

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 - Contract Region 1 (continued)

Part 2: Route numbers in the ranges 750-799, N1-6, S7-13, T70-75 & Move Zones

(Lower numbers listed in Part 1)

Route 750

EMERTON – PLUMPTON – QUAKERS HILL – MACQUARIE CENTRE via M2 Hills Motorway■

MT DRUITT – BLACKTOWN – MACQUARIE CENTRE via M2 Hills Motorway■
ST MARYS – HEBERSHAM■

- **Extended from Emerton or St Marys to University of Western Sydney Penrith (limited service)**

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

27 May 1997: Mt Druitt – Blacktown – Macquarie Centre commenced by Busways Blacktown (Rowe family), upon opening of the M2 Hills Motorway.

15 February 1999: Most trips altered to operate Emerton – Quakers Hill – Macquarie Centre, with most of those trips extended from Emerton to University of Western Sydney Penrith on school days only. Selected trips continued to Mt Druitt or to/via Blacktown.

27 July 2002: Split into two separate services (with common route between Emerton & Hebersham), both numbered 750:

- Emerton – Quakers Hill – Macquarie Centre (weekday peak hour service, no longer via Blacktown).
- St Marys – Hebersham (selected trips extended to University of Western Sydney Penrith).

28 January 2004:

- St Marys – Hebersham (selected trips extended to University of Western Sydney Penrith) ceased without replacement.
- Emerton – Quakers Hill – Macquarie Centre curtailed to operate Plumpton Marketplace – Quakers Hill – Macquarie Centre.

11 October 2009: Renumbered 740, as a result of Ministry of Transport review of Region 1.

Streets

Mt Druitt – Blacktown – Macquarie Centre via M2 Hills Motorway

From 27 May 1997

From Mt Druitt (interchange) via North Pde, Oxford Lane, Kurrajong Av, Carlisle Av, Jersey Rd, Lamb St, Adrienne St (**Glendenning**), Armitage Dr, Golding Dr, Richmond Rd, **Blacktown** interchange, George St, Sunnyholt Rd, Old Windsor Rd, M2 Hills Motorway, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St (**Epping**), Cambridge St, M2 Hills Motorway, then reverse route to Carlisle Av, then North Pde to Mt Druitt interchange.

Emerton – Quakers Hill – Macquarie Centre via M2 Hills Motorway (extended to University of Western Sydney Penrith on school days)

From 15 February 1999

From Emerton (Popondetta Rd/Jersey Rd at shops) via Jersey Rd, Copeland Rd, Bougainville Rd (**Lethbridge Park**), Luxford Rd (**Shalvey**), Carlisle Av (**Bidwill, Hebersham**), Jersey Rd (**Plumpton**), Lamb St, Adrienne St (**Glendenning**), Armitage Dr, Golding Dr, Richmond Rd, Quakers Hill Pkwy, Eastern Rd to University of Western Sydney Blacktown (**Quakers Hill**), then Eastern Rd, Quakers Hill Pkwy, (first) Farnham Rd, Quakers Hill Pkwy, Sunnyholt Rd, Old Windsor Rd, M2 Hills Motorway, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St, Cambridge St, M2 Hills Motorway, then reverse route to Emerton shops.

University of Western Sydney Penrith extension: From Emerton shops via Popondetta Rd, Luxford Rd, Aurora Dr, Debrincat Av, Glossop St, Great Western Hwy, University of Western Sydney internal road, O'Connell St, Second Av to roundabout at University of Western Sydney Penrith. Reverse on return.

Trips to/from Mt Druitt and to/from/via Blacktown: Continued to run via route as from 27 May 1997.

Emerton – Quakers Hill – Macquarie Centre via M2 Hills Motorway

From 27 July 2002

From Emerton (Popondetta Rd/Jersey Rd at shops) via Jersey Rd, Copeland Rd, Bougainville Rd (**Lethbridge Park**), Luxford Rd (**Shalvey**), Carlisle Av (**Bidwill, Hebersham**), Jersey Rd (**Plumpton**), Lamb St, Adrienne St (**Glendenning**), Armitage Dr, Golding Dr, Richmond Rd, Quakers Hill Pkwy, Eastern Rd to University of Western Sydney Blacktown (**Quakers Hill**), then Eastern Rd, Quakers Hill Pkwy, (first) Farnham Rd, Quakers Hill Pkwy, Sunnyholt Rd, Sorrento Dr to Glenwood Park Dr (**Glenwood**), then Sorrento Dr, Sunnyholt Rd, Stanhope Pkwy to Majestic Dr (**Stanhope Gardens**), then Stanhope Pkwy, Sunnyholt Rd, Old Windsor Rd, M2 Hills Motorway, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St, Cambridge St, M2 Hills Motorway, then reverse route to Emerton shops.

St Marys – Hebersham (selected trips extended to University of Western Sydney Penrith)

From 27 July 2002

From St Marys (Charles Hackett Dr at The Village Centre) via Charles Hackett Dr, Queen St, Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Luxford Rd, Popondetta Rd (**Emerton**), Jersey Rd, Carlisle Av (**Hebersham, Bidwill**), Luxford Rd (**Shalvey**), Bougainville Rd (**Lethbridge Park**), Copeland Rd, Jersey Rd, Popondetta Rd (**Emerton**), then reverse route to The Village Centre (St Marys).

University of Western Sydney Penrith extension: From St Marys (The Village Centre) via Charles Hackett Dr, Great Western Hwy, University of Western Sydney internal road, O'Connell St, Second Av to roundabout at University of Western Sydney Penrith. Reverse on return.

Plumpton – Quakers Hill – Macquarie Centre via M2 Hills Motorway

From 28 January 2004

From Plumpton (Jersey Rd at Plumpton Marketplace) via Jersey Rd, Lamb St, Adrienne St (**Glendenning**), Armitage Dr, Golding Dr, Richmond Rd, Quakers Hill Pkwy, Eastern Rd to University of Western Sydney Blacktown (**Quakers Hill**), then Eastern Rd, Quakers Hill Pkwy, (first) Farnham Rd, Quakers Hill Pkwy, Sentry Dr, Stanhope Pkwy, Sunnyholt Rd, Sorrento Dr, Glenwood Park Dr (west leg), Forman Av (**Glenwood**), Glenwood Park Dr (east leg), Meurants Lane, Old Windsor Rd, M2 Hills Motorway, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St, Cambridge St, M2 Hills Motorway, then reverse route to Plumpton.

Alterations

- **Circa 2005:** Ex Plumpton from Meurants Lane via Greenhill Dr, Norwest Blvd, Old Windsor Rd. Reverse on return.
- **From 11 March 2007:** Ex Plumpton from Old Windsor Rd/Norwest Blvd via North West (Parramatta-Rouse Hill) T-way to M2 Hills Motorway. Reