on Sundays & Public Holidays ceased.

By date of Govt Gazette 22 June 1928: Parramatta – Lansdowne Bridge reinstated (days of week not specified, but probably Sundays & Public Holidays).

By date of Govt Gazette 22 February 1929: Parramatta – Lansdowne Bridge and Parramatta Park extension ceased.

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

Streets

Parramatta – Fairfield

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, William St, Woodville Rd, Guildford Rd, Fairfield Rd (incl level crossing), The Crescent to Fairfield station.

From Fairfield (The Crescent at station) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alterations

- 1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd. Reverse on return.
- 1928 (Source: Govt Gazette of 22 June 1928): Trips terminating at Macquarie St/Church St reverted to approach Parramatta from Church St via Phillip St, Marsden St, Macquarie St to Church St.
- 1928 (Source: Govt Gazette of 22 June 1928): Selected trips (?) extended from Macquarie St/Church St via Ross St to Parramatta Park (north side of causeway in park grounds). Reverse on return.

Parramatta – Lansdowne Bridge (Sundays & Public Holidays)

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, William St, Woodville Rd, Liverpool Rd [now Hume Hwy] to Lansdowne Bridge.

From Lansdowne Bridge via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

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		
Parramatta-Fairfield	41	M-F	Parramatta	7.52am	Fairfield	6.37pm	120	A
		Sat		7.52am		12.37pm	120	B
		Sun						

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

[Parramatta – Lansdowne Bridge service on Sundays not listed in the “Complete” timetable of 1925.]

Route 178

PARRAMATTA – WENTWORTHVILLE – SEVEN HILLS – TOONGABBIE WEST **PARRAMATTA – WENTWORTHVILLE – TOONGABBIE – TOONGABBIE WEST via** **various routes**

WENTWORTHVILLE – WINSTON HILLS – TOONGABBIE

- **Seven Hills – Vardys Rd (trial service)**
- **Toongabbie – Pendle Hill (trial service)**
- **Wentworthville – Pendle Hill – The Meadows (1947/48)**

(The Meadows is a locality surrounding the current The Meadows Public School in Carrington St & Fuller St, North Toongabbie.)

Timeline

3 August 1936: Parramatta – Toongabbie (via ?) commenced by SW (Sol) Williams.

28 June 1937: Altered to Parramatta – Wentworthville – Old Toongabbie – Seven Hills – Toongabbie West via Old Windsor & Seven Hills Rds (probably limited service between Seven Hills & Toongabbie West).

By 13 January 1947: New route, Wentworthville – Pendle Hill – Toongabbie – The Meadows, commenced. Peak hour trips ran Pendle Hill – Girraween & off-peak & Saturday trips Wentworthville – Pendle Hill – Toongabbie – The Meadows.

1947/48 (likely scenario based on the similarity of the Wentworthville – Pendle Hill – Toongabbie – The Meadows/North Toongabbie part of 13 January 1947 178 timetable with the streets listed for route 11 in the 1948 Gregory’s Street Directory): Wentworthville – Pendle Hill – Toongabbie – The Meadows transferred to Girraween Bus Service (D Mathieson) & renumbered 11.

After 13 January 1947: Transferred to FA Wickens.

January 1948: Transferred to Toongabbie Bus Co.

Late 1940s (by or during Toongabbie Bus Co’s proprietorship):

- Main service altered to Parramatta – Wentworthville – Old Toongabbie – Toongabbie – Toongabbie West.
- Parramatta – Seven Hills – Toongabbie West via Old Windsor & Seven Hills Rds reduced to a shopping service on Tuesdays & Fridays (when ceased?).

By 1 May 1950: Selected trips ran via Darcy Rd (*not* via Old Toongabbie).

April 1953: Transferred to NR Burnett.

March 1957: Transferred to Helmut Delfs (then or later incorporated as Delfs Pty Ltd).

October 1957: Trial shopping service, Toongabbie – Pendle Hill, commenced.

26 May 1958:

- Service between Toongabbie & Toongabbie West ceased by this date. Replaced by April 1961 by Toongabbie – Toongabbie West – Seven Hills part of 144.
- Routes reorganised as:
 - Parramatta – Wentworthville – Old Toongabbie – Toongabbie (main service)
 - Parramatta – Wentworthville – Pendle Hill – Toongabbie via Darcy Rd (Toongabbie – Pendle Hill shopping service extended) (infrequent service)
- The August 1958 issue of *Truck & Bus Transportation* magazine refers to a trial service, Seven Hills – Vardys Rd (which was presumably transferred to Seven Hills Bus Lines as 144 in February 1959).

August 1959: Operator’s name altered to Toongabbie Transport Services.

By 3 July 1961: Parramatta – Wentworthville – Pendle Hill – Toongabbie via Darcy Rd ceased.

By 3 March 1975: Extra route, Wentworthville – Winston Hills – Toongabbie, commenced (when ceased?).

By 17 March 1980: Selected Parramatta – Toongabbie trips rerouted via Westmead Hospital (opened in November 1978).

8 January 1986: As part of general reorganization of Toongabbie Transport Services’ routes, routes were reorganised and renumbered into the Sydney Region Route Number System (see *Private Route Histories – Contract Region 4*):

- 710 Blacktown – Seven Hills – Toongabbie – Parramatta
- 716 Blacktown – Seven Hills via Barbara Blvd
- 718 Blacktown – Kings Langley – Seven Hills.

Streets

Parramatta – Seven Hills (Old Windsor Rd/Seven Hills Rd) (selected trips extended to Toongabbie West)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Market St) via Church St, Western Rd [now Great Western Hwy], Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Old Windsor Rd [now part of Darcy Rd] (**Old Toongabbie**), Darcy Rd, Mount St, Old Windsor Rd [part of which now Ferndale Cl, but also existing Old Windsor Rd], Fitzwilliam Rd, Reynolds St, Old Windsor Rd to Seven Hills Rd (**Seven Hills**).

Toongabbie West extension: Extended from Seven Hills (Old Windsor Rd/Seven Hills Rd) via Seven Hills Rd [to Cornelia Av].

Parramatta – Toongabbie – Toongabbie West

From 1 May 1950 (likely route based on timing points, circa 1948 Gregory's street directory & later timetable)

Via Old Toongabbie

From Parramatta (Market St) via Church St, Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Darcy Rd, Old Windsor Rd [now part of Darcy Rd], Darcy Rd, Mount St, Old Windsor Rd [part of which now Ferndale Cl, but also existing Old Windsor Rd], Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge (**Toongabbie**), Cornelia Rd, (?) to Cornelia Rd/Seven Hills Rd (Toongabbie West).

From Toongabbie West (Cornelia Rd/Seven Hills Rd) via reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St to Church St (Parramatta).

Mays Hill diversion: Ex Parramatta from Great Western Hwy via Good St, Amos St, Hawkesbury Rd to Pye St. Reverse on return.

Via Darcy Rd

From Parramatta (Market St) via same route as “via Old Toongabbie” to Darcy Rd, then Binalong Rd, Fitzwilliam Rd, then same route. Reverse on return.

Wentworthville station diversion: Ex Parramatta from Darcy Rd via Railway St, Wentworth Av, Hill St to Darcy Rd. Reverse on return.

Parramatta – Toongabbie

26 May 1958 (Source: timetable)

Via Old Toongabbie

From Parramatta (Macquarie St between Marsden St & Church St) via Church St, Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Old Windsor Rd [now part of Darcy Rd], Darcy Rd, Mount St, Old Windsor Rd [part of which now Ferndale Cl, but also existing Old Windsor Rd], Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie).

From Toongabbie (station) via reverse route to Church St, then Argyle St, Marsden St, Macquarie St to between Marsden St & Church St (Parramatta).

Via Darcy Rd & Pendle Hill

From Parramatta (Market St) via same route as “via Old Toongabbie” to Darcy Rd, then Binalong Rd, Burrabogee Rd, Bungaree Rd, Wentworth Av (**Pendle Hill**), Ballandella Rd, Barangaroo Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie). Reverse on return.

Wentworthville station diversion: Ex Parramatta from Darcy Rd via Railway St, Wentworth Av, Hill St to Darcy Rd. Reverse on return.

Plus other variations.

Via Old Toongabbie

Circa 1969 (Source: RGH notes)

From Parramatta (Market St) via Church St, Fitzwilliam St, Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Old Windsor Rd [now part of Darcy Rd], Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Lower Mount St [part now Hart Dr], Old Windsor Rd [part now Ferndale Rd], Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie).

From Toongabbie (Portico Pde at Cornelia Rd) via reverse route to Great Western Hwy, then Church St, Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

1982 (Source: timetable)

Trips via Westmead Hospital: Ex Parramatta from Hawkesbury Rd via Darcy Rd (Westmead Hospital), Old Windsor Rd [now part of Darcy Rd] instead of Grand Pde & Bridge Rd. Reverse on return.

Alteration

From 15 September 1985 (opening of Church St mall): Ex Parramatta from Church St via George St, Smith St, Darcy St, Church St, Great Western Hwy. Ex Toongabbie from Church St via Argyle St, Marsden St, Market St (Parramatta).

Wentworthville – Winston Hills – Toongabbie

Circa 1975 (Source: RGH notes/timetable)

From Wentworthville (Wentworth Av at station) via Hill St, Darcy Rd, Lower Mount St [part now Hart Dr], Old Windsor Rd [part now Ferndale Rd], Oakes Rd, Buckleys Rd, Langdon Rd (**Winston Hills**), Junction Rd, Old Windsor Rd, Reynolds St, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie).

From Toongabbie (Portico Pde at Cornelia Rd) via reverse route to Darcy Rd, then Railway St, Wentworth Av to Wentworthville station.

Timetable Summary

Undated (possibly pre-World War II)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Seven Hills (Old Windsor Rd/Seven Hls Rd)†	Fr P'matta 38O 51T	M-F	O/Windsor Rd	8.00am	Parramatta	11.00pm	7 trips	A
		Sat		7.59am		5.30pm	B	
		Sun						

† Selected trips extended to Toongabbie West.

A – 2 trips (4 trips on Fridays) extended from Seven Hills (Old Windsor Rd/Seven Hills Rd) to Toongabbie West. Extra trip Friday night.

B – Parramatta-Old Toongabbie (Reynolds St) 5 trips, Parramatta-Seven Hills (Old Windsor Rd/Seven Hills Rd) 2 trips. Plus picture bus.

O – To Seven Hills (Old Windsor Rd/Seven Hills Rd).

T – To Toongabbie West.

13 January 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Toongabbie West†	Fr P'matta 38S 50T	M-F	Toongabbie	6.30amP	Parramatta	6.07pmT	A	
		Sat	Toongabbie W	7.40amP		5.00pmT	B	
		Sun	Reynolds St	7.30amP		8.50pmR	4 trips	
Toongabbie-Toongabbie West‡	10	M-F	Toongabbie	5.50am	Toongabbie W	6.22pm	Ph	
		Sat						
		Sun						
Wentworthville-Pendle Hill-The Meadows	16HG 26WT	M-F	The Meadows	6.54amW	The Meadows	4.34amW	C	
					Pendle Hill	6.34pmG		
		Sat		8.16amW	The Meadows	12.38pmW	D	
		Sun						

† Via various routes.

‡ Additional to above.

A – Parramatta-Wentworthville, Old Toongabbie or Toongabbie (various termini) 14 trips; Parramatta-Toongabbie West, 4 trips from Toongabbie West, 5 trips from Parramatta. Plus picture bus Wednesday night.

B – Parramatta-Wentworthville, Old Toongabbie or Toongabbie (various termini) 9 trips; Parramatta-Toongabbie West, 3 trips from Toongabbie West, 2 trips from Parramatta. Plus picture bus Saturday night.

C – 7 trips Wentworthville-The Meadows. Plus peak hour short-workings Pendle Hill-Girraween.

D – 4 trips Wentworthville-The Meadows. Plus short-workings before first trip & after last trip shown.

G – To Girraween.

HG – From Pendle Hill to Girraween.

P – To Parramatta.

Ph – Peak hours only.

R – To Old Toongabbie (Reynolds St).

S – To Toongabbie station.

T – To Toongabbie West.

W – To Wentworthville.

WT – From Wentworthville to The Meadows.

26 May 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie via various routes	39	M-F	Toongabbie	6.05am	Parramatta	6.25pm	A	
		Sat		7.45am		1.20pm	B	
		Sun		7.15am		8.55am	1 trip	

A – 17 trips from Toongabbie, 18 trips from Parramatta. Plus picture bus Friday night.

B – 9 trips from Toongabbie, 6 trips from Parramatta. Plus picture bus Saturday night.

3 March 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wentworthville-Winston Hills-Toongabbie	20	M-F	Toongabbie	6.15am	Wentw'thville	6.05pm	50	A
		Sat						
		Sun						

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

September 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	40	M-F	Toongabbie	5.50am	Parramatta	5.55pm	30*	A
		Sat		7.13am		12.40pm	30	
		Sun						

* More frequent in peak hours.

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

Route 179

PARRAMATTA – GREYSTANES (Ringrose Av & Jersey Rd Loop)

PARRAMATTA – SOUTH GREYSTANES via Braeside Rd

PARRAMATTA – SOUTH WENTWORTHVILLE – GREYSTANES via Old Prospect Rd & various routes

Timeline

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

Parramatta – Old Prospect Rd/Beresford Rd [current Greystanes] via Great Western Hwy & Old Prospect Rd

Parramatta – Merrylands & Jersey Rds [current South Wentworthville] via Great Western Hwy & Jersey Rd

22 August 1938: Parramatta – Old Prospect Rd/Beresford Rd extended from Old Prospect Rd/Beresford Rd to Greystanes Rd/Merrylands Rd via Greystanes Rd.

1940: Transferred to George R Sinclair.

December 1950: Transferred to Western Road Transport Service (FJ (Jack) Spellacy).

By 1950s: Trips via Jersey Rd had become a loop via Jersey Rd, Merrylands Rd & Ringrose Av.

By 1960s: Selected off-peak trips diverted via Boronia St loop to cover 213.

By September 1966: Selected Parramatta – Greystanes trips ran via Whalans & Cumberland Rds.

1 April 1968: Transferred to Western Road Bus Services (Col Neyland & Trevor Thornley). Trevor Thornley was sole proprietor from 1974.

By 20 October 1969:

- Extra route, Parramatta – South Greystanes (Daffodil St) via Braeside Rd, commenced.
- Parramatta – South Wentworthville shared with 210.

By April 1973: Parramatta – South Greystanes (Daffodil St) via Braeside Rd curtailed from Daffodil St to Merrylands & Greystanes Rds, Greystanes. 153 already served the South Greystanes area.

By March 1981:

- Selected Parramatta – Greystanes trips ran via Bathurst St.
- Parramatta – Boronia St loop (213) & Parramatta – Ringrose Av & Jersey Rd loop (part of 179) combined as part of 179.
- Parramatta – Greystanes (Merrylands & Greystanes Rds) via Braeside Rd ceased.

2 April 1982: As part of general reorganization of Western Road Bus Services' routes (179 & 210), renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*):

700 Parramatta – Blacktown via Great Western Hwy

702 Parramatta – Blacktown via South Wentworthville

Parramatta – Greystanes via Bathurst St

Parramatta – Greystanes via Whalans Rd

703 Parramatta – South Wentworthville (Ringrose Av/Jersey Rd loop & Boronia St loop).

Streets

Parramatta – Merrylands Rd/Jersey Rd [in current South Wentworthville]

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Western Rd [now Great Western Hwy], Rawson Rd, Old Prospect Rd, Jersey Rd to Merrylands Rd. Reverse on return.

Parramatta – Beresford Rd/Old Prospect Rd [in current Greystanes]

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Western Rd [now Great Western Hwy], Rawson Rd, Old Prospect Rd to Beresford Rd. Reverse on return.

Parramatta – Greystanes (Greystanes Rd)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St, Great Western Hwy, Rawson Rd, Old Prospect Rd, Greystanes Rd (Greystanes).

Circa 1969 (Source: RGH notes)

From Parramatta (Argyle St at station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Old Prospect Rd, Greystanes Rd to Merrylands Rd (**Greystanes**), then Greystanes Rd, Whalans Rd, Cumberland Rd, Old Prospect Rd, Great Western Hwy, Marsden St, Argyle St to Parramatta station.

Ringrose Av/Jersey Rd loop/diversion: Ex Parramatta from Old Prospect Rd, via Jersey Rd, Merrylands Rd, Ringrose Av to Old Prospect Rd. Reverse on return.

Boronia St loop diversion (replacing 213 in weekday off-peak and Saturdays): Ex Parramatta from Old Prospect Rd via Boronia St, Chelmsford Rd to Old Prospect Rd. Reverse on return.

Alteration

Later (Source: RGH notes): Ex South Wentworthville from Old Prospect Rd via Rawson Rd, Great Western Hwy.

Parramatta – South Greystanes (Daffodil St)

Circa 1969 (Source: RGH notes)

From Parramatta (Argyle St at station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Old Prospect Rd (**Greystanes**), Braeside Rd, Merrylands Rd, Gipps Rd, Macquarie Rd, Daffodil St (**South Greystanes**), Tulip St, Carnation St, Macquarie Rd, then reverse route to Old Prospect Rd, then Rawson Rd, Great Western Hwy, Marsden St, Argyle St to Parramatta station.

Timetable Summary

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	Fr P'matta 10R 18E 15O 24M	M-F	Greystanes(O)	5.55amP	Parramatta	11.05pmM	A	
			Greystanes(M)	8.18amP		11.55pmR		
		Sat	Greystanes(O)	6.40amP	Parramatta	11.05pmM	B	
			Greystanes(M)	8.18amP		11.55pmR		
		Sun	Parramatta	6.50amM	Greystanes(M)	9.27pmP	60	C

* More frequent in peak hours.

A – Parramatta-Greystanes (either Ettalong Rd/Old Prospect Rd or Greystanes/Old Prospect Rd) 30*, Parramatta-Greystanes (Merrylands Rd/Greystanes Rd) 60.

B – Parramatta-Greystanes (either Ettalong Rd/Old Prospect Rd or Wentworthville (Bridge Rd/Great Western Rd)) 30, Parramatta-Greystanes (Merrylands Rd/Greystanes Rd) 60. Plus short-working/s before first trip shown.

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

E – To/from Greystanes (Ettalong Rd/Old Prospect Rd).

M – To/from Greystanes (Merrylands Rd/Greystanes Rd).

O – To/from Greystanes (Greystanes/Old Prospect Rd).

P – To Parramatta.

R – To Wentworthville (Rawson Rd/Old Prospect Rd).

Circa 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	29	M-F	Greystanes	5.48am	Parramatta	12.00mn	30*	
		Sat		5.54am		11.55pm	AM 30 PM 60	
		Sun		6.25am		9.55pm	60	A

* More frequent in peak hours.

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

September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	29	M-F	Greystanes	5.20am	Parramatta	12.05am	30*	
		Sat		5.49am		12.05am	AM 30 PM 60	
		Sun	Parramatta	7.50am		10.20pm	60	
Parramatta-Ringrose Av/Jersey Rd loop	26	M-F	Ringrose schl	6.10am	Parramatta	8.00pm	60*	
		Sat		8.51am		12.25pm	60	
		Sun						

* More frequent in peak hours.

Circa 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	25	M-F	Greystanes	5.18am	Parramatta	7.30pm	30*	
		Sat		6.07am		6.13pm	AM 30 PM 90	
		Sun		7.35am		6.41pm	90	
Parramatta-Ringrose Av/Jersey Rd loop	40 round trip	M-F	Ringrose schl	6.10am	Parramatta	6.10pm	50	
		Sat	Boronia St	7.15am		1.00pm	50	A
		Sun						

* More frequent in peak hours.

A – Ringrose Av/Jersey Rd loop & Boronia St loop combined.

Route 180

PARRAMATTA – SOUTH GRANVILLE via Park Hill

(Park Hill was a part of South Granville near Park/Lackey/Lisgar/Excelsior Sts.)

Timeline

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

By date of Govt Gazette 17 December 1926: Replaced by rerouted 176, Parramatta – Guildford via Park Hill.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, Mary St, The Avenue, Meadows St, Excelsior St, Lackey St, Woodville Rd to Oxford St (South Granville).

From South Granville (Woodville Rd at Oxford St) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Granville	21	M-F	Sth Granville	8.40am	Parramatta	5.20pm	60	A
		Granville			8.45pm			
		Sat		8.40am		1.30pm	60	
		Sun						

A – Extra trips Friday night.

Route 180

GUILDFORD – FOWLER RD – FAIRFIELD RD/McCREDIE RD via Guildford Rd

Timeline

By date of Govt Gazette 22 June 1928: Guildford – Fowler & Hawksview Rds section of 176 transferred to 180.

By date of Govt Gazette 22 February 1929: Extended from Fowler & Hawksview Rds to Fairfield & McCredie Rds via Tennyson Pde.

By 1934: Ceased. 171 operated in the same area.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Guildford (Military Rd at station) via Military Rd, Guildford Rd, Fowler Rd to Hawksview Rd (Guildford).

Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Fowler Rd via Frank St, Tennyson Av, Loscoe [now Fairfield] Rd to McCredie Rd (Guildford). Reverse on return.

Route 180

BLACKTOWN – PARKLEA

BLACKTOWN – PROSPECT

BLACKTOWN – SEVEN HILLS via various routes

- **Extended from Prospect to Parramatta (*limited (shopping?) service, 1934-late 1940s/early 1950s*)**
- **Extended from Parklea to Quakers Hill (*selected trips*)**

Timeline

By June 1934: Country route Blacktown – Parklea allocated 180, operated by A Roser and/or Mrs EB Roser. (Had been operated by Mr Bull around 1930.)

5 June 1934:

- Extended from Blacktown to Parramatta via Walters Rd, Prospect & Western Rd [now Great Western Hwy].
- Based on an undated timetable (possibly pre-World War II), the extension to Parramatta comprised a limited service between Blacktown & Prospect and 1 return (shopping?) trip from Parklea to Parramatta via Blacktown on Tuesdays & Fridays only.

By 1941: Mr Roser died.

1943: Transferred to FH Johnson.

By 1946: Rerouted via Blacktown Rd instead of Walters Rd, possibly as a result of the commencement of 187, Blacktown – Great Western Hwy (old alignment) via Walters & Flushcombe Rds.

1947: Transferred to NJ McIntosh.

After 1948: Curtailed to run Parklea – Blacktown – Prospect. Service between Parramatta & Prospect was already being provided by 177.

Probably circa 1952: Curtailed to run Blacktown – Parklea. Service between Blacktown & Prospect was then or later provided by 211 (via same route?).

January 1958: New route, Blacktown – Seven Hills via Lucas Rd, commenced.

August 1961: Blacktown – Parklea route extended via Pye Rd, Wilson Rd & Lalor Rd [now Wilson Rd, Pye Rd & Quakers Hill Pkwy respectively] for trial period (later permanent).

April 1962: Operator incorporated as Blacktown Bus Co.

July 1962: Selected trips extended from Parklea to Quakers Hill.

By 1962: Extra route, Blacktown – Seven Hills via Northcott Rd, commenced.

By June 1964: Blacktown – Seven Hills via Lucas Rd ceased. Route in eastern end of Lucas Rd replaced by part of 143.

January/February 1976: Transferred to Seven Hills Bus Co.

24 May 1976 (*based on new timetable of that date*): Blacktown – Parklea – Quakers Hill section transferred to Riverstone Bus Service & absorbed into Riverstone's 61, leaving 180 as Blacktown – Seven Hills via Northcott Rd.

1 July 1979: Blacktown – Seven Hills via Northcott Rd transferred to Toongabbie Transport Services (Delfs family).

8 January 1986: As part of general reorganization of Toongabbie Transport Services' routes, reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):

710 Blacktown – Seven Hills – Toongabbie – Parramatta

716 Blacktown – Seven Hills via Barbara Blvd

718 Blacktown – Kings Langley – Seven Hills

Streets

Parklea – Blacktown – Prospect (*limited service extended to Parramatta*)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via George St, Church St, Great Western Rd, Blacktown Rd (**Prospect**), Railway Sq [? now part of Main St] (**Blacktown**) (*likely route then via Sunnyholt Rd to Parklea*).

Blacktown – Parklea

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cambridge St, Sunnyholt Rd, Pye Rd [now Wilson Rd], Wilson Rd [now Pye Rd], Lalor Rd [now Quakers Hill Pkwy] (**Parklea**), Sunnyholt Rd, Cambridge St, Sarsfield St, Gordon St, Sunnyholt Rd, Newton Rd, Patrick St, Main St to Blacktown station.

Blacktown – Seven Hills via Lucas Rd

Circa 1962 (Source: Collins Street Directory)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cardiff St, Lucas Rd, Seven Hills Rd [now Prospect Hwy] to Seven Hills station.

Blacktown – Seven Hills via Northcott Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cambridge St, Sunnyholt Rd, Turner St, Northcott Rd (**Lalor Park**), Freeman St, Burke Rd, Kennedy Pde, Marks Av, Quinn Av, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Gordon St, then Sunnyholt Rd, Newton Rd, Patrick St, Main St to Blacktown station.

1981 (Source: timetable)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Sackville St, Stephen St, Lawson St, Venn Av, Northcott Rd (**Lalor Park**), Freeman St, Burke Rd, Kennedy Pde, Marks Av, Quinn Av, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley St at station) via reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Seven Hills shops extension (*off-peak*): Extended from Seven Hills station via Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], The Centre [now Boomerang Pl], First Av, Best Rd, George St, Seven Hills Rd [now Prospect Hwy] to Seven Hills station.

Timetable Summary

Undated (possibly pre-World War II)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parklea-Blacktown-Prospect	Fr P'klea 20B 33R	M-F	Parklea	6.02amB	Blacktown	7.45pmP	A	
		Sat		6.02amB		6.30pmP	C	
		Sun		D		D	D	

Timetable lists termini as Lalor Rd, Parklea & Prospect Post Office.

A – Parklea-Blacktown 8 trips, Parklea-Prospect 3 trips. 1 trip extended from Prospect to Parramatta & return on Tuesdays & Fridays.

B – To Blacktown.

C – Plus picture bus Parklea-Blacktown.

D – 1 return trip Parklea-Blacktown:

1st & 3rd Sundays: 7.30am from Parklea, 9.20am from Blacktown.

2nd, 4th & 5th Sundays: 8.40am from Parklea, 10.33am from Blacktown.

P – To Parklea.

R – To Prospect.

21 June 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Parklea-Quakers Hill	Fr Black 12A 25Q	M-F	Anthony St	5.18am	Blacktown	7.38pm	30*	B
		Sat		5.58am		7.35pm	AM 30 PM 4 trips	C
		Sun		7.08am		7.40pm	7 trips	D
Blacktown-Seven Hills via Northcott Rd	24	M-F	Northcott Rd	5.30amS	Seven Hills	6.43pmN	60*	E
		Sat		6.43amS	Blacktown	6.05pmS	60	F
		Sun						

* More frequent in peak hours.

A – To Anthony St.

B – Most peak and selected off-peak trips extended to Parklea. 2 trips extended to Quakers Hill.

C – Selected trips extended to Parklea. Gap in service.

D – Gap in service.

E – Off-peak and selected peak trips ran Seven Hills-Blacktown.

F – Selected trips ran Seven Hills-Blacktown. Gap in service.

N – To Northcott Rd.

Q – To Quakers Hill.

S – To Seven Hills.

24 May 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Northcott Rd	25	M-F	Seven Hills	6.10am	Blacktown	6.10pm	60*	A
		Sat		8.15am		12.20pm	60	
		Sun						

* More frequent in peak hours.

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

Route 181

PARRAMATTA – NORTH ROCKS – BEECROFT

PARRAMATTA – NORTH ROCKS – CARLINGFORD

- **Beecroft – West Pennant Hills (peak hours only)**

Timeline

As at date of Govt Gazette 13 November 1925: Parramatta – North Rocks – Beecroft being operated by W Atkins.

31 October 1931: Ceased.

8 December 1931: Recommenced.

By October 1935: Being operated by WP (Billy) Watson.

1 February 1942: Watson joined in partnership by Ernie Hulme.

By 1952: Ran *either* via Copeland Rd *or* via Murray Farm Rd.

1 May 1964: Transferred to Harris Park Transport (Moore family).

By 1975: Extra off-peak route, Parramatta – North Rocks – Carlingford Court, commenced.

8 October 1989: Additional peak hour route, Beecroft – West Pennant Hills, commenced.

By 12 August 1996: Parramatta – North Rocks – Carlingford Court ceased.

9 November 1996: Sunday service (then Parramatta – North Rocks (Eaton Rd/Oakes Rd)) extended as Parramatta – North Rocks – Pennant Hills, covering part of 101.

June 1997: Renumbered 623 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Parramatta – North Rocks – Beecroft via Murray Farm Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Murray Farm Rd, Kirkham St, Beecroft Rd, Railway [now Wongala] Cr (Beecroft). Reverse on return.

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Valentine St, Parkes St, Station St, Darcy St, Church St, Victoria Rd, O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Murray Farm Rd [part now Castle Howard Rd], Kirkham St, Beecroft Rd, Hannah St, Railway Pde [now Wongala Cr] to Beecroft station.

From Beecroft (Railway Pde [now Wongala Cr] at station) via Beecroft Rd, then reverse route to Church St, then Argyle St to Parramatta station.

Alterations

- **From 15 September 1985 (opening of Church St mall):** From Parramatta (bus interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.
- **From 15 September 1985 (opening of Church St mall):** To approach Parramatta from Church St via George St, Smith St to Parramatta interchange.
- **1993 (Source: timetable):** Ex Parramatta from North Rocks Rd via Orchard Rd (instead of Oakes Rd), Murray Farm Rd. Reverse on return.

Parramatta – North Rocks – Beecroft via Copeland Rd

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via Argyle St, Church St, Pennant St [now Victoria Rd], O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Cross St [now part of Oakes Rd], Aiken Rd, Pennant Hills Rd, Copeland Rd, Cardinal Av, Hannah St, Hull Rd, Copeland Rd, Beecroft Rd, Railway Pde [now Wongala Cr] (Beecroft).

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Victoria Rd, O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Aiken Rd, Pennant Hills Rd, Copeland Rd, Beecroft Rd, Hannah St, Railway Pde [now Wongala Cr] to Beecroft station.

From Beecroft (Railway Pde [now Wongala Cr] at station) via Copeland Rd, then reverse route to Church St, then Argyle St to Parramatta station.

Alteration

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

Parramatta – North Rocks – Carlingford

1975 (Source: timetable)

From Parramatta (Argyle St at station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Victoria Rd, O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd (**Carlingford Court shops**), Post Office Rd, Jenkins Rd, Parkland Rd, Lindisfarne Cr, Farnell Av, North Rocks Rd, then reverse route to Church St, then Argyle St to Parramatta station.

Alterations

- **By June 1980 (Source: timetable):** From Carlingford Court via Pennant Hills Rd, Jenkins Rd.
- **From 15 September 1985 (opening of Church St mall):** To approach Parramatta from Church St via George St, Smith St to Parramatta interchange (Station St). Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

Beecroft – West Pennant Hills

From 8 October 1989 (Source: timetable)

From Beecroft (Wongala Cr at station) via Copeland Rd, Karloon Rd, Eaton Rd, Oakes Rd, Eaton Rd, Stanton Dr, Range Rd (**West Pennant Hills**), Westmore Dr, Eaton Rd, Oakes Rd, Eaton Rd, Karloon Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft station.

1991 (Source: timetable)

Trips via Murray Farm Rd: Ex Beecroft via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Oakes 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		
Parramatta-Beecroft	55	M-F	Beecroft	8.30am	Parramatta	5.15pm	3 trips	A
		Sat		8.30am		5.15pm	3 trips	A
		Sun						

A – Extra trip Friday & Saturday nights.

23 June 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Beecroft	41	M-F	Parramatta	7.00am	Beecroft	6.43pm	6 trips	A
		Sat		6.58am		6.45pm	6 trips	A
		Sun		9.22am		8.20pm	5 trips	A

A – Extra trip Friday. Plus picture bus Saturday night. Plus short-working/s before first trip and after last trip shown.

27 November 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Beecroft	40	M-F	Beecroft	6.17am	Parramatta	6.18pm	40*	A
		Sat		7.35am	Beecroft	6.40pm	AM 40 PM 4 trips	A
		Sun		8.13am		6.12pm	5 trips	A

* More frequent in peak hours.

A – Extra trip Friday. Plus picture bus Saturday night. Plus short-working/s before first trip and after last trip shown.

March 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Beecroft	28	M-F	Parramatta	6.40am	Beecroft	6.55pm	60*	A
		Sat		6.55am		2.16pm	45	
		Sun						
Parramatta-Carlingford	28	M-F	Parramatta	9.05am	Carlingford	1.30pm	60	
		Sat						
		Sun						

* More frequent in peak hours.

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

Route 182

SUTHERLAND – AUDLEY

(For much of its existence, particularly after World War II, the main service on this route was between The National Park [later The Royal National Park] railway station and the picnic grounds at Audley on weekends and Public Holidays.)

SUTHERLAND – GRAYS POINT

Timeline

By date of Govt Gazette 15 October 1926: Sutherland – Audley commenced by Edward Newlyn. HR Hammill may have also been an operator on this route.

About 1930: Transferred to GH Ramsay.

2 December 1936: Extra route, Sutherland – Grays Point, commenced.

By January 1948:

- Sutherland – Audley transferred to WA Gardiner
- Sutherland – Grays Point transferred to MW Jones and renumbered 9.

November 1959: Transferred to WR (Bill or Wilf) Tuck.

By 1970s: Ran only at weekends & Public Holidays.
 20 September 1971: Ceased due to lack of patronage.

Streets

Sutherland – Audley

1926 (Source: Govt Gazette of 15 October 1926)

From Sutherland (Station [now Boyle] St at Railway Pde [now Old Princes Hwy]) via Station St, Railway Pde, Rawson Av, Lady Rawson [now Farnell] Av, Audley Rd to Audley Weir. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Lady Rawson [now Farnell] Av, Audley Rd [now Av] (Audley).

Timetable Summary

19 January 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Audley	Fr Audley 5N 14S	M-F	Sutherland	7.15am	Audley	4.45pm	4 trips	
		Sat	3 buses ran The National Park station-Audley, connecting with trains as required.					
		Sun						

N – To The National Park station.

S – To Sutherland.

Route 183

ROSEVILLE – EAST LINDFIELD – LINDFIELD

ROSEVILLE – LINDFIELD (east side)

- **Extended from Roseville to Chatswood (limited service)**

Timeline

By date of Govt Gazette 15 October 1926: Roseville – Archbold Rd, Roseville commenced.

By date of Govt Gazette 17 December 1926: Extended from Archbold Rd to Lindfield.

By October 1935: Being operated by HW (or A?) Driver.

1945-6: Transferred to Cedric R Neville.

1947-8: Transferred to TR Powell.

In 1948: Routes were:

Roseville – East Lindfield – Lindfield via Melbourne Rd

Roseville – Lindfield “direct” via Archbold Rd.

By early 1950s: Routes were:

Roseville – East Lindfield – Lindfield via Lord St & Tryon Rd.

Roseville – Lindfield via Archbold Rd & Middle Harbour Rd

November 1955: Ceased.

August 1956: Recommended by Keith M Chalmers as a single route, Roseville – East Lindfield – Lindfield.

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

1960s: One trip per day extended from Roseville to Chatswood & return.

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

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

5 April 1990:

- Operator's name changed to East West Bus Lines.
- 28 & 183 amalgamated at most times and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):
 - 556 Lindfield – East Killara & Killara – East Killara
 - 557 Lindfield – East Lindfield – Roseville
 - 558 Chatswood – Roseville – East Lindfield – Lindfield – East Killara – Gordon (through journeys on 556/557).

Streets

Roseville – Archbold Rd, Roseville

1926 (Source: Govt Gazette of 15 October 1926)

From Roseville (Hill St at station) via Hill St, Roseville Av, Gerald Av, Dudley Av, Archbold Rd to near Dudley Av.

From Archbold Rd (at Dudley Av) via reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville station.

Roseville – Lindfield (east side)

1926 (Source: Govt Gazette of 17 December 1926)

From Roseville (Hill St at station) via Hill St, Roseville Av, Gerald Av, Dudley Av, Archbold Rd, Middle Harbour Rd, Lindfield Av to Tryon Rd (Lindfield station).

From Lindfield (station, Lindfield Av at Tryon Rd) via reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville station.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Roseville from Middle Harbour Rd via Trafalgar Av, Russell Av, Lindfield Av to Tryon Rd (Lindfield station). Reverse on return.

Roseville – Lindfield via Archbold Rd

Circa 1948 (Source: Gregory's Street Directory)

From Roseville (station) via Hill St, Roseville Av, Gerald Av, Dudley St, Gregory St, Clanville Rd, Archbold Rd, Middle Harbour Rd, Trafalgar Av, Russell Av, Lindfield Av (Lindfield).

Roseville – East Lindfield – Lindfield

Circa 1948 (Source: Gregory's Street Directory)

From Roseville (station) via Hill St, Roseville Av, Gerald Av, Dudley St, Gregory St, Clanville Rd, Archbold Rd, Owen St, Sydney Rd, Adelaide Av, Melbourne Rd (**East Lindfield**), Tryon Rd, Archbold Rd, Middle Harbour Rd, Trafalgar Av, Russell Av, Lindfield Av (Lindfield).

Circa 1963 (Source: RGH notes)

From Roseville (Hill St at station) via Roseville Av, Gerald Av, Dudley St, Gregory St, Clanville Rd, Carnarvon Rd, Sydney Rd, Adelaide Av, Melbourne Rd (**East Lindfield**), Tryon Rd, Archbold Rd, Middle Harbour Rd, Lindfield Av to Lindfield station.

From Lindfield (Lindfield Av at station) via reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville station.

1981 (Source: timetable)

Carlisle Rd diversion: From Melbourne Rd/Wellington Rd via Crana Av, Carlisle Rd, Pleasant Av, Sylvan Av, Wellington Rd to Melbourne Rd.

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		
Roseville-Lindfield via Archbold Rd	8	M-F	Roseville	7.26am	Lindfield	7.40pm	75*	A
		Sat		7.26am		7.40pm	40	B
		Sun	Lindfield	9.15am		6.26pm	60	
Roseville-Lindfield via Tryon Rd & Lord St	17	M-F	Roseville	6.30am	Roseville	6.35pm	12 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Selected trips diverted via East Lindfield. Plus picture bus to Roseville & Lindfield Friday night.

B – Selected trips diverted via East Lindfield. Gap in service. Plus picture bus to Roseville & Lindfield Saturday night.

1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Lindfield- Lindfield	18	M-F	Roseville	7.12am	Lindfield	6.20pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 184

PARRAMATTA – CASTLE HILL – BAYLY’S CORNER

(Bayly’s Corner was renamed Rogans Hill when the railway was extended there in 1924.)

Timeline

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

By date of Govt Gazette 22 June 1928: Ceased. Possibly absorbed into 185/200.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Windsor Rd (Northmead, Baulkham Hills), Great North [now Old Northern] Rd to Castle Hill Rd (Bayly’s Corner, Castle Hill [in current Rogans Hill]). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Parramatta-Bayly’s Corner	Fr P’matta 35C 43R	M-F	Baulkham Hls	6.25amP	Parramatta	6.20pmC	60	A	
			Castle Hill	9.12amP		9.15pmB			
		Sat	Baulkham Hls	6.25amP		6.20pmC	45-60	D	
			Castle Hill	9.12amP		9.15pmB			
		Sun				9.10amP	6.20pmC	30-120	E

A – Morning peak hour & night, Parramatta-Baulkham Hills. Day, Parramatta-Castle Hill 60, Parramatta-Bayly’s Corner 120.

B – To Baulkham Hills.

C – To Castle Hill.

D – Early morning & night, Parramatta-Baulkham Hills. Day, Parramatta-Castle Hill 45-60, selected trips extended from Castle Hill to Bayly’s Corner.

E – Day, Parramatta-Castle Hill 30-120, selected trips extended from Castle Hill to Bayly’s Corner. Night, Parramatta-Baulkham Hills.

P – To Parramatta.

R – To Bayly’s Corner.

Route 184

PENNANT HILLS – CASTLE HILL

- **Extended from Castle Hill to Glenorie (until 1931)**
- **Extended from Pennant Hills to Hornsby (1947-8)**

Timeline

By date of Govt Gazette 22 June 1928: Pennant Hills – Castle Hill – Glenorie commenced by Alex Newson. George Deaman was also operating Castle Hill – Glenorie

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

- 60 Castle Hill – Glenorie, operated by George Deaman
- 184 Pennant Hills – Castle Hill, operated by Alex Newson

Timetables on the two routes were co-ordinated.

9 March 1934: Extended to New Line, Castle Hill & Pennant Hills Rds on Saturday nights only.

1939: Pennant Hills – Castle Hill transferred to BM (“Mac”) McMahon. (During the 1940’s Koala Park became a patronage generator for this route.)

By 1947: Extended from Pennant Hills to Hornsby.

1948: Pennant Hills – Hornsby section transferred to W (Bill) Ogg & renumbered 148, leaving 184 as Pennant Hills – Castle Hill once more.

By December 1949: Pennant Hills – Castle Hill transferred to Eric H Vaux.

June 1954: Transferred to Arthur E Higson & Bernie Best.

February 1959: Transferred to LE (Les) Warren.

April 1963: Transferred to Arthur E Higson.

1963-4 (during Higson’s ownership): Rerouted through Mowll (retirement) Village, later also via Nuffield Village [both now part of the Anglican Retirement Villages].

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

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

For further entries, see combined routes 60/184.

Streets

Pennant Hills – Glenorie

1928 (Source: Govt Gazette of 22 June 1928)

From Pennant Hills (Pennant Hills Rd near railway bridge) via Pennant Hills Rd, Castle Hill Rd, Main Northern [now Old Northern] Rd to Glenorie Post Office. Reverse on return.

Hornsby – Pennant Hills – Castle Hill

Circa 1948 (Source: Gregory’s Street Directory)

From Castle Hill via Main [now Old] Northern Rd, Castle Hill Rd, Pennant Hills Rd to **Pennant Hills station**, then Pennant Hills Rd, Boundary Rd, Bellamy St, Ramsay Rd, Rosemount Av, Stephens St, Yarrara St [now Rd] (**Thornleigh**), The Esplanade, Duffy Av, Pennant Hills Rd, Buckingham Av (**Normanhurst**), Denman Pde, Normanhurst Rd, Pennant Hills Rd, Edwards Rd, Unwin Rd, Pacific Hwy, Coronation St, Station St, Memorial Pde [now Station St at station entrance?] (Hornsby).

Pennant Hills – Castle Hill

Circa 1963 (Source: RGH notes)

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St to Old Northern Rd (Castle Hill)

From Castle Hill (Castle St at Old Northern Rd) via Old Northern Rd, then reverse route to Pennant Hills station.

Mid 1960s (Source: RGH notes)

Mowll Village [now Anglican Retirement Village] diversion: From Castle Hill Rd via various internal roads within the village to Castle Hill Rd.

Timetable Summary

12 December 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill	17	M-F	Castle Hill	6.25am	Pennant Hills	9.36pm	60*	
		Sat		6.18am		7.45pm	12 trips	A
		Sun	Pennant Hills	7.50am		9.36pm	9 trips	B

* More frequent in peak hours.

A – Plus picture bus to Thornleigh Saturday night.

B – Plus short-working/s Pennant Hills-Koala Park.

October 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill	17	M-F	Castle Hill	6.01am	Pennant Hills	6.54pm	60*	
		Sat		7.40am		6.10pm	60	
		Sun						

* More frequent in peak hours.

Route 185

PARRAMATTA – BAULKHAM HILLS – KELLYVILLE

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Northern Garage (Watts & Millgate).

Competitors included R Johnson (who transferred his business to AE Horwood) and possibly DF Ryan (*see 170*).

1 February 1932: Absorbed into 200, operated by Parramatta Bus Co (Mrs Flo McIntosh).

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Windsor Rd (Northmead, Baulkham Hills) to Acres Rd (Kellyville). Reverse on return.

Route 185

GORDON – WEST GORDON – MACQUARIE UNIVERSITY

GORDON – WEST PYMBLE – MACQUARIE UNIVERSITY

- Pymble – Macquarie University (*limited service*)
- St Ives – Gordon (1930s)
- Approved route (ever operated?), Gordon – Turramurra

Timeline

17 October 1938: St Ives – Gordon – West Pymble split off 191 & transferred to William D Hoines.

1939/early 1940s:

- Gordon – West Pymble transferred to WR (Bill) Rice.
- Gordon – St Ives retransferred to part of 191.

1950s(?): Selected Sunday trips extended from West Pymble to Epping Hwy, North Ryde (when ceased?).

September 1958: New route, Gordon – West Gordon (new residential area), commenced.

By 1960s: Gordon – West Pymble operated as a bidirectional loop within West Pymble.

20 April 1964: Transferred to Turramurra-Bobbin Head Bus Co (RR (Ron) Deane).

May 1965: New route, Gordon – Turramurra approved on trial. (Ever operated? If so, when ceased? Ran via ? route. Part/s of route may have later become 162 and/or Gordon – Parker Av route ?).

6 March 1967: New route with limited service, Gordon – Macquarie University, commenced, upon opening of university.

27 May 1968: New route, Gordon – West Pymble (Parker Av), commenced.

By December 1973:

- Weekday off-peak Gordon – West Gordon trips through-routed with 221, Lindfield – West Lindfield.
- Parker Av service became a diversion of the main Gordon – West Pymble service.

By 29 January 1974: New route, Pymble – Macquarie University, commenced (limited service).

1975/6: Operator's name changed to Deane's Coaches.

By October 1977: Gordon – Macquarie University formed by extensions of Gordon – West Pymble loop trips.

16 November 1981: Upon opening of Macquarie Centre:

- Base service became Gordon – West Pymble – Macquarie Centre, with selected trips extended to Macquarie University
- Gordon – West Gordon reduced to a peak hour service. Daytime service provided by Pymble – West Gordon – Macquarie University route (see next dot point).
- Pymble – Macquarie University diverted via West Gordon and improved to an all-day weekday service.
- Through-routing of Gordon – West Gordon trips with 221 ceased.

7 December 1981: West Gordon service rearranged:

- Gordon – West Gordon reverted to an all-day weekday service, with off-peak trips extended to Macquarie University.
- Most Pymble – Macquarie University trips ceased to divert via West Gordon.

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

567 Gordon – West Gordon

568 Gordon – West Pymble – Macquarie University

569 Pymble – Macquarie University.

Streets

Gordon – West Pymble

Circa 1948 (Source: Gregory's Street Directory)

From West Pymble via Beaumont Rd [now part of Lofberg Rd], Lothburgh [now Lofberg] Rd, Yanko Rd, Yarrara Rd, Ward St, Livingstone Av, Cultowa Av, Ryde Rd, Ridge St, Vale St, St Johns Av, Gordon [now part of Henry] St (Gordon station).

Gordon – West Pymble (loop)

Circa 1963 (Source: RGH notes)

From Gordon (St Johns Av at station) via Henry St, Ravenswood Av, Pacific Hwy, St Johns Av, Vale St, Ridge St, Ryde Rd, Cross St, Livingstone Av, Ward St, Yarrara Rd, Yanko Rd, Wallalong Av (**West Pymble**), Congham Rd, Yanko Rd, Kamilaroy Rd, Ryde Rd, Kendall St, Livingstone Av, then reverse route to St Johns Av (Gordon station).

Selected trips via West Pymble loop: In opposite direction around loop from Livingstone Av/Ward St back to that point.

Trips via Pacific Hwy direct: Ex Gordon via Pacific Hwy, Ryde Rd (*not* via St Johns Av, Vale St, Ridge St).

Reverse on return.

Alteration

March 1966 (Source: timetable): Via Cultowa Rd instead of Cross St on trips *to* Gordon.

Gordon – West Gordon

Circa 1963 (Source: RGH notes)

From Gordon (St Johns Av at station) via Henry St, Ravenswood Av, Pacific Hwy, Ryde Rd, Lofberg Rd, Yanko Rd, The Broadway [now part of Yanko Rd], Kooloona Cr (anti-clockwise loop), Bingara St, Kooloona Cr, The Broadway, Kamilaroy Rd, Ryde Rd, Wyuna Rd, Bolwarra Av (**West Gordon**), Bandalong Av, Dunoon Av, Kiparra St (south leg), Ryde Rd, Pacific Hwy, St Johns Av to Gordon station.

Alteration

March 1966 (Source: timetable) (middle of day): Ex Gordon from Ryde Rd via Shaddock Av to Lofberg Rd.

Circa 1963 (Source: RGH notes)

Afternoon peak hour

From Gordon (St Johns Av at station) via Henry St, Ravenswood Av, Pacific Hwy, St Johns Av, Vale St, Ridge St, Ryde Rd, Cross St, Livingstone Av, Kendall St, Ryde Rd, Kiparra St (south leg), Dunoon Av (**West Gordon**), Ryde Rd, Andrew Av, Kooloona Cr (anti-clockwise loop), Bingara St, Kooloona Cr, Yanko Rd, Yarrara Rd, Ward St, Livingstone Av, Cultowa Rd, Ryde Rd, Pacific Hwy, St Johns Av to Gordon station.

Alteration

August 1968 (Source: timetable) (afternoon peak hour): From Dunoon Av via Bandalong Av, Bolwarra Av (**West Gordon**), Wyuna Rd, Ryde Rd.

June 1978 (Source: timetable)

Trips through-routed with 221 to Lindfield: *See 221.*

Gordon – West Pymble (Parker Av)

May 1968 (Source: timetable)

From Gordon (St Johns Av at station) via Henry St, Ravenswood Av, Pacific Hwy, Ryde Rd, Cross St, Livingstone Av, Ward St, Courallie Av, Greenway Dr, Warrowa Av, Boongil St, Wyomee Av, Doncaster Av, The Comenarra Pkwy to Parker Av (loop) (West Pymble).

From Parker Av (at The Comenarra Pkwy) via reverse route to Livingstone Av, then Cultowa Rd, Ryde Rd, Pacific Hwy, St Johns Av to Gordon station.

Gordon – West Pymble – Macquarie University

Alterations

- **1977** (Source: timetable): Extended from Ryde Rd/Kamilaroy Rd via Ryde Rd, Talavera Rd, Herring Rd, Waterloo Rd, internal Macquarie University roads. Reverse on return.
- **16 November 1981** (Source: timetable): Ex Gordon from Ryde Rd via Waterloo Rd (instead of Talavera Rd), Herring Rd, Macquarie Centre bus terminal, internal Macquarie University roads. Reverse on return.

Timetable Summary

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble	33 round trip	M-F	West Pymble	6.13am	Gordon	9.12pm	45*	
		Sat		7.26am		6.46pm	45	A
		Sun						
Gordon-West Gordon	32 round trip	M-F	West Gordon	9.10am	Gordon	2.45pm	45	
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service.

October 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble-Macquarie University	33 round trip	M-F	West Pymble	5.55am	Gordon	9.15pm	45*	A
		Sat		7.22am		6.30pm	45	B
		Sun						
Gordon-West Gordon	32 round trip	M-F	West Gordon	7.08am	Gordon	6.30pm	60	
		Sat						
		Sun						

* More frequent in peak hours.

A – Selected trips extended to Macquarie University.

B – Gap in service.

Route 186

PEAKHURST – PUNCHBOWL – HURSTVILLE

Timeline

As at date of Govt Gazette 13 November 1925: Base service (M-F peak hours and weekends) Peakhurst – Punchbowl. Plus off-peak service Punchbowl – Hurstville. Being operated by AH Peters.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Peakhurst (Belmore Rd at Hymen St) via Belmore Rd, Canterbury Rd, Dudley St, The Boulevarde to Punchbowl Rd (**Punchbowl**), then The Boulevarde, Dudley St, Canterbury Rd, Bonds Rd, Broadarrow Rd, Baumans Rd, Forest Rd to Railway Sq (Hurstville 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		
Peakhurst-Punchbowl	21	M-F	Peakhurst	6.14am	Punchbowl	6.30pm	5 trips	A
		Sat		6.14am		6.30pm	60-120	B
		Sun		8.25am		6.30pm	5 trips	A
Punchbowl-Hurstville	30	M-F	Punchbowl	9.30am	Hurstville	3.00pm	3 trips	
		Sat						
		Sun						

A – Gap in service.

B – Plus picture bus Saturday night.

Route 186

PARRAMATTA – GRANVILLE – GUILDFORD via Woodville & Guildford Rds

PARRAMATTA – GRANVILLE – VILLAWOOD via Woodville Rd

- **Post 31 October 1931 feeder: GRANVILLE – SOUTH GRANVILLE**

Timeline

By date of Govt Gazette 22 June 1928: Parramatta – Granville – Guildford commenced.

By 1931: Being operated by W Hutchings & WA (Bill) Neely.

31 October 1931: Declared as competitive with Government railway or tram services under State Transport (Co-ordination) Act & altered to run Granville – Woodville Rd, South Granville (by 1935 terminus at South Granville Public School, corner of Oxford St).

By October 1935: Bill Neely assumed complete control.

By March 1950:

- Extended from Oxford St to Gurney Rd.
- Being operated by WA Neely & Son (Bill & Robert Neely)..

February 1952: Extended to operate Parramatta – Guildford – Villawood.

September 1952: 186 & 209 (Parramatta – Woodville Rd) amalgamated as 186, Parramatta – Granville – Villawood (no longer via Guildford).

?: Selected trips diverted via Granville station at request of Department of Motor Transport.

July 1957: Diversion via Tangerine & Mandarin Sts, Villawood, commenced.

March 1958: 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 (later trading as Delwood Coaches) (Jim Newport), but continued to trade for some time as Parramatta-Villawood Bus Service, although vehicles progressively painted into Delwood livery.

29 July 1987: Renumbered 902 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Parramatta – Granville – Guildford via Woodville & Guildford Rds

1928 (Source: Govt Gazette of 22 June 1928)

From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, Woodville Rd, Guildford Rd to Railway Tce (Guildford). Reverse on return.

Parramatta – South Granville (Oxford St)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via Market St, Church St, Woodville Rd [to Oxford St] (South Granville).

Parramatta – Granville – Villawood via Woodville Rd

Circa 1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Parramatta Rd, Bold St, Carlton St, Mary St, South St, Railway Pde (**Granville**), Woodville Rd, Villawood Rd to Villawood station.

From Villawood (Villawood Rd at station) via Woodville Rd, Railway Pde, Carlton St, Mary St, South St, Railway Pde (**Granville**), Bold St, Parramatta Rd, Church St, Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta). **Mandarin St diversion:** Ex Parramatta from Woodville Rd via Tangerine St, Mandarin St, River Av to Woodville Rd. Reverse on return.

Alterations

- *Circa 1970s* (Source: RGH notes): Ex Parramatta from Railway Pde via Milton St, Spring St, Woodville Rd. Reverse on return.
- *From 15 September 1985* (opening of Church St mall): Ex Parramatta from Church St via George St, Smith St, Darcy St, Church St. Ex Villawood from Church St via Argyle St, Marsden St, Market St (Parramatta).

Timetable Summary

March 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Granville (Gurney Rd)	27	M-F	Gurney Rd	6.10am	Parramatta	9.20pm	30	A
		Sat		6.10am		12.00mn	AM 30 PM 60	
		Sun		8.30am		10.00pm	60	

A – Plus picture bus Monday-Saturday nights.

1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	36	M-F	Villawood	6.02am	Parramatta	11.00pm	A	
		Sat		6.40am		11.45pm	B	
		Sun		8.25am		9.50pm	30	

* More frequent in peak hours.

A – Monday-Thursday day, Parramatta-Macarthur St 15, Parramatta-Villawood 30*. Friday, Parramatta-Gurney Rd 15, Parramatta-Villawood 30*. Night, mainly Granville-Villawood. Plus short-working/s before first trip last trip shown.

B – Morning, Parramatta-Rawson Rd (some trips to Gurney Rd) 10, Parramatta-Villawood 20. Afternoon, Parramatta-Villawood 40. Night, Granville-Villawood (some trips extended to Parramatta). Plus short-working/s before first trip last trip shown.

10 April 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	31	M-F	Villawood	5.55am	Parramatta	11.00pm	15*	A
		Sat		6.00am		11.50pm	B	
		Sun		8.28am		10.21pm	30	A

* More frequent in peak hours.

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

B – Morning, Parramatta-Gurney Rd 7/8, Parramatta-Villawood 15. Afternoon, Parramatta-Villawood 30. Night, Granville-Villawood (some trips extended to Parramatta).

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-Villawood	36	M-F	Villawood	5.02am	Parramatta	8.10pm	20*	A
		Sat		6.18am		8.25pm	AM 20 PM 30	
		Sun		8.20am		8.53pm	60	

* More frequent in peak hours.

A – Extra trip Thursday night.

Route 187

PUNCHBOWL – CAMPSIE – CANTERBURY – PETERSHAM – CENTRAL RAILWAY

- **Extended from Punchbowl to Bankstown (circa 1926-28)**

Timeline

As at date of Govt Gazette 13 November 1925: Punchbowl – Central Railway being operated by Hoskins Bros.

By date of Govt Gazette 15 October 1926: Curtailed/alterd to run Bankstown – Campsie.

By date of Govt Gazette 22 June 1928: Curtailed to run Punchbowl (Victoria Rd) – Campsie.

1931: Transferred to United Motors (McNicol Brothers).

1 March 1937: Taken over by Department of Road Transport & Tramways.

Streets

Punchbowl – Campsie – Canterbury – Petersham – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Punchbowl (The Boulevarde at Punchbowl Rd) via The Boulevarde, Dudley St, Canterbury Rd, Beamish St (**Campsie**), Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Bankstown – Campsie

1926 (Source: Govt Gazette of 15 October 1926)

From Bankstown (South Tce at station) via South Tce, Restwell St, Macauley Av, Stacey St, Canterbury Rd, Beamish St, North Pde to near Beamish St (Campsie). Reverse on return.

Punchbowl (Victoria Rd) – Campsie

1928 (Source: Govt Gazette of 22 June 1928)

From Punchbowl (Victoria Rd at Canterbury Rd) via Victoria Rd, Canterbury Rd, Beamish St, North Pde to near Beamish St (Campsie). 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		
Punchbowl-Central Railway	70	M-F	Punchbowl	8.18am	Central Rly	11.31pm	60-90	
		Sat		8.18am		11.31pm	60-90	
		Sun		8.18am		11.31pm	60-90	

Route 187

BLACKTOWN – GREAT WESTERN HWY [in current Blacktown] via Flushcombe Rd

BLACKTOWN – GREAT WESTERN HWY [in current Arndell Park] via Reservoir Rd

BLACKTOWN – LOCK ST LOOP, BLACKTOWN

BLACKTOWN – TALLAWONG AV, BLACKTOWN via Douglas Rd

- **Blacktown – Australia’s Wonderland (weekends only)**

(Until approx 1970, the alignment of Western Rd, later Great Western Hwy, followed current day Honeman Cl, Boiler Cl, Reservoir Rd & Tarlington Pl in the Prospect/South Blacktown area.)

(Australia’s Wonderland, later known as Wonderland Sydney, was a theme park, which operated between 1985 and 2004, & was located on what is now Eastern Creek Industrial Park.)

Timeline

By November 1945: Blacktown – Great Western Hwy (old alignment) via Walters & Flushcombe Rds commenced by J Alexander.

Soon after: Transferred to AP Keegan.

March 1952: Transferred to Ryder & Son.

By 1954 (*during Ryder's proprietorship*): Routes were:

Blacktown – Horsley Rd via Walters Rd

Blacktown – Western Rd [now Great Western Hwy (old alignment)] via Flushcombe Rd

December 1954: Transferred to Charles Frederick Palmer & ME Palmer, by 1962 trading as Palmers Bus Service.

April 1958: Blacktown – Great Western Hwy via Balmoral St & Reservoir Rd commenced.

By 9 January 1961: Extra route, Blacktown – Lock St, commenced.

By 15 July 1963: Routes were:

Blacktown – Lock St/Stanley St

Blacktown – Great Western Hwy (old alignment) via Flushcombe Rd

Blacktown – Great Western Hwy (old alignment) via Reservoir Rd

Blacktown – Horsley Rd/Great Western Hwy via Walters Rd

Blacktown – Tallawong Av via Douglas Rd

By 15 January 1968:

- Most trips on Blacktown – Horsley Rd/Great Western Hwy via Walters Rd rerouted as Blacktown – Horsley Rd via Reservoir Rd, Archer St & Walters Rd.
- Blacktown – Lock St/Stanley St rerouted as a loop.

By 1983: Blacktown – Great Western Hwy (old alignment) via Flushcombe Rd curtailed to Ashby St, due to construction of the M4 freeway.

By 1986: New route, Blacktown – Australia's Wonderland [later known as Wonderland Sydney], commenced, following its opening.

By 1988: Blacktown – Horsley Rd & Blacktown – Great Western Hwy via Reservoir Rd routes amalgamated as Blacktown – Horsley Rd, out via Reservoir Rd, in via Walters Rd.

26 April 1989: Transferred to Leslies Omnibus Service (Phil Leslie).

January 1991: Leslies Omnibus Service's routes, 187 & 211, reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):

721 Blacktown – Prospect

722 Blacktown – Timbertop

723 Blacktown – Tallawong Rd

724 Blacktown – Huntingwood

725 Blacktown – Doonside via Kildare Rd

727 Blacktown – Huntington Heights

728 Blacktown – Australia's Wonderland.

Streets

Blacktown – Lock St Loop

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Lancelot St, Berg St, Lock St, Sutton St, West St, Queensway, Robina St, Flushcombe Rd, Newton Rd, Patrick St, Main St to Blacktown station.

Blacktown – Great Western Hwy (old alignment) via Flushcombe Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd [part now Cricketers Arms Rd] to Great Western Hwy (old alignment).

From Great Western Hwy (old alignment, corner of Flushcombe Rd) via Flushcombe Rd [part now Cricketers Arms Rd], Newton Rd, Patrick St, Main St to Blacktown station.

Blacktown – Prospect via Flushcombe Rd

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Azalea St, Heliotrope Cr (**Prospect**), Clare St, Flushcombe Rd, Newton Rd, Patrick St, Main St to Blacktown station.

Myrtle St diversion: From Flushcombe Rd via Myrtle St to Keynes St, then return to Flushcombe Rd.

Blacktown – Great Western Hwy (old alignment) via Reservoir Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Balmoral St, Reservoir Rd to Great Western Hwy (old alignment).

From Great Western Hwy (old alignment, corner of Reservoir Rd) via Reservoir Rd, Balmoral St, Kildare St [now Rd], Main St to Blacktown station.

Blacktown – Great Western Hwy (old alignment)/Horsley Rd [now in Arndell Park] via Reservoir Rd, Archer St & Walters Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Balmoral St, Reservoir Rd, Archer St, Walters Rd, Great Western Hwy (old alignment) to Horsley Rd [now Brabham Dr].

From Great Western Hwy (old alignment, corner of Horsley Rd) via reverse route to Kildare St, then Main St to Blacktown station.

Blacktown – Archer St loop (Saturday & Sunday afternoons)

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Walters Rd, Archer St, Reservoir Rd, Balmoral St, Kildare St [now Rd], Main St to Blacktown station.

Blacktown – Tallawong Av via Douglas Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Walters Rd, Douglas Rd to Tallawong Av.

From Tallawong Av (corner Douglas Rd) via reverse route to Kildare St, then Main St to Blacktown station.

Blacktown – Great Western Hwy (old alignment)/Horsley Rd [now in Arndell Park] via Reservoir Rd, then Walters Rd

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare Rd, Balmoral St, Reservoir Rd, Great Western Hwy to Horsley Rd [now Brabham Dr], then:

- *either* via Great Western Hwy to Walters Rd,
- *or* Doonside Rd, Holbeche Rd to Walters Rd,

then Walters Rd, Archer St, Reservoir Rd, Balmoral St, Kildare Rd, Main St to Blacktown station.

Blacktown – Australia’s Wonderland

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Flushcombe Rd, Alpha St, Balmoral St, Reservoir Rd, Great Western Hwy, Wallgrove Rd, Wonderland entrance road.

From Australia’s Wonderland via reverse route to Balmoral St, then Kildare Rd, Main St to Blacktown station.

Timetable Summary

Circa 1952-54

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Western Rd via Flushcombe Rd	15	M-F	Blacktown	6.45am	Western Rd	6.03pm	7 trips	A
		Sat		6.45am		1.05pm	4 trips	B
		Sun						
Blacktown-Horsley Rd via Walters Rd	20	M-F	Horsley Rd	5.30am	Blacktown	6.30pm	10 trips	C
		Sat		6.25am		1.30pm	5 trips	D
		Sun		8.40am		6.10pm	2 trips	

A – Selected trips combined with Blacktown-Walters Rd as a loop.

B – Plus picture bus Saturday night.

C – Selected trips combined with Blacktown-Flushcombe Rd as a loop. Plus picture bus Friday night.

D – Plus late afternoon trip. Plus picture bus Saturday night.

9 January 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Lock St loop	20 round trip	M-F	Blacktown	9.15am	Lock St	2.25pm	60	
		Sat		9.35am		12.15pm	50	
		Sun						
Blacktown-Great Western Hwy via Flushcombe Rd	12	M-F	Gt Westn Hwy	5.25am	Blacktown	6.54pm	60	
		Sat		6.55am	Gt Westn Hwy	1.13pm	30-60	A
		Sun		7.40am	Blacktown	10.13am	2 trips	
Blacktown-Great Western Hwy via Reservoir Rd	15	M-F	Gt Westn Hwy	5.25am	Blacktown	6.43pm	30-60*	
		Sat		8.30am		1.05pm	30	
		Sun						

* More frequent in peak hours.

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

15 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Lock St	9	M-F	Blacktown	5.37am	Blacktown	6.25pm	60*	
		Sat	Lock St	7.30am		12.35pm	30	
		Sun						
Blacktown-Great Western Hwy via Flushcombe Rd	Fr Black 9H 13G	M-F	Gt Westn Hwy	5.18am	Blacktown	7.15pm	A	
		Sat		6.42am		7.18pm	B	
		Sun		7.42am		7.06pm	C	
Blacktown-Great Western Hwy via Reservoir Rd	Fr Black 8S 13G	M-F	Gt Westn Hwy	5.20am	Blacktown	7.15pm	D	
		Sat		6.42am		1.15pm	E	
		Sun	Blacktown	8.25am	Gt Westn Hwy	10.25am	1 trip	
Blacktown-Great Western Hwy via Walters Rd	14	M-F	Gt Westn Hwy	4.57am	Blacktown	7.24pm	60*	
		Sat		5.20am		6.48pm	30**	
		Sun		7.30am		11.07am	5 trips	
Blacktown-Tallawong Av	13	M-F	Tallawong Av	5.01am	Blacktown	7.24pm	60*	
		Sat		6.43am		8.10pm	30**	F
		Sun		7.43am		8.10pm	60	I

* More frequent in peak hours.

** Less frequent in afternoon.

A – Blacktown-Heapey St 30*, Blacktown-Great Western Hwy 60.

B – Morning, Blacktown-Heapey St 30, Blacktown-Great Western Hwy 60. Afternoon, Blacktown-Heapey St 60. Gap in service.

C – Morning, Blacktown-Great Western Hwy 4 trips. Afternoon Blacktown-Heapey St 2 trips.

D – Blacktown-Savery Cr 40-60, Blacktown-Great Western Hwy - 11 trips from Great Western Hwy, 7 trips from Blacktown.

E – Blacktown-Savery Cr 30, Blacktown-Great Western Hwy 5 trips.

F – Plus picture bus Saturday night.

G – To Great Western Hwy.

H – To Heapey St.

I – Gap in service.

S – To Savery Cr.

15 January 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Lock St loop	19 round trip	M-F	Blacktown	5.35am	Blacktown	6.31pm	60*	
		Sat		6.56am	Lock St loop	7.26pm	AM 30 PM 60	
		Sun		7.56am		7.26pm	AM 1 trip PM 60	
Blacktown-Great Western Hwy via Flushcombe Rd	Fr Black 8H 12G	M-F	Gt Westn Hwy	5.17am	Blacktown	7.24pmG	60*	
		Sat		6.42am		1.43pmG	B	
		Sun		7.45am	Heapey St	10.52amB	3 trips	
Blacktown-Great Western Hwy via Reservoir Rd	Fr Black 8S 11G 13A	M-F	Gt Westn Hwy	5.11am	Blacktown	6.55pmS	60*	C
		Sat	Savery Cr	7.04am		11.50amS	D	
			Archer St		6.46pmB			
		Sun	Blacktown	8.15amS		6.46pmB	E	
Blacktown-Horsley Rd via Reservoir Rd & Archer St	14	M-F	Horsley Rd	5.11am	Blacktown	7.29pm	60*	F
		Sat		6.40am		1.43pm	30-60	
		Sun						
Blacktown-Tallawong Av via Walters Rd	10	M-F	Tallawong Rd	5.02am	Blacktown	7.38pm	30*	
		Sat		5.29am		7.37pm	I	
		Sun						

* More frequent in peak hours.

A – To Archer St loop.

B – Blacktown-Heapey St 30, Blacktown-Great Western Hwy 60.

B – To Blacktown.

C – Most trips, Blacktown-Savery Cr. Selected trips extended to Great Western Hwy.

D – Morning, Blacktown-Savery Cr 20-60. Afternoon, Blacktown-Archer St loop 60. Gap in service.

E – Morning, Blacktown-Savery Cr 60. Afternoon, Blacktown-Archer St loop 60. Gap in service.

F – Plus selected trips Blacktown-Horsley Rd via Walters Rd.

G – To Great Western Hwy.

H – To Heapey St.

I – Morning, Blacktown-Tallawong Rd 10-20. Afternoon, Blacktown-Douglas Rd/Walters Rd 60, plus part Blacktown-Archer St loop.

S – To Savery Cr.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Lock St loop	20 round trip	M-F	Lancelot St	5.30am	Blacktown	6.35pm	60*	
		Sat		8.14am		5.20pm	AM 30 PM 60	C
		Sun						
Blacktown-Ashby St via Flushcombe Rd	14	M-F	Ashby St	5.15am	Blacktown	6.35pm	60*	D
		Sat		8.12am		5.20pm	30	C
		Sun						
Blacktown-Horsley Rd via Reservoir Rd	29 round trip	M-F	Horsley Rd	5.15amB	Blacktown	7.00pmH	30	
		Sat		7.45amB		12.30pmH	E	
		Sun				Archer St 5.46pmB		
Blacktown-Tallowong Av	28 round trip	M-F	Tallowong Av	4.50amB	Blacktown	7.00pmT	30	
		Sat		5.15amB		12.30pmT 5.40pmA	F	
		Sun						
Blacktown-Australia's Wonderland	25	M-F						
		Sat	Blacktown	8.30am	Aust W'land	7.15pm	60	
		Sun		8.30am		7.05pm	60	

* More frequent in peak hours.

A – To Archer St loop.

B – To Blacktown.

C – Gap in service.

D – Extra trips Thursday night.

E – Morning, Blacktown-Horsley Rd 30. Afternoon, Blacktown-Archer St loop 60. Gap in service.

F – Morning, Blacktown-Tallowong Av 30. Afternoon, Blacktown-Archer St loop 60. Gap in service. Plus 6.08pm to Tallowong Av.

H – To Horsley Rd.

T – To Tallowong Av.

Route 188

PUNCHBOWL (Victoria Rd) – CAMPSIE – CANTERBURY – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Punchbowl (Victoria Rd) – Central Railway in operation.

By date of Govt Gazette 15 October 1926: Curtailed to run Campsie – Central Railway.

By date of Govt Gazette 17 December 1926: Ceased.

Streets

Punchbowl (Victoria Rd) – Campsie – Canterbury – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Punchbowl (Canterbury Rd at Victoria Rd) via Canterbury Rd, Beamish St (**Campsie**), Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, New Canterbury Rd, Stanmore Rd, Enmore Rd, King St (**Newtown**), City 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 Punchbowl.

Campsie – Canterbury – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Campsie (North Pde at Beamish St) via North Pde, Beamish St, Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, New Canterbury Rd, Stanmore Rd, Enmore Rd, King St (**Newtown**), City Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
Punchbowl-Central Railway	70	M-F	Punchbowl	6.48am	Central Rly	10.31pm	30-60	
		Sat		6.48am		10.31pm	30-60	
		Sun						

Route 188

BANKSTOWN – PUNCHBOWL – RIVERWOOD – MORTDALE via various routes PUNCHBOWL – HERNE BAY – HENLEY PLEASURE GROUNDS, PEAKHURST via Belmore Rd

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

(Herne Bay was gazetted as Riverwood in 1958.)

Timeline

By date of Govt Gazette 22 February 1929: Punchbowl – Herne Bay – Henley Pleasure Grounds commenced by JE (Jack) Boatwright (still operating in 1941; when ceased ?).

Unknown: Extra route, Punchbowl – Herne Bay – Mortdale via Bonds Rd, commenced.

3 October 1933: Altered to run via Belmore Rd instead of Bonds Rd.

9 January 1939: Extra route, Mortdale – Herne Bay – Punchbowl via Isaac St & Belmore Rd, commenced.

July 1943: Transferred to PM (Pat) Geoghegan (trading as De Luxe Bus Service by 1945).

18 August 1947: Mortdale – Herne Bay – Punchbowl via Isaac St & Belmore Rd renumbered 36, leaving 188 as Punchbowl – Herne Bay – Mortdale via Bonds Rd.

December 1947: Operator incorporated as Punchbowl Bus Co.

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

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

1 December 1968: Rerouted via Roselands shopping centre.

By mid-1970s: Selected trips diverted through Riverwood housing estate.

13 January 1992:

- Extended from Punchbowl to Bankstown, incorporating part of 26, which ceased.
- Riverwood housing estate diversion transferred from 188 to 189.
- Diversion via Roselands shopping centre ceased (but 36 continued to run Punchbowl – Roselands – Mortdale).

18 August 1997: Renumbered 945 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*).

Streets

Punchbowl – Herne Bay – Henley Pleasure Grounds, Peakhurst

1929 (Source: Govt Gazette of 22 February 1929)

From Punchbowl (The Boulevarde at Punchbowl Rd) via The Boulevarde, Dudley St, Canterbury Rd, Belmore Rd, Augusta St, Belmore Rd (**Herne Bay [now Riverwood]**), Forest Rd to Henley Pleasure Grounds entrance [approx at current Blackbutt Av]. Reverse on return.

Punchbowl – Riverwood – Mortdale

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl (station) via The Boulevarde, Rossmore Av, Hillcrest St, Dudley St, Canterbury Rd, Belmore Rd, Thurlow St, Romilly St, Bonds Rd, Boundary Rd, Crump St, Morts Rd (Mortdale).

Circa 1965 (Source: timetable)

From Punchbowl (The Boulevarde at station) via The Boulevarde, Dudley St, Canterbury Rd, Belmore Rd, Thurlow St (**Riverwood**), Romilly St, Bonds Rd, Boundary St, Kemp St, Morts Rd (Mortdale).

Circa 1970 (Source: timetable)

From Punchbowl (The Boulevard at station) via The Boulevard, Dudley St, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr (**Roselands shops**), Roselands Dr, Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd, Belmore Rd, Thurlow St (**Riverwood**), Romilly St, Bonds Rd, Boundary St, Kemp St, Morts Rd to Mortdale station.

From Mortdale (Morts Rd at Pitt St) via Pitt St, The Strand, Macquarie Pl, Morts Rd, then reverse route to Belmore Rd, then Rossmore Av, The Boulevard to Punchbowl station.

Riverwood housing estate diversion: Ex Punchbowl from Belmore Rd via Washington Av, Kentucky Rd, Union St, Coleridge Rd to Belmore Rd. Reverse on return.

Bankstown – Riverwood – Mortdale

Circa 1992 (Source: timetable)

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Jacobs St, Bankstown Sq shops, Jacobs St, Rickard Rd, Stacey St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Wiggs Rd, Belmore Rd, Thurlow St (**Riverwood**), Romilly St, Bonds Rd, Boundary St, Kemp St, Morts Rd to Mortdale station.

From Mortdale (Morts Rd at Pitt St) via Pitt St, The Strand, Macquarie Pl, Morts Rd, then reverse route to Stacey St, then Rickard Rd, Lady Cutler Av, North Tce to Bankstown station.

Timetable Summary

8 May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Mortdale	22	M-F	Punchbowl	5.46am	Punchbowl	10.26pm	30*	A
		Sat		6.47am		7.56pm	AM 30 PM 60	A
		Sun	Mortdale	7.44am		8.16pm	60	B

* More frequent in peak hours.

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

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

1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Mortdale	31	M-F	Mortdale	6.03am	Mortdale	6.03pm	33	A
		Sat	Bankstown	8.22am		12.41pm	65	
		Sun	Mortdale	9.30am	Bankstown	4.30pm	120	

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

Route 189

BANKSTOWN – GREENACRE – PUNCHBOWL – ROSELANDS – LUGARNO (Cedar St)

(Greenacre Park Estate was one of the first subdivisions in the Greenacre area.)

Timeline

As at date of Govt Gazette 13 November 1925: Punchbowl – Greenacre Park – Bankstown being operated by A O’Hara. Paddy Duke may have also operated this route for a period.

By October 1935: Transferred to XL Transport (Alfred, Henry & Eric O’Hara, brothers).

11 May 1955: Transferred to GP Bus Co (also trading as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje), but buses signwritten “Narwee Bus Co”.

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

29 September 1971: 140 and 189 amalgamated as 189 Bankstown – Greenacre – Punchbowl – Roselands – Riverwood – Lugarno.

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

10 January 1992: Riverwood housing estate diversion transferred from 188 to 189, presumably to maintain a connection between that estate and Roselands shopping centre.

18 August 1997: Renumbered 942 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 5*).

Streets

Punchbowl – Greenacre – Bankstown

1925 (Source: Govt Gazette of 13 November 1925)

From Punchbowl (Punchbowl Rd at Highclere Av) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, Rickard Rd, Chapel St, North Tce to Bankstown station. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl (station) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, Rickard Rd, Appian Way, North Tce (Bankstown).

Selected trips via Punchbowl Rd, Kelly St [part now Breust Pl], Noble Av, Old Kent Rd, Waterloo Rd, Rawson Rd (**Greenacre**), Noble Av, Boronia Rd, thence regular route.

Circa 1968 (Source: RGH notes/timetable)

From Punchbowl via Punchbowl Rd, Kelly St [part now Breust Pl], Henry St, Wattle St, Waterloo Rd, Cardigan Rd, Noble Av, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, Rickard Rd, The Appian Way, North Tce to Bankstown station.

Trips via Noble Av: From Punchbowl via Punchbowl Rd, Kelly St [part now Breust Pl], Mt Lewis Av, Carrisbrook Av, Noble Av, Old Kent Rd to Waterloo Rd. Reverse on return.

Bankstown – Greenacre – Punchbowl – Roselands – Lugarno (Cedar St)

Circa 1986 (Source: RGH notes/timetable)

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Jacobs St, Bankstown Sq shops, Jacobs St, Rickard Rd, Stacey St, Greenacre Rd, Hillcrest Av, Boronia Rd (**Greenacre**), Noble Av, Cardigan Rd, Waterloo Rd, Wattle St, Henry St, Kelly St, Breust Pl, Highclere Av, Waratah St, Acacia Av, Punchbowl Rd, The Boulevarde (**Punchbowl**), Dudley St, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr (**Roselands shops**), King Georges Rd, Peshurst Rd, Hannans Rd, Belmore Rd (**Riverwood**), Forest Rd, Old Forest Rd, Lugarno Pde to Cedar St (Lugarno).

From Lugarno (Lugarno Pde at Cedar St) via reverse route to Kings Georges Rd, then Roselands Dr, (**Roselands shops**), Roselands Dr, Martin St, then reverse route to The Mall, then The Appian Way, North Tce to Bankstown station.

Trips via Noble Av: Ex Bankstown from Waterloo Rd via Old Kent Rd, Noble Av, Carrisbrook Av, Kelly St. Reverse on return.

Riverwood housing estate diversion: Ex Bankstown from Belmore Rd via Washington Av, Kentucky Rd, Union St, Coleridge Rd to Belmore 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		
Bankstown-Greenacre-Punchbowl	Fr Punch 8G 25B	M-F	Bankstown	7.05am	Punchbowl	6.40pm	60	A
		Sat		7.05am	Bankstown	7.20pm	C	
		Sun	Boronia Rd	9.42am	Punchbowl	9.45pm	D	

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

B – To Bankstown.

C – Morning 60. Less frequent in afternoon. Plus picture bus Saturday night. Gap in service.

D – Punchbowl-Greenacre (Boronia Rd) 4 trips. Punchbowl-Bankstown 2 trips.

G – To Greenacre (Boronia Rd).

16 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Greenacre-Punchbowl	28	M-F	Punchbowl	5.35am	Bankstown	10.38pm	30*	A
		Sat		6.01am		11.38pm	AM 15 PM 30	A
		Sun		7.55am		10.20pm	60	A

* More frequent in peak hours.

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

16 March 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Greenacre-Punchbowl-Lugarno (Cedar St)	Fr Banks 19P 50L	M-F	Punchbowl	5.34amB	Bankstown	5.39pmL 8.36pmP	A	
			Lugarno	6.25amR 7.31amB	Riverwood	7.13pmL		
		Sat	Punchbowl	6.07amB	Bankstown	12.32pmL 6.00pmP	C	
			Lugarno	7.45amB				
		Sun	Bankstown	9.03amP		5.29pmP	3 trips	

* More frequent in peak hours.

A – Peak hours, Riverwood-Lugarno. Early morning & night, Bankstown-Punchbowl. Day, Bankstown-Lugarno 30*. Plus short-working/s before first trip shown.

B – To Bankstown.

C – Early morning, Bankstown-Punchbowl. Morning, Bankstown-Greenacre 15, Bankstown-Lugarno 30. Afternoon, Bankstown-Punchbowl 80.

L – To Lugarno.

P – To Punchbowl.

R – To Riverwood.

Route 190

PUNCHBOWL – CHULLORA – ROOKWOOD CEMETERY via Waterloo Rd

- **Punchbowl – Chullora Railway Workshops (peak hours)**

(Parts of Chullora south of Liverpool Rd are now in Greenacre.)

Timeline

As at date of Govt Gazette 13 November 1925: Punchbowl – Chullora (terminus at Liverpool Rd/Waterloo Rd) being operated by A O’Hara.

?: Route shortened (?).

28 September 1934: (Re-)extended to Liverpool Rd [now Hume Hwy] & Waterloo Rd.

By 1939/40: Extended from Chullora to Rookwood Cemetery, but ran Sundays (and Public Holidays?) only.

World War II: Ceased to operate for at least part of the wartime period.

11 May 1955: Transferred to GP Bus Co (also trading as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje), but buses signwritten “Narwee Bus Co”.

By 15 October 1956: Peak hour Punchbowl – Chullora [Railway] Workshops trips numbered 190.

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

By 1961(?): Punchbowl – Chullora Workshops absorbed into 4.

Either Easter or Anzac Day 1961: Punchbowl – Chullora – Rookwood Cemetery Sunday service ceased without replacement.

Streets

Punchbowl – Chullora

1925 (Source: Govt Gazette of 13 November 1925)

From Punchbowl (Punchbowl Rd at Highclere Av) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd to Liverpool Rd [now Hume Hwy] (Chullora). Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl (station) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd, Noble Av, Liverpool Rd [now Hume Hwy] (Chullora).

Trips via Noble Av: Ex Chullora from Liverpool Rd [now Hume Hwy] via Noble Av, Carisbrooke Av, Kelly St [part now Breust Pl], The Avenue (?), Punchbowl 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		
Punchbowl-Chullora	15	M-F	Chullora	6.20am	Punchbowl	6.54pm	Ph	
		Sat		6.20am		1.35pm	A	
		Sun						

A – Punchbowl-Boronia Rd 2 trips, Punchbowl-Chullora 2 trips. Plus picture bus Saturday night.

Ph – Peak hours only (Punchbowl-Boronia Rd 4 trips, Punchbowl-Chullora 2 trips).

16 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Chullora Railway Workshops		M-F	Punchbowl	6.50am	Chullora W'shops	Approx 4.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 190

PARRAMATTA – GUILDFORD – FAIRFIELD (LIMITED STOPS)

Timeline

February 1967:

- Renumbered from part of 171.
- Described as “express” in timetable, but ran limited stops between Parramatta & Guildford, and all stops between Guildford & Fairfield.
- Operated by Mays Hill Bus Co (a subsidiary of Merrylands Bus Co (Try family)).

By 1973: Also traded as Grayline of Australia

1 April 1978: Transferred to Hopkinson's Merrylands Bus Services (Graham Hopkinson).

1 March 1984: Hopkinson's routes, 170, 171 & 190, reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*):

- 802 Parramatta – Guildford – Fairfield
- 803 Parramatta – Merrylands – Fairfield
- 804 Parramatta – West Guildford – Fairfield
- 819 Merrylands – West Merrylands – Guildford
- 821 Guildford – West Guildford industrial service
- 822 Guildford – Woodpark industrial service

Streets

Circa 1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Lansdowne St, Crimea St, Pitt St, Merrylands Rd (**Merrylands**), Chertsey St [now Memorial Av], St Ann St, Denmark St, Rosebery St, Hawkesview St, The Esplanade, Guildford Rd, Kane St, Calliope St, Military Rd (**Guildford**), Guildford Rd, McCredie Rd, Fairfield Rd, Polding St, The Horsley Dr, Cunninghame St, Ware St, Spencer St, Smart St, The Crescent to Fairfield station.

From Fairfield (The Crescent at station) via Ware St, then reverse route to McCredie Rd, then Guildford Rd, Kane St, Calliope St, Military Rd (**Guildford**), Guildford Rd, then reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

Alteration

By 1984 (Source: timetable): Ex Parramatta from Pitt St via Military Rd, Guildford Rd, Kane St. Ex Fairfield from Calliope St via Military Rd, Pitt St.

Timetable Summary

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Fairfield	33	M-F	Fairfield	6.30am	Parramatta	5.32pm	40	A
		Sat		7.28am		12.15pm	40	A
		Sun						

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

Route 191

Pymble-based routes

PYMBLE – ST IVES (Warrimoo Rd)

PYMBLE – ST IVES (Wildflower Garden)

- **Extended from St Ives to Terrey Hills (probably school trips, 1930s)**
- **Extended from St Ives to St Ives Showground (on request, from circa 1950s)**
- **Gordon – St Ives via Pittwater Rd [now Mona Vale Rd] (limited service)**
- **Pymble – Coal & Candle Creek (summer Sundays & Public Holidays)**
- **Pymble – Dee Why (summer Sundays & Public Holidays)**
- **Pymble – Pymble (Kendall St)**

Gordon-based routes

GORDON – CLIFFORD & McINTOSH STS

GORDON – EAST GORDON – BARRA BRUI – ST IVES

(Barra Brui is also known as St Ives South.)

(The area surrounding Warrimoo Rd [now Warrimoo Av] was given the separate suburb name of Warrimoo for a short period in the early 1960s. But, by the mid-1960s, it had been renamed St Ives Chase.)

(The timetable dated 26 October 1966 states that buses would go to St Ives Showground [extended from Kitchener St] on request when events were held at the showground. It is believed that this extension applied for most of the route's existence.)

Timeline

As at date of Govt Gazette 13 November 1925: Pymble – St Ives (Warrimoo Rd), St Ives & Pymble – St Ives (Hassell Park) being operated by JH (Jim) Maunder.

By date of Govt Gazette 27 May 1927: New route, Pymble – Pymble (Kendall St), commenced.

20 November 1933: (Probably school trips) extended to from St Ives (Hassell Park) to Terrey Hills (Frenchs Rd/Pittwater Rd [now Mona Vale Rd/Forest Way]).

30 January 1934: (Probably school trips) further extended in Terrey Hills from Frenchs Rd/Pittwater Rd to Duffys Rd [possibly means Booralie Rd].

From 4 October 1936 to 11 April 1937, then from 24 November 1938: Additional (tourist?) service ran Pymble-Dee Why on summer Sundays & Public Holidays (when ceased?). This service was revived by 1946 (but when ceased again?). A similar service, Pymble-Coal & Candle Creek, also commenced on summer Sundays & Public Holidays by 1946 (when ceased?).

Probably July 1938 (when a school was established at Terrey Hills): Trips extended from St Ives to Terrey Hills ceased.

17 October 1938: Pymble – Pymble (Kendall St) transferred to William D Hoines & renumbered part of 185.

1939/early 1940s: Gordon – St Ives section of 185 transferred to 191. Then or later only ran as a Saturday night picture bus service (ceased by 1956).

12 June 1943: Transferred to Arthur H Gillott.

By 1946: Routes were:

Pymble – St Ives (Warrimoo Rd) (mainly peak hours)

Pymble – St Ives (Kitchener St) (extended from Hassell Park) (mainly peak hours)

Pymble – St Ives (Warrimoo Rd, then Kitchener St) – Pymble (combined route in off-peak, at night & weekends).

By 1950s: Pymble – St Ives (Kitchener St) extended from Kitchener St to St Ives Showground on request when events were held at the Showground.

By 12 September 1961: New routes commenced:

Pymble – St Ives shops – Barra Brui (peak hours)

St Ives shops – Barra Brui via Catherine St (off-peak).

April 1963: Operator incorporated as St Ives Bus Services.

13 January 1964:

- Night service, Pymble – St Ives (Warrimoo Rd, then Kitchener St) – Pymble, ceased.
- Sunday service over same route ceased 22 December 1974.

29 March 1967: New route, Gordon – Barra Brui – St Ives shops, commenced (replacing the two routes to Barra Brui, commenced by 12 September 1961). Also replaced 133 Gordon – East Gordon (Eucalyptus St).

3 March 1969: As a result of East Killara Bus Service (operator of 133) being delicensed, these parts of 133 transferred from East Killara Bus Service and renumbered part of 191:

Gordon – Clifford & McIntosh Sts

Gordon – East Gordon (Kulgoa Rd)

By 1 March 1982:

- Pymble – St Ives (Kitchener St) extended a short distance to [Ku-ring-gai] Wildflower Garden.
- Selected Pymble – St Ives (Kitchener St) trips diverted via Acron Rd.

21 July 1990:

- Sections of route running from Pymble on weekdays partly reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 14*):
 - 583 Pymble – St Ives (Wildflower Garden)
 - 584 Pymble – St Ives Chase
 - 585 Pymble – St Ives Chase – St Ives (Wildflower Garden) (combined 583/584 in off-peak & at night).
- Weekend 586 Pymble – St Ives Chase – St Ives (Wildflower Garden) – Barra Brui – Gordon (*see Private Route Histories – Contract Region 14*) replaced Saturday service from Pymble & recommenced a Sunday service.
- Other Gordon services remained as 191 until 6 October 1992.

6 October 1992: Remaining sections of route (running from Gordon) on weekdays reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):

581 Gordon – Clifford & McIntosh Sts

581 Gordon – Woodlands Av

582 Gordon – Barra Brui – St Ives.

Streets

PYMBLE – ST IVES CHASE via Warrimoo Rd

Pymble – St Ives (Warrimoo Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Pymble (Lane Cove Rd [now Pacific Hwy] at station) via Lane Cove Rd [now Pacific Hwy], Telegraph Rd, Pittwater [now Mona Vale] Rd, Cowan Rd, Killeaton St, Cowan [now Collins] Rd, Ayres [now Toolang] Rd to Warrimoo Rd (St Ives). Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Pymble (station) via Grandview St, Pacific Hwy, Telegraph Rd, Pittwater [now Mona Vale] Rd, Cowan Rd, Killeaton St, Collins Rd, Ayres [now Toolang] Rd, Warrimoo Rd (St Ives Chase).

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd, Cowan Rd, Killeaton St, Carbeen Av, Warrimoo Rd to Dalton Rd (**St Ives**), then Warrimoo Rd, Toolang Rd, Collins St, Killeaton St, Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble station.

Pymble – St Ives Chase

Alterations

- *1972 (Source: timetable):* Extended from Dalton Rd via Warrimoo Av to Timbarra Rd (St Ives Chase). Reverse on return.
- *1986 (Source: RGH notes):* From Pymble via Grandview St, Station St to Telegraph Rd. Unaltered on return.

PYMBLE – NORTH ST IVES (Wildflower Garden)

Pymble – St Ives (Hassell Park)

1925 (Source: Govt Gazette of 13 November 1925)

From Pymble (Lane Cove Rd [now Pacific Hwy] at station) via Lane Cove Rd [now Pacific Hwy], Telegraph Rd, Pittwater [now Mona Vale] Rd to Hassell Park (St Ives). Reverse on return.

Pymble – St Ives (Kitchener St)

Circa 1948 (Source: Gregory's Street Directory)

From Pymble (station) via Grandview St, Pacific Hwy, Telegraph Rd, Pittwater [now Mona Vale] Rd [to Kitchener St] (St Ives).

Pymble – St Ives (Kitchener St) (extended on request to St Ives Showground)

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd to Kitchener St (St Ives), return via Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble station.

St Ives Showground extension (*on request*): From St Ives (Kitchener St) via Mona Vale Rd to St Ives Showground. Reverse on return.

Pymble – North St Ives (Wildflower Garden)

Alterations

- *By 1 March 1982 (Source: timetable):* Extended from St Ives (Kitchener St) via Mona Vale Rd, Richmond Av (north leg) to bus turning area (Wildflower Garden, North St Ives). Reverse on return.
- *1986 (Source: RGH notes):* From Pymble via Grandview St, Station St to Telegraph Rd. Unaltered on return.
- *1986 (Source: RGH notes):*
Acron Rd diversion: Ex Kitchener St from Mona Vale Rd via Ayres Rd, Acron Rd, Douglas Rd to Mona Vale Rd.

PYMBLE – ST IVES CHASE – NORTH ST IVES (Wildflower Garden) (combined route)

Pymble – Warrimoo Rd – St Ives (Kitchener St)

Circa 1948 (Source: Gregory's Street Directory)

From Pymble (station) via Grandview St, Pacific Hwy, Telegraph Rd, Pittwater [now Mona Vale] Rd, Cowan Rd, Killeaton St, Collins Rd, Ayres [now Toolang] Rd, Warrimoo Rd [to Dalton Rd?] (**St Ives Chase**), then Warrimoo Rd, Ayres [now Toolang] Rd, Cowan Rd, Killeaton St, Pittwater [now Mona Vale] Rd [to Kitchener St] (**St Ives**), then Pittwater [now Mona Vale] Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble station.

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd, Cowan Rd, Killeaton St, Carbeen Av, Warrimoo Rd to Dalton Rd (**St Ives Chase**), then Warrimoo Rd, Toolang Rd, Collins St, Killeaton St, Mona Vale Rd to Kitchener St (**St Ives**), then Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble station.

Alteration

Circa 1964 (Source: RGH notes): From Collins St via Mudies Rd, Woodbury Rd (*not* Killeaton St), Mona Vale Rd.

Pymble – St Ives Chase – North St Ives (Wildflower Garden)

Alterations

- *By 1 March 1982 (Source: timetable):* Extended from St Ives (Kitchener St) via Mona Vale Rd, Richmond Av (north leg) to bus turning area (Wildflower Garden, North St Ives). Reverse on return.
- *1986 (Source: RGH notes):* From Pymble via Grandview St, Station St to Telegraph Rd. Unaltered on return.

OTHER ROUTES

Pymble – Pymble (Kendall St)

1927 (Source: Govt Gazette of 27 May 1927)

From Pymble (Lane Cove Rd [now Pacific Hwy] at station) via Lane Cove Rd, Ryde Rd to Kendall St (Pymble). Reverse on return.

Pymble – Barra Brui

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd, Stanley St (St Ives), Horace St, Eastern Arterial Rd to Barra Brui Cr (Barra Brui).

From Barra Brui (Eastern Arterial Rd at Barra Brui Cr) via reverse route to Pacific Hwy, then Grandview St to Pymble station.

St Ives shops – Barra Brui via Catherine St

Circa 1963 (Source: RGH notes)

From St Ives shops via Mona Vale Rd, Killeaton St, Yarrabung Rd, Catherine St, Paul Av, Carmen St, Catherine St, Yarrabung Rd, Stanley St, Horace St, Eastern Arterial Rd to Barra Brui Cr (**Barra Brui**), then Eastern Arterial Rd, Horace St, Stanley St to Mona Vale Rd (St Ives shops).

Gordon – Barra Brui – St Ives shops

Circa 1967 (Source: RGH notes)

From Gordon (Werona Av at station) via Werona Av, Park Av, Rosedale Rd, Minns Rd, Mt William St [prior to opening of Rosedale Rd bridge], Rosedale Rd, Sage St, Eucalyptus St (**East Gordon**), Eastern Arterial Rd, Barra Brui Cr, Burdekin Cr (**Barra Brui**), Eastern Arterial Rd [then partly on the alignment of current Moorhouse Av], Eucalyptus St, Hunter Av, Waterhouse Av, Yarrabung Rd, Torokina Av, Horace St, Stanley St, Yarrabung Rd, Killeaton St, Mona Vale Rd to Stanley St (St Ives shops).

From St Ives (Mona Vale Rd/St Stanley St at shops) via reverse route to Torokina Av, then Yarrabung Rd, Eucalyptus St, Hunter Av, Waterhouse Av, Yarrabung Rd, Eucalyptus St, Eastern Arterial Rd, Barra Brui Cr, Burdekin Cr (**Barra Brui**), Eastern Arterial Rd [then partly on the alignment of current Moorhouse Av], Eucalyptus St, Sage St, Rosedale Rd, Mt William St, Minns Rd, Rosedale Rd, Robert St, Werona Av to Gordon station.

Alterations

- *Circa 1969 (Source: RGH notes)*: Ex Gordon from Park Av via Rosedale Rd direct (over new bridge). Reverse on return.
- *1986 (Source: RGH notes)*: Either direction from Burdekin Cr via Moorhouse Av, Nicholson Av, Eastern Arterial Rd.

Gordon – Clifford & McIntosh Sts

Circa 1969 (Source: RGH notes)

From Gordon (Werona Av at station) via Werona Av, Khartoum Av, Rosedale Rd, Nelson St, Clifford St, McIntosh St, Werona Av to Gordon station.

Gordon – East Gordon (Kulgoa Rd)

Circa 1969 (Source: RGH notes)

From Gordon (Werona Av at station) via Werona Av, Park Av, Rosedale Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, Cameron Rd to Kulgoa Rd (East Gordon).

From East Gordon (Kulgoa Rd) (at Cameron Rd) via Cameron Rd, Rosedale Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, Robert St, Werona Av to Gordon 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		
Pymble-St Ives (Hassell Park)†	18	M-F	Pymble	8.00am	Pymble	6.55pm	A	
		Sat		8.00am		10.45pm	B	
		Sun	Hassell Pk	9.30am		9.10pm	C	

† Plus selected trips to other termini in St Ives.

A – 5 trips from St Ives (Hassell Park), 7 trips from Pymble. Plus selected trips, Pymble-St Ives (Warrimoo Rd) & Pymble-St Ives (Woodbury Rd).

B – 4 trips from St Ives (Hassell Park), 8 trips from Pymble. Plus selected trips, Pymble-St Ives (Warrimoo Rd) & Pymble-St Ives (Woodbury Rd).

C – 2 trips from St Ives (Hassell Park), 3 trips from Pymble. Plus selected trips, Pymble-St Ives (Warrimoo Rd).

20 May 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives (Warrimoo Rd, then Kitchener St)	52 round trip	M-F	Warrimoo Rd	6.00am	Pymble	11.33pm	A	
		Sat		6.00am		12.07am	B	
		Sun		7.51am		11.33pm	C	

* More frequent in peak hours.

A – Peak hours, separate trips Pymble-St Ives (Warrimoo Rd) & Pymble-St Ives (Kitchener St). Day, round trip, Pymble-St Ives (Warrimoo Rd, then Kitchener St)-Pymble 60.

B – Mostly round trip, Pymble-St Ives (Warrimoo Rd, then Kitchener St)-Pymble 60. Plus picture bus to Gordon Saturday night.

C – Generally alternately:

Pymble-St Ives (Warrimoo Rd, then Kitchener St)-Pymble round trip 120.

Pymble-St Ives (Kitchener St)-Pymble 120.

12 September 1961 (additional routes commenced that day)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives-Barra Brui	23PB 21SBr	M-F	Barra Brui	7.25am	Pymble	4.22pm	A	
		Sat						
		Sun						

A – Peak hours, Pymble-Barra Brui (morning from Barra Brui, afternoon from Pymble). Day, St Ives-Barra Brui via Catherine St, 3 trips.

PB – Pymble-Barra Brui.

SBr – Round trip, St Ives-Barra Brui-St Ives via Catherine St.

30 October 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-St Ives shops	28	M-F	St Ives shops	7.25am	Gordon	6.13pm	60*	
		Sat						
		Sun						
Gordon-East Gordon (Kulgoa Rd)	19 round trip	M-F	Kulgoa Rd	6.55am	Gordon	5.35pm	60*	
		Sat						
		Sun						
Gordon-Clifford & McIntosh Sts	8 round trip	M-F	Gordon	7.10am	Gordon	5.58pm	12 trips	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service.

1 January 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives Chase-St Ives (Kitchener St)	52 round trip	M-F	St Ives Chase	5.48am	Pymble	7.58pm	A	
		Sat		6.40am		7.20pm	B	
		Sun						

* More frequent in peak hours.

A – Peak hours, separate trips Pymble-St Ives Chase & Pymble-St Ives (Kitchener St). Day, round trip, Pymble-St Ives Chase-St Ives (Kitchener St)-Pymble 60.

B – Round trip, Pymble-St Ives Chase-St Ives (Kitchener St)-Pymble 60.

Route 192

PYRMONT – CITY (York St) via Pyrmont Bridge

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by JC Bowerman (who later incorporated as Bowerman Motor Co and possibly later as Pioneer Motor Bus Service).

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

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Pyrmont (Union St at soldiers' memorial [corner of Harris St]) via 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, Pyrmont Bridge, Union St to Pyrmont.

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		
Pyrmont-City (York St)	6	M-F	Pyrmont	7.00am	York St	8.05pm	10*	A
		Sat		7.05am		8.05pm	5-10	
		Sun		1.00pm		8.05pm	15-20	

* More frequent (average frequency 2-3) in peak hours.

A – Extra trips Friday night.

Route 192

CROWS NEST – ST LEONARDS – ARTARMON (Whiting St) via Herbert St **ST LEONARDS – ARTARMON Industrial Area – GORE HILL**

- **Crows Nest – Naremburn – Willoughby – Artarmon – Chatswood (1987-89)**

Timeline

17 November 1948: St Leonards – Artarmon via Herbert St commenced by O Horsefield (WG (Bill) Threlfall, manager).

14 November 1949: Extended from Artarmon to Whiting St.

2 January 1951: 128 & 192 amalgamated as 128 Crows Nest – Artarmon – Mowbray Rd West, *either* via Willoughby & Naremburn *or* via Herbert St (including trips to Whiting St, Artarmon).

February 1951: Crows Nest – St Leonards – Artarmon – Whiting St via Herbert St renumbered back to 192 and transferred to Artarmon Red Bus Service (WG (Bill) Threlfall).

1956:

- Subsequent to transfer of 52 to Threlfall in December 1956, many 192 trips through-routed with 52.
- Donald Dart became a partner in business for a short time.

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

May 1962: Extra peak hour service, St Leonards – Artarmon industrial area – Gore Hill, commenced.

By 1963: Service between Artarmon & Whiting St ceased, as area had altered from residential to industrial.

However, peak hour trips continued to run between St Leonards and various parts of the Artarmon industrial area (including Whiting St).

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

30 June 1965: Threlfall's buses repossessed and service transferred to Colin & Mervyn Sinclair on a temporary basis.

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

30 July 1985: Transferred to Lane Cove Bus Service (Macquarie Towns Bus Service).

By December 1985:

- Combined 52/192 ceased when 52 extended from Artarmon to Crows Nest via Willoughby & Naremburn.
- St Leonards – Artarmon industrial area limited peak hour service retained.

By February 1986: Limited service reinstated St Leonards – Artarmon via Herbert St & Hampden Rd along former 192 (ceased by May 1987?).

Probably 7 September 1987: Crows Nest – Naremburn – Willoughby – Artarmon – Chatswood renumbered from 52.

1989: Ceased without immediate replacement (but State Transit Authority 260 ran St Leonards – Artarmon industrial area loop from 12 July 1990 to 28 March 1991).

Streets

Crows Nest – St Leonards – Artarmon (Whiting St) via Herbert St

1950s (Source: Jim O'Neil)

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, River Rd, Duntroon Av, Canberra Av, Marshall Av, Berry St, Pacific Hwy, Herbert St (**St Leonards**), Hampden Rd, Francis St, Buller St, Jersey Rd, Reserve Rd, Whiting St to Clarendon St (Artarmon).

From Artarmon (Whiting St) (at Clarendon St) via Clarendon St, Hotham Pde, Reserve Rd, then reverse route to River Rd, then Shirley Rd to Pacific Hwy (Crows Nest).

St Leonards – Artarmon Industrial Area – Gore Hill

February 1986 (Source: timetable)

From St Leonards (Herbert St at station) via Herbert St, Frederick St, Reserve Rd, Cleg St, Herbert St, Hampden Rd, Parkes Rd, Simpson St, Dickson Av (**Artarmon Industrial Area**), Clarendon St, Whiting St, Pacific Hwy (**Gore Hill**), Herbert St to St Leonards station.

Timetable Summary

17 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Crows Nest- Artarmon (Whiting St)	Fr Whit St 12S 20C	M-F	Whiting St	6.30amS	Whiting St	7.05pmC	A		
			Crows Nest	9.10amW					
		Sat	Whiting St	8.00amC		12.50pmC			60
		Sun							

* More frequent in peak hours.

A – Most peak hour trips, St Leonards-Artarmon (Whiting St). Day, Crows Nest-Artarmon (Whiting St) 60*.

C – To Crows Nest.

S – To St Leonards.

W – To Artarmon (Whiting St).

See also combined routes 52/192, listed under Route 52.

Route 193

RANDWICK (Rainbow St) – CENTRAL RAILWAY via Cleveland St

Timeline

As at date of Govt Gazette 13 November 1925: Randwick (Rainbow St) – Central Railway being operated by (1) Harry Connell and (2) RV Wilson.

By date of Govt Gazette 15 October 1926: Extended Randwick from Rainbow St to Sturt St.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Replaced by 74 from 8 December 1931.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Randwick (Rainbow St at Canberra St) via Rainbow St, Avoca St, Alison Rd, Anzac Pde, Cleveland St, Chalmers St, Eddy Av (Central Railway).

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

1926 (Source: Govt Gazette of 15 October 1926)

From Randwick (Sturt St at Avoca St) via Sturt St, Avoca St, Rainbow St, Canberra St, Perouse Rd, Belmore Rd, Avoca St, Alison Rd, Anzac Pde, Cleveland St, Chalmers St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Randwick (Rainbow St)- Central Railway	29	M-F	Rainbow St	7.00am	Central Rly	8.00pm	30	A
		Sat		7.00am		8.00pm	30	
		Sun						

A – Extra trips Friday night.

Route 193

BRIGHTON-le-SANDS – KOGARAH – BEXLEY

Timeline

June 1947: Brighton-le-Sands – Kogarah – Bexley renumbered from 32. Operated by JJ Foley.

January 1950: Transferred to GG Rennex.

January 1957: Ceased.

Streets

July 1947 (Source: Article in Australian Bus, January/February 2013)

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

Route 194

RANDWICK (Earl St) – BONDI JUNCTION – CENTRAL RAILWAY

Timeline

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

- Eastern Suburbs Bus Co (or Eastern Suburbs Motor Bus Service?),
- Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart)
- FJ Corrington.

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 Randwick (Earl St) (at Challis Av) via Earl St, Orange St [now Clovelly Rd], Market St, Darley Rd, Carrington Rd, Cowper St [now Bronte Rd] (**Bondi Junction**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

1926 (Source: Govt Gazette of 15 October 1926)

From Randwick (Earl St at Challis Av) via Earl St, Orange St [now Clovelly Rd], Gilderthorpe Av, Carrington Rd, Cowper St [now Bronte Rd], Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Randwick-Central Railway	33	M-F	Randwick	6.20am	Central Rly	12.27am	12-30	A
		Sat		6.35am		12.35am	12-30	
		Sun		8.40am		12.25am	15-35	

A – Extra trips Friday night.

Route 194

HURSTVILLE – KINGSGROVE via Hodge St

- **Extended from Kingsgrove to The Crescent Industrial Area (peak hours)**

Timeline

November 1948: Hurstville – Kingsgrove commenced by CA (Cec) Leach. From about this time ran in conjunction with 111.

November 1974: Transferred to Heron Bus Lines (Ken Bradley), following death of Cec Leach.

September 1977: Transferred to Cumberland Coaches (Todd family).

29 August 1981: Transferred to Allways Bus Service (RNH (Ray) & MC (Margaret) Neal)

By 11 February 1985: Selected trips ran via combined routes 111/194 (originally Saturday afternoons, but later weekday off-peak & Thursday nights).

By February 1990:

- Allways Bus Service transferred to Marc Larsen and Stuart Fraser.
- Selected peak hour trips extended from Kingsgrove station to The Crescent industrial area.

18 November 1991: 111, 122 & 194 amalgamated and renumbered 455, Kingsgrove – Hurstville – Kogarah, in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10/11*).

Streets

Hurstville – Kingsgrove

1968 (Source: RGH notes)

From Hurstville (Treacy St) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Hodge St, Barnards Av, Smiths Av, Stoney Creek Rd, Kings Pl, Glenwall St, Morgan St, Kingsgrove Rd, Shaw St to Kingsgrove station.

From Kingsgrove (Shaw St at station) via reverse route to Forest Rd, then Alfred St, Treacy St (Hurstville).

Alteration

1986 (Source: RGH notes): To approach Hurstville from Queens Rd via McMahon St, Forest Rd to station. Return from Hurstville (Forest Rd at station) via Park Rd, Queens Rd.

For Streets of combined routes 111/194, see below 111.

Timetable Summary

17 June 1967

See also 111

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Kingsgrove	16	M-F	Hurstville	6.15am	Kingsgrove	6.45pm	20*	A
		Sat		7.40am		2.13pm	20	
		Sun						

* More frequent in peak hours.

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

3 September 1990

See also 111

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Kingsgrove	15	M-F	Kingsgrove	7.00am	Hurstville	5.30pm	40*	A
		Sat		6.45am		4.20pm	AM 20 PM 40	B
		Sun						

* More frequent in peak hours.

A – Many trips ran via combined 111/194. Extra trips Thursday night.

B – Either via 111 or combined 111/194.

Route 195

ROCKDALE – KOGARAH – KOGARAH BAY via Park Rd

- **Extended from Rockdale to Brighton-le-Sands (Saturday afternoons, Sundays & Public Holidays)**
- **Post 31 October 1931 feeder: KOGARAH – KOGARAH BAY**

As at date of Govt Gazette 13 November 1925: Rockdale – Kogarah – Kogarah Bay being operated by CC Weekes.
By date of Govt Gazette 22 February 1929: Extended from Rockdale to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays

Probably 1931: Curtailed to run Kogarah – Kogarah Bay.

By January 1935: Transferred to E Dews.

By December 1939: Transferred to Dews & Snape.

December 1942: Transferred to Kogarah Bus Service (Brian W Le Quesne).

28 May 1952: 121 & 195 amalgamated & extended as 121, Kogarah – Carss Park – Blakehurst – Bald Face, following completion of connecting bridge over drain in Carss Park, as part of a general reorganisation of Kogarah Bus Service's 64, 121 & 195.

Streets

Rockdale – Kogarah – Kogarah Bay

1925 (Source: Govt Gazette of 13 November 1925)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd, Regent St, Railway Pde (**Kogarah**), Bowns Rd, Kogarah Rd [now Princes Hwy], Park Rd, Carlton Cr, (?), Wye St to Souter St (Kogarah Bay). Reverse on return.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Rockdale, to terminate at Carlton Cr at Wharf Rd.

Rockdale – Kogarah – Kogarah Bay (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

Brighton-le-Sands extension: From Rockdale via Bay St, The Grand Pde to Brighton-le-Sands. Return via The Grand Pde, Princess St, The Avenue [now Moate Av], Bay St to Rockdale.

Kogarah – Kogarah Bay

Circa 1948 (Source: Gregory's Street Directory)

From Kogarah (station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wye St, Wharf Rd, Carlton Cr (Kogarah Bay).

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		
Rockdale-Kogarah Bay	30	M-F	Kogarah Bay	5.59amK 8.04amR	Rockdale	9.25pmB	A	
		Sat		5.59amK 8.04amR		9.25pmB	C	
		Sun		9.05amR		9.30pmB	60	

A – Peak hours, Kogarah-Kogarah Bay. Day, Rockdale-Kogarah Bay 60. Night, Rockdale-Kogarah Bay. Plus later trip from Kogarah to Kogarah Bay. Extra trips Friday night.

B – To Kogarah Bay.

C – Early morning, Kogarah-Kogarah Bay. Day, Rockdale-Kogarah Bay 30. Plus later trip from Kogarah to Kogarah Bay

K – To Kogarah.

R – To Rockdale.

January 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Kogarah Bay	13	M-F	Kogarah Bay	5.59am	Kogarah	9.35pm	30*	A
		Sat		6.00am		11.49pm	30	
		Sun		6.15am		10.35pm	60	

* More frequent in peak hours.

A – Later trip Friday night. Plus picture bus M-F nights.

15 September 1949

See 64

Route 196

ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE via Bay St

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Rockdale (Railway St at station) via Railway St, Frederick St, Rocky Point Rd [now Princes Hwy], Bay St, Carruthers Dr [now The Grand Pde] (**Brighton-le-Sands**), The Boulevarde [now Ramsgate Rd], Ramsgate Rd to Rocky Point Rd (Ramsgate). Reverse on return.

Route 196

ROCKDALE – BRIGHTON-le-SANDS via Bestic St

Timeline

By date of Govt Gazette 22 February 1929: Commenced.

By October 1935: Being operated by G Boucher.

1940: Operated by Boucher & Pert.

March 1959: Transferred to Reid's Bus Service (Mrs Grace Ruby Reid).

May 1959: Selected trips altered to run via Kyeemagh.

August 1962: Transferred to Brighton Bus Lines (RJ Allen).

May 1967: Brighton Bus Lines transferred to RJ Martin.

About 1972: Brighton Bus Lines transferred to AH & J Jones.

22 November 1993: Transferred to State Transit Authority, rearranged and renumbered 479.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd, Bryant St, West Botany St, Bestic St, Reading Rd, Rowley St, Moate Av, Princess St, The Grand Pde to Princess St (Brighton-le-Sands).

From Brighton-le-Sands (The Grand Pde at Princess St) via Gordon St, Moate Av, then reverse route to Rockdale.

Circa 1948 (Source: Gregory's Street Directory)

From Rockdale via King St, Princes Hwy, Bryant St, West Botany St, Bestic St, Reading Rd, Rowley St, Moate Av, Trafalgar St, Brighton [now The] Boulevarde, Grand Pde (Brighton-le-Sands).

1968 (Source: RGH notes)

From Rockdale (King St between Princes Hwy & Market St) via Market St, Bryant St, West Botany St, Bestic St, Mutch Av, Tancred St (**Kyeemagh**), Jacobson Av, Moate Av, Trafalgar St, The Boulevarde to The Grand Pde (Brighton-le-Sands).

From Brighton-le-Sands (The Boulevarde at The Grand Pde) via The Grand Pde, Princess St, Moate Av, then reverse route to Bryant St, then Princes Hwy, King St (Rockdale).

Trips via Reading Rd: Ex Rockdale from Bestic St via Reading Rd, Rowley St to Moate Av. Reverse on return.

Alterations

1984 (Source: RGH notes):

- To approach Rockdale from Princes Hwy via Bay St, George St, King St, Market St to near King St. From Rockdale via Market St.
- To approach Brighton-le-Sands from Trafalgar St via Duke St, Hercules Rd, Kings Rd, Trafalgar St to Bay St.

Timetable Summary

1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Brighton-le-Sands	Approx 15	M-F	Brighton	5.55am	Rockdale	8.05pm	30*	
		Sat		6.52am		8.05pm	AM 15 PM 30	
		Sun						

* More frequent in peak hours.

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Brighton-le-Sands	Approx 15	M-F	Brighton	5.53am	Rockdale	6.50pm	35*	A
		Sat		7.20am		1.45pm	35	
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 197

HURSTVILLE – BLAKEHURST – CARLTON – KOGARAH – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (Saturday afternoons, Sundays & Public Holidays, until 1931)**

Timeline

By date of Govt Gazette 22 February 1929:

- Hurstville – Blakehurst – Carlton – Kogarah – Rockdale (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays) commenced by Terence M Jamieson.
- Replaced 235, which had ceased by date of Govt Gazette 22 June 1928, on a similar route.
- List dated October 1935 shows the operator as Mrs EM Jamieson.
- Parts of route shared with 109, and also 228 during its period of operation.

1931: Curtailed to run Hurstville – Carlton.

1 August 1934: Re-extended from Carlton to Kogarah.

21 February 1952: Terence Jamieson died and ownership passed to his family.

By 1968: Reduced to only two trips per day, probably due to the decline in importance of Kogarah as a shopping centre, compared with Hurstville.

9 September 1976: Transferred to Green's Bus Lines (Fred Green).

1978: Green's Bus Lines transferred to AA (Alan) Witham (also trading as Carss Coaches).

December 1984: Green's Bus Lines transferred to O'Nains family.

December 1987: Transferred to Green's Charter (Deborah Jane Unwin).

By 1988: Ceased. Parts of route at Kogarah end not served by 109 were not replaced.

Streets

Hurstville – Carlton – Kogarah – Rockdale (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

From Hurstville (Ormonde Pde at station) via Ormonde Pde, Railway St, Woniora Rd, Blakesley Rd, Woids Av, Planthurst St, Park Rd, Tanner Av, Andover St, Shaftesbury St, Garfield St, Railway Pde (**Carlton, Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St to near Rocky Point Rd (Rockdale).

From Rockdale (King St at Rocky Point Rd) via reverse route to Woniora Rd, then Butler Rd, Ormonde Pde to Hurstville station.

Brighton-le-Sands extension: Extended from Rockdale via Bay St, The Grand Pde to Princess St. Return via The Grand Pde at Princess St, The Avenue [now Moate Av], Bay St.

Hurstville – Carlton – Kogarah

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Ormonde Pde, Railway St, Woniara Rd, Connells Point Rd, Belmore [now King Georges] Rd, Blakesley Rd, Woids Av, Planthurst Rd, Park Rd, Tanner Av, Andover St, Railway Pde (**Carlton**), Station St [now Jubilee Av], Nielsen Av, Bellevue St, Queens Av, Kensington St, Belgrave St, Railway Pde (Kogarah).

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		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.19am	Kogarah	8.10pm	30	
		Sat		8.10am		7.40pm	45	A
		Sun		1.12pm		9.40pm	60	

A – Plus picture bus to Carlton.

27 July 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.30am	Kogarah	8.00pm	30	
		Sat		8.08am		4.00pm	30	A
		Sun		2.05pm		4.00pm	1 trip	

A – Less frequent in afternoon. Plus picture bus to Carlton.

20 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.35am	Kogarah	4.11pm	60	
		Sat						
		Sun						

29 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.35am	Kogarah	3.30pm	2 trips	
		Sat						
		Sun						

Route 198

ROCKDALE – CRONULLA via Taren Point Punt

(Cronulla terminus was in South Cronulla.)

Timeline

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

By date of Govt Gazette 15 October 1926: Ceased.

General: 62, 63 & 241 later ran to Cronulla.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd (**Ramsgate, Sans Souci**), Taren Point Punt, Taren Point Rd, Kingsway (**Caringbah**), Curranulla St [now Cronulla Plaza and Cronulla St], Surf Rd, Gerrale St, Ewos Pde to Gowrie St (Cronulla). 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		
Rockdale-Cronulla	55	M-F	Cronulla	7.50am	Rockdale	5.22pm	4 trips	
		Sat		7.50am		6.30pm	5 trips	
		Sun	Rockdale	8.35am	Cronulla	7.50pm	6 trips	

Route 198

PUNCHBOWL – ENFIELD

Timeline

1929: Commenced by Arthur Marrin, trading as the All-Gold Bus Service.

1931: Ceased.

Route 198

CITY (Wynyard) – CLIFTON GARDENS

Timeline

4 March 1949: Blue taxi bus service commenced by NJ Langdon. The service competed with Department of Road Transport & Tramways 235 until 235 ceased on 30 January 1951, following representations from Mosman Council.

25 May 1952: Ceased, as a result of the Government's Mosman bus/ferry Co-ordination Scheme. Partly replaced by reintroduction of Department of Government Transport 235 Clifton Gardens – Mosman Wharf.

Streets

From 4 March 1949 (Source: Article by VI King in Fleet Line magazine No 72, July 1981)

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Alfred St, High St, Clark Rd, Kurraba Rd (**Neutral Bay**), Wycombe Rd, Harriette St, Bannerman St, Murdoch St, Rangers Rd, Spofforth St (**Cremorne**), Rangers Av, Avenue Rd, Canrobert St (**Mosman**), Queen St, Prince Albert St, Thompson St, Burrawong Av, Kardinia St, Morella Rd (Clifton Gardens).

From Clifton Gardens (Morella Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Mosman Post Office diversion: Ex City (Wynyard) from Avenue Rd/Canrobert St via Avenue Rd, Military Rd, Raglan St to Queen St. Reverse on return.

Timetable Summary

March 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Clifton Gardens	27	M-F	Clifton Gdns	7.15am	Wynyard	11.15pm	60	
		Sat		7.15am		11.15pm	60	
		Sun						

11 December 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Clifton Gardens	27	M-F	Clifton Gdns	6.45am	Wynyard	11.15pm	60*	
		Sat		7.15am		11.15pm	60	
		Sun			10.15am		11.15pm	60

* More frequent in peak hours.

Route 198

BLACKTOWN – SEVEN HILLS via Barbara Blvd

Timeline

January 1959: Commenced by NJ McIntosh.

April 1962: Operator incorporated as Blacktown Bus Co.

January/February 1976: Transferred to Seven Hills Bus Co.

1 July 1979: Transferred to Toongabbie Transport (Delfs family).

8 January 1986: As part of general reorganization of Toongabbie Transport's routes, routes were reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):

710 Blacktown – Seven Hills – Toongabbie – Parramatta

716 Blacktown – Seven Hills via Barbara Blvd

718 Blacktown – Kings Langley – Seven Hills.

Streets

1969 (Source: RGH notes)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Devitt St, Boyd St, Sydney St, Stephen St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Fielders St, Pioneer St, Artillery Cr, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Sunnyholt Rd, then Newton Rd, Patrick St, Main St to Blacktown station.

1981 (Source: timetable)

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Gordon St, Oxford St, Devitt St, Boyd St, Sydney St, Stephen St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Jordan St, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills station.

From Seven Hills (Hartley Rd at station) via reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Seven Hills shops extension (off-peak): Extended from Seven Hills station via Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], The Centre [now Boomerang Pl], First Av, Best Rd, George St, Seven Hills Rd [now Prospect Hwy] to Seven Hills station.

Timetable Summary

21 June 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Barbara Blvd	18	M-F	Seven Hills	5.36am	Seven Hills	7.19pm	60*	A
		Sat	Blacktown	6.13am		7.13pm	40	B
		Sun		7.25am		6.35pm	6 trips	

* More frequent in peak hours.

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

B – Gap in service.

15 February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Barbara Blvd	20	M-F	Seven Hills	5.45am	Blacktown	6.22pm	60*	
		Sat		7.40am		12.05pm	60	
		Sun						

* More frequent in peak hours.

Route 199

TOM UGLYS POINT – KOGARAH – CENTRAL RAILWAY via Kogarah Rd [now Princes Hwy]

Timeline

As at date of Govt Gazette 13 November 1925: Rockdale – Kogarah – Tom Uglys Point being operated by Victor R Lawler.

By date of Govt Gazette 15 October 1926: Extended from Rockdale to Central Railway.

By date of Govt Gazette 17 December 1926: Ceased.

General note: Partly revived as 64, Rockdale – Kogarah – Tom Uglys Point, by June 1928.

Streets

Rockdale – Kogarah – Tom Uglys Point

1925 (Source: Govt Gazette of 13 November 1925)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd, Regent St, Railway Pde (**Kogarah**), Bowns Rd, Kogarah Rd, Woniara Rd [last two, now Princes Hwy] to Tom Uglys Point. Reverse on return.

Tom Uglys Point – Kogarah – Rockdale – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Tom Uglys Point (Princes Hwy opposite Sea Breeze Hotel) via Princes Hwy, Kogarah Rd [now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy]), King St (**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 Tom Uglys 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		
Rockdale-Tom Uglys Point	26	M-F	Tom Uglys Pt	6.05amK 9.00amR	Rockdale	8.29pmT	60	A
		Sat		6.05amK 9.00amR		8.29pmT	60	B
		Sun	Rockdale	8.25amT	Tom Uglys Pt	9.30pmR	60	

A – Morning peak hour, Kogarah-Tom Uglys Point. Day, Rockdale-Tom Uglys Point 60. Night, Rockdale-Tom Uglys Point. Extra trip Friday night.

B – Early morning, Kogarah-Tom Uglys Point. Day, Rockdale-Tom Uglys Point 60. Night, Rockdale-Tom Uglys Point. Extra trip Friday night.

K – To Kogarah.

R – To Rockdale.

T – To Tom Uglys Point.

Route 199

ROSE BAY – PARSLEY BAY

Timeline

Circa 1930: Commenced.

By 1931: Ceased.

Route 199

CENTRAL RAILWAY – RANDWICK – MAROUBRA BEACH

- **Post 31 October 1931 feeder: RANDWICK JUNCTION – MAROUBRA BEACH**

Timeline

Late 1920s/early 1930s: Central Railway – Maroubra Beach commenced.

31 October 1931: Classed as competitive with trams under State Transport (Co-ordination) Act and altered to a feeder service, Randwick Junction – Maroubra Junction. This feeder probably also replaced 151, which also ceased as from 31 October 1931. Operated by Maroubra Bus Service (Brian W LeQuesne). Possibly also operated for a time by Coventry Motor Service, who had operated 151.

30 October 1937: Taken over by Department of Road Transport & Tramways.

Route 199

CITY (Wynyard) – BEAUTY POINT

- **Extended from Beauty Point to Seaforth (selected trips)**
- **Cremorne Wharf – Beauty Point – Seaforth (May-June 1952)**

Timeline

12 January 1948: Blue taxi bus service, City (Wynyard) – Beauty Point, commenced by Noel Lardelli.

17 December 1949: Extended from Beauty Point to Seaforth, replacing part of Department of Road Transport & Tramways 131.

25 May 1952: Altered to Cremorne Wharf – Beauty Point – Seaforth, as a result of the Government's Mosman bus/ferry Co-ordination Scheme.

7 June 1952: Ceased. Partly replaced in Seaforth area by reintroduction of Department of Road Transport & Tramways 131. Parts of route in North Cremorne replaced by Killarney St diversion of 204 & in 1956 by short-lived Government 227.

Streets

City (Wynyard) – Beauty Point

Circa 1948 (Source: Gregory's Street Directory)

From Beauty Point via Bay St, Beauty Point Rd, Central Av North [now Pindari Av], Medusa St, Spit Rd, Bickell Rd, Bapaume Rd, Amiens Av, Bullecourt Rd, Killarney St (**Mosman**), Wyong Rd, Macpherson St (**Cremorne**), Gerard St, Belgrave St, Ben Boyd Rd, Ernest St, Miller St (**North Sydney**), Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

City (Wynyard) – Beauty Point (selected trips extended to Seaforth)

3 January 1950 (Source: timetable)

From Beauty Point via Bay St, Euryalis St, Central Av North [now Pindari Av], Medusa St, Spit Rd, Bickell Rd, Bapaume Rd, Amiens Av, Bullecourt Rd, Killarney St (**Mosman**), Wyong Rd, Macpherson St (**Cremorne**), Gerard St, Belgrave St, Ben Boyd Rd, Ernest St, Miller St (**North Sydney**), Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

From City (Wynyard) (Barrack St) via Clarence St, then reverse route to Central Av, then Spit Rd, Pearl Bay Av, Beauty Point Rd, Bay St (Beauty Point).

Seaforth extension: Extended from Beauty Point via Spit Rd, Battle Blvd, Seaforth Cr, Ponsonby Pde, Panorama Pde, Ellery Pde, Reid St, Peacock St, Frenchs Forest Rd, [Sydney Rd old formation, on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], [Spit Bridge], Spit Rd.

Cremorne Wharf – Beauty Point – Seaforth

From 25 May 1952 (Source: timetable)

From Seaforth via Seaforth Cr, Princes Prom, Alan Av, Salisbury Sq, Ponsonby Pde, Panorama Pde, Ellery Pde, Reid St, Peacock St, Frenchs Forest Rd, Sydney Rd [old formation, on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Pearl Bay Av, Beauty Point Rd, Bay St (**Beauty Point**), Euryalis St, Pindari Av, Medusa St, Spit Rd, Bickell Rd, Bapaume Rd, Amiens Av, Bullecourt Rd, Killarney St (**Mosman**), Wyong Rd, Ellalong Rd, Lodge Rd, Ryries Pde, Samora Av, Tobruk Av, Brightmore St, Benelong Rd (**North Cremorne**), Grasmere Rd, Waters Rd, Military Rd, Rangers Rd, Murdoch St, Hodgson Av, Cremorne Rd, Wharf Rd, Milson Rd to Cremorne Wharf.

From Cremorne Wharf via reverse route to Spit Bridge, then Battle Blvd, Seaforth Cr (Seaforth).

Timetable Summary

1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Beauty Point†	Fr City 25B 45S	M-F	Beauty Pt	7.00am	Wynyard	11.15pm	60*	A
		Sat		7.00am		11.15pm	60	A
		Sun						

* More frequent in peak hours.

† Selected trips extended to Seaforth.

A – Selected trips extended to Seaforth. Gap in service during evening.

B – To Beauty Point.

S – To Seaforth.

26 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Beauty Point†	Fr Cr Whf 26B 36S	M-F	Beauty Pt	6.55am	Cremorne Whf	11.42pm	60*	A
		Sat		7.07am		11.42pm	60	A
		Sun						

* More frequent in peak hours.

† Selected trips extended to Seaforth.

A – Selected trips extended to Seaforth. Gap in service during evening.

B – To Beauty Point.

S – To Seaforth.

Route 200

RHODES – CONCORD – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Charles R Jackson.

?: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Rhodes (Leeds St at Blaxland Rd) via Leeds St, Blaxland Rd, Mary St, Alfred St [last two, now part of Concord Rd], Concord Rd, Wellbank St, Majors Bay Rd (**Concord**), Crane St, Burwood Rd (**Burwood**), 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 Rhodes.

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		
Rhodes-Central Railway	64	M-F	Rhodes	6.08am	Central Rly	11.33pm	30-60	
		Sat		6.08am		11.33pm	30-60	
		Sun		8.35am		11.33pm	30-60	

Route 200

Parramatta-based routes

PARRAMATTA – CASTLE HILL – ROGANS HILL

PARRAMATTA – KELLYVILLE – ROUSE HILL

PARRAMATTA – LAKE PARRAMATTA

PARRAMATTA – MASONIC SCHOOLS – MARINA RD

PARRAMATTA – ROXBOROUGH PARK

PARRAMATTA – WINSTON HILLS (various termini)

- **Extended from Rogans Hill to Koala Park (Sundays & Public Holidays)**
- **Extended from Rouse Hill to Vineyard[s] (limited service?)**

Other routes

BAULKHAM HILLS – WINSTON HILLS (Old Windsor Rd)

CASTLE HILL – BAULKHAM HILLS – WEST BAULKHAM HILLS

CASTLE HILL – GILBERT RD

CASTLE HILL – NORTH KELLYVILLE – KELLYVILLE (mainly school service)

(Rogans Hill was known as Bayly's Corner until the railway was extended there in 1924.)

(Masonic Schools, officially known as William Thompson Masonic Schools, were located in Seven Hills Rd, Baulkham Hills, near the corner of current Cropley Dr. The schools operated from 1924 to 1972 to care for orphans.)

(Roxborough Park is a locality in Baulkham Hills North.)

Timeline

As at 1925:

- Parramatta – Castle Hill – Rogans Hill being operated by Northern Garage (Robert John Watts & Alfred James Millgate).
- Route number (if any) unknown at this date.

About 1926: 185, Parramatta – Kellyville, transferred from AE Horwood's to Watts & Millgate, then or later being absorbed into 200.

31 October 1931: Classed as competitive with trains under State Transport (Co-ordination) Act and altered to feeder services:

Baulkham Hills – Rogans Hill
Baulkham Hills – Kellyville.

8 December 1931: Through service restored from Parramatta probably to both Rogans Hill and Kellyville.

1 February 1932:

- Parramatta – Castle Hill – Rogans Hill transferred to Parramatta Bus Co (Mrs FG (Flo) McIntosh), which had won the tender to operate the service after closure of the Parramatta – Rogans Hill railway.
- By this time, allocated route number 200.
- 170, Parramatta – Masonic Schools (also operated by McIntosh), renumbered part of 200 at same time.
- Routes were then:
 - Parramatta – Castle Hill – Rogans Hill
 - Parramatta – Kellyville
 - Parramatta – Masonic Schools
- Other shareholders of Parramatta Bus Co included Charles WB Cook (formerly of Cook's Garage in the Manly area), Reo Motors (John A Gilbert) & later Alfred J Richards (who later became Managing Director).
- As part of the agreement to run the service, a tax was paid under the State Transport (Co-ordination) Act, until lifted on 15 May 1933.

25 August 1933: Extended from Kellyville to Rouse Hill & Vineyard[s] (most likely school trips or infrequent service).

1 October 1933:

- New route, Parramatta – Lake Parramatta, commenced on Sundays & Public Holidays (later a full time service).
- Extended from Rogans Hill to Koala Park on Sundays & Public Holidays (when ceased?).

13 December 1933: Extension from Rouse Hill to Vineyard[s] discontinued.

8 June 1934: Extension from Kellyville to Rouse Hill discontinued.

By 1944: Parramatta Bus Co transferred to Charles WB Cook.

By 1946: Parramatta Bus Co transferred to Alfred J Richards.

By 1948: Routes were:

Parramatta – Castle Hill – Rogans Hill

Parramatta – Kellyville (selected trips re-extended to Rouse Hill)

Parramatta – Lake Parramatta

Parramatta – Masonic Schools

By April 1957: New route, Parramatta – Moxhams Rd, Northmead via Kleins Rd (selected trips via Redbank Rd), commenced.

By 15 September 1960: Parramatta – Moxhams Rd, Northmead extended to become Parramatta – Bellotti Av (in new suburb, then Model Farms, now Winston Hills) via Moxhams Rd bridge.

25 January 1963: Parramatta Bus Co transferred to Bosnjak family.

By 16 June 1966:

- Parramatta – Masonic Schools extended to Marina Rd (new residential area in Baulkham Hills).
- All Parramatta – Winston Hills (Bellotti Av) trips ran via Redbank Rd.

2 June 1969: New routes commenced:

- Baulkham Hills – Baulkham Hills North via Cook St
- Baulkham Hills – Winston Hills (Old Windsor Rd)

By October 1969: Parramatta – Winston Hills (Bellotti Av) extended in a loop via Woodberry Village.

By 1 August 1974:

- Castle Hill – North Kellyville – Kellyville school-only service altered to a limited route service (still running mainly at school times).
- New route, Parramatta – Roxborough Park, commenced.
- Baulkham Hills – Winston Hills (Old Windsor Rd) extended to run Parramatta – Winston Hills (Old Windsor Rd) via Churchill Dr.
- Baulkham Hills – Baulkham Hills North via Cook St route extended to run Baulkham Hills – Baulkham Hills North – Castle Hill.
- Selected Parramatta – Rogans Hill trips rerouted via Carramar Rd.

By November 1979:

- Parramatta – Roxborough Park rerouted via Cook St, East Baulkham Hills.
- New route, Castle Hill – Gilbert Rd (Showground gate), commenced.

30 May 1983: Reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*):

600 Parramatta – Rogans Hill

601 Parramatta – Rouse Hill

603 Parramatta – Excelsior Av, East Baulkham Hills

604 Parramatta – Baulkham Hills Pool

605 Parramatta – Winston Hills (Old Windsor Rd)

606 Parramatta – Winston Hills – Castle Hill

607 Parramatta – Winston Hills (Woodberry Village)

609 Parramatta – Lake Parramatta

Plus unnumbered route, Castle Hill – North Kellyville – Kellyville (later numbered 611).

Streets

PARRAMATTA-BASED ROUTES

Parramatta – Rogans Hill

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill**) to Rogans Hill.

1963 (Source: RGH notes)

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill**) to Old Castle Hill Rd (north leg) (Rogans Hill).

From Rogans Hill (Old Northern Rd at Old Castle Hill Rd (north leg)) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

1974 (Source: timetable)

Carramar Rd diversion: Ex Parramatta from Castle Hill (Old Northern Rd) via Castle St, Carramar Rd, Tuckwell Rd, Old Castle Hill Rd (north leg) to Old Northern Rd.

Parramatta – Kellyville – Rouse Hill

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), New Windsor Rd (**Kellyville**) to Rouse Hill.

1963 (Source: RGH notes)

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Panmure Rd, Adelphi St, Mile End Rd to Windsor Rd (Rouse Hill).

From Rouse Hill (Mile End Rd at Windsor Rd) via Windsor Rd, Church St, George St, Smith St, Darcy St to Parramatta station.

Parramatta – Lake Parramatta

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St, Dunlop St, Iron St, Gilbert St, Mary St, Prince St, Iron St, Bourke St (Lake Parramatta).

1963 (Source: RGH notes)

From Parramatta (Darcy St at station) via Church St, Pennant Hills Rd, Castle St (**North Parramatta**), Iron St, Prince St, Gloucester St (**Lake Parramatta**), Bourke St, Iron St, Castle St, Pennant Hills Rd, Church St, George St, Smith St, Darcy St to Parramatta station.

Parramatta – Masonic Schools

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Seven Hills Rd to Jasper Rd (Masonic Schools, Baulkham Hills).

1963 (Source: RGH notes)

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Junction Rd, Watkins St, Arthur St, Seven Hills Rd to Jasper Rd (Masonic Schools, Baulkham Hills).

From Masonic Schools (Seven Hills Rd at Jasper Rd, Baulkham Hills) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

Parramatta – Masonic Schools – Marina Rd

Alterations

- *1969 (Source: RGH notes):* Extended from Masonic Schools via Seven Hills Rd to Marina Rd. Reverse on return.
- *1975 (Source: timetable)*
Gooden Dr diversion: Ex Parramatta from Seven Hills Rd via Baulkham Hills Rd, (left) Gooden Dr (clockwise loop), Baulkham Hills Rd, Marina Rd. Unaltered on return.
- *1979 (Source: timetable):* Ex Parramatta from Seven Hills Rd via Baulkham Hills Rd, Marina Rd to Seven Hills Rd. Return via Seven Hills Rd.

Parramatta – Roxborough Park

1974 (Source: timetable)

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Roxborough Park Rd, Excelsior Av, Wiseman Rd, [Parsonage Rd,] Windsor Rd, Church St, George St, Smith St, Darcy St to Parramatta station.

1975 (Source: timetable)

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Cook St, Cross St (**East Baulkham Hills**), Cary St, Munro St, Edward St, Drayton St, Excelsior Av, Roxborough Park Rd to Rondelay Dr.

Alteration

1979 (Source: timetable): Extended from Roxborough Park Rd/Rondelay Dr via Roxborough Park Rd to Brucedale Dr.

Parramatta – Winston Hills (Bellotti Av)

1963 (Source: RGH notes)

Via Kleins Rd

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd to Bellotti Av (Winston Hills).

From Winston Hills (Lanhams Rd at Bellotti Av) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

Via Redbank Rd

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Briens Rd, Redbank Rd, Glenn Av, Hammers Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd to Bellotti Av (Winston Hills).

From Winston Hills (Lanhams Rd at Bellotti Av) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

Parramatta – Winston Hills (Woodberry Village)

1969 (Source: RGH notes)

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Briens Rd, Redbank Rd, Glenn Av, Hammers Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd (**Woodberry Village**), Voltaire Rd, Churchill Dr, Bellotti Av (**Chisholm Centre**), Bon Mart, Churchill Dr, Voltaire Rd, Lanhams Rd, Oakes Rd (**Winston Hills**), Barnetts Rd, Reilleys Rd, then reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

Alteration

1975 (Source: timetable): Weekday trips ran via Lanhams Rd direct (*not* via Chisholm Centre).

Parramatta – Winston Hills (Old Windsor Rd)

1974 (Source: timetable)

Morning

From Parramatta (Darcy St at station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Churchill Dr, Willmott Av, Model Farms Rd, Orchard Av, Bellotti Av, Junction Rd, Caroline Chisholm Dr, Langdon Rd, Gibbon Rd, Old Windsor Rd (**Winston Hills**), Caroline Chisholm Dr, Langdon Rd, Buckleys Rd, Lanhams Rd, Voltaire Rd, Churchill Dr, Windsor Rd, Church St, George St, Smith St, Darcy St to Parramatta station.

Afternoon

Via loop from Churchill Dr back to Churchill Dr in opposite direction.

OTHER ROUTES

Baulkham Hills – Winston Hills (Old Windsor Rd)

From 2 June 1969 (Source: timetable)

From Winston Hills (Moxhams Rd/Reilleys Rds) via Reilleys Rd, Barnetts Rd, Oakes Rd, Buckleys Rd, Langdon Rd, Junction [now Gibbon] Rd, Simon St, Madonna St, Old Windsor Rd, Junction Rd [parts now Gibbon Rd, Langdon Rd], Watkins Rd, Arthur St, Seven Hills Rd to Baulkham Hills Post Office.

From Baulkham Hills (Post Office) via Windsor Rd, Junction Rd, then reverse route to Winston Hills [loop via Simon St & Madonna St probably in same direction as “from Winston Hills”].

Castle Hill – Baulkham Hills – West Baulkham Hills

1974 (Source: timetable)

From Castle Hill via Old Northern Rd, Church St, Gary St, Woodhill St, Excelsior Av, Drayton Av, Edward St, Henry St, Girralong Av, Cary St, Cross St, Cook St, Windsor Rd (**Baulkham Hills**), Palace Rd, Jasper Rd, Glanmire Rd (**West Baulkham Hills**), Merindah Rd, Windsor Rd to Baulkham Hills.

Castle Hill – Gilbert Rd

1979 (Source: timetable)

From Castle Hill via Castle St, Pennant St, Showground Rd [to Gilbert Rd].

Castle Hill – Kellyville

1974 (Source: timetable)

From Kellyville (Acres Rd at Windsor Rd) via Acres Rd, Hezlett Rd, Withers Rd, Barry Rd, Poole Rd, Green Rd, Wrights Rd, Victoria Rd, Showground Rd to Castle Hill.

Timetable Summary

8 May 1932

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	Fr P'matta 13M 33C 36R	M-F	Rogans Hill	5.25am	Parramatta	11.20pm	A	
		Sat		5.25am		12.20am	D	
		Sun	Parramatta	8.35am		11.05pm	E	
Parramatta-Masonic Schools	Fr M/Scls 5B 26P	M-F	Parramatta	7.07am	Parramatta	11.11pm	F	
		Sat		7.38am	Masonic Scls	7.10pm	G	
		Sun		8.55am		9.21pm	H	
Parramatta-Kellyville	Fr Kelly 20B 41P	M-F	Kellyville	8.10am	Parramatta	6.00pm	I	
		Sat	Parramatta	7.15am	Kellyville	6.40pm	5 trips	
		Sun		9.05am		6.07pm	5 trips	

Average day frequencies along common route:

M-F Parramatta-Moxhams Rd 15-30. Parramatta-Baulkham Hills 45.

Sat AM: Parramatta-Moxhams Rd 15. Parramatta-Baulkham Hills 30.

PM: Parramatta-Moxhams Rd 15-30. Parramatta-Baulkham Hills 15-45.

Sun Parramatta-Moxhams Rd 15-30. Parramatta-Baulkham Hills 30-60.

* More frequent in peak hours.

A – Day, Parramatta-Moxhams Rd 15-30*, Parramatta-Castle Hill 45*, Parramatta-Rogans Hill 90. Extra trip Wednesday night. Plus short-working/s after last trip shown.

B – To Baulkham Hills.

C – To Castle Hill.

D – Morning, Parramatta-Moxhams Rd 15, Parramatta-Baulkham Hills 30, Parramatta-Castle Hill 30-60, Parramatta-Rogans Hill 40-90. Afternoon, less frequent.

E – Parramatta-Moxhams Rd 15-30, Parramatta-Baulkham Hills 30-60, Parramatta-Rogans Hill 120.

F – Peak hours, Parramatta-Masonic Schools. Day, Baulkham Hills-Masonic Schools 120.

G – 10 trips from Masonic Schools, 9 trips from Parramatta.

H – 6 trips from Masonic Schools, 5 trips from Parramatta.

I – Peak hours, Parramatta-Kellyville. Day, Baulkham Hills-Kellyville 120. Plus short-working/s before first trip shown.

M – To Moxhams Rd.

P – To Parramatta.

R – To Rogans Hill.

31 March 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	35	M-F	Rogans Hill	5.20amP	Parramatta	12.04amB	40*	
		Sat		5.20amP		12.47amB	AM 30-60 PM 40	
		Sun	Castle Hill	6.09amP		11.30pmB	AM 60	
			Parramatta	8.24amB			PM 40	
Parramatta-Masonic Schools	26	M-F	Masonic Scls	6.26am	Masonic Scls	11.56pm	40-80	
		Sat		7.14am		12.15am	40-80	
		Sun		8.15am	Parramatta	11.30pm	A	
Parramatta-Kellyville-Rouse Hill	Fr P'matta 41K 53R	M-F	Parramatta	6.43amR	Rouse Hill	6.27pmP	C	
					Kellyville	8.26pmP		
		Sun		7.08amR	Parramatta	11.30pmR	D	
			Kellyville	7.54amP	Rouse Hill	6.22pmP	E	
	Parramatta	9.09amR	Kellyville	9.11pmP				
Parramatta-Lake Parramatta	12	M-F	Lake P'matta	6.29am	Parramatta	6.30pm	30*	F
		Sat	Parramatta	8.10am		1.45pm	30	
		Sun						

Average day frequencies along common route:

M-F Parramatta-Baulkham Hills 20.

Sat AM: Parramatta-Northmead 10. Parramatta-Baulkham Hills 20.

PM: Parramatta-Northmead 10-20. Parramatta-Baulkham Hills 20.

Sun Parramatta-Baulkham Hills 20.

* More frequent in peak hours.

A – 11 trips from Masonic Schools, 12 trips from Parramatta.

B – To Rogans Hill.

C – Parramatta-Kellyville, 16 trips from Kellyville, 12 trips from Parramatta. Parramatta-Rouse Hill 6 trips. Extra trip Wednesday & Friday nights.

D – Parramatta-Kellyville, 17 trips from Kellyville, 10 trips from Parramatta. Parramatta-Rouse Hill 3 trips.

E – Parramatta-Kellyville, 7 trips from Kellyville, 6 trips from Parramatta. Parramatta-Rouse Hill 2 trips.

F – Plus trip from Parramatta at 11.12pm. Extra trips Friday night.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill.

15 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	34	M-F	Rogans Hill	5.08am	Parramatta	11.55pm	30*	
		Sat		5.27am		11.52pm	AM 30 PM 60	
		Sun		7.25am		10.50pm	60	
Parramatta-Masonic Schools	29	M-F	Masonic Scs	5.57am	Parramatta	11.23pm	60*	
		Sat		6.13am		11.37pm	60	
		Sun		7.59am		10.20pm	120	
Parramatta-Kellyville-Rouse Hill	Fr P'matta 40K 52R	M-F	Kellyville	5.19am	Parramatta	8.23pm	90*	A
		Sat		7.20am		11.37pm	9 trips	A
		Sun		7.38am		8.20pm	6 trips	A
Parramatta-Winston Hills (Bellotti Av)	Fr P'matta 21M 26B	M-F	Moxhams Rd	6.10am	Parramatta	6.50pm	60*	C
		Sat		8.00am		12.47pm	60	C
		Sun						
Parramatta-Lake Parramatta	12	M-F	Lake P'matta	6.25am	Parramatta	6.35pm	30	
		Sat	Parramatta	8.30am		1.15pm	30	
		Sun						

Average day frequencies along common route:

M-F Parramatta-Northmead 15. Parramatta-Baulkham Hills 30.
 Sat AM: Parramatta-Northmead 10. Parramatta-Baulkham Hills 20.
 PM: Parramatta-Baulkham Hills 30.
 Sun Parramatta-Baulkham Hills 30.

* More frequent in peak hours.

A – Trips extended to Rouse Hill: M-F 6; Saturdays 3 from Rouse Hill, 4 from Parramatta; Sundays 2.

B – To Winston Hills (Bellotti Av).

C – Selected trips extended to Winston Hills (Bellotti Av).

K – To Kellyville.

M – To Moxhams Rd.

R – To Rouse Hill.

1 August 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	36	M-F	Rogans Hill	4.50am	Parramatta	11.20pm	30*	
		Sat		5.30am		11.55pm	30	
		Sun	Parramatta	6.43am		9.50pm	45	
Parramatta-Marina Rd	32	M-F	Marina Rd	5.44am	Parramatta	10.20pm	30*	
		Sat		7.14am		8.20pm	60	
		Sun		7.50am		6.08pm	5 trips	
Parramatta-Kellyville-Rouse Hill	Fr P'matta 41K 51R	M-F	Kellyville	5.07am	Parramatta	8.18pm	60*	A
		Sat	Parramatta	6.20am		6.25pm	11 trips	A
		Sun	Kellyville	7.30am		7.20pm	6 trips	
Parramatta-Winston Hills (Old Windsor Rd)	54 round trip	M-F	O/Windsor Rd	6.30am	Parramatta	6.28pm	60*	
		Sat	Parramatta	8.20am	O/Windsor Rd	11.52am	2 trips	
		Sun						
Parramatta-Winston Hills (Chisholm Centre)	32	M-F	Chisholm Ctr	5.45am	Parramatta	7.05pm	30*	B
		Sat		6.45am		6.38pm	60	C
		Sun		8.36am		5.20pm	5 trips	
Parramatta-Lake Parramatta	12	M-F	Lake P'matta	6.15am	Parramatta	6.30pm	30	B
		Sat		7.59am		6.38pm	AM 30 PM 60	
		Sun		8.57am		5.20pm	5 trips	
Castle Hill-West Baulkham Hills	27	M-F	W Baulk Hills	9.10am	Castle Hill	4.48pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Northmead 10. Parramatta-Baulkham Hills 10-20.

Sat AM: Parramatta-Northmead 10-15. Parramatta-Baulkham Hills 10-30.

PM: Parramatta-Baulkham Hills 30.

Sun Parramatta-Baulkham Hills 30-60

* More frequent in peak hours.

A – Trips extended to Rouse Hill: M-F 7, Saturdays 4.

B – Extra trip Thursday night.

C – Gap in service.

K – To Kellyville.

R – To Rouse Hill.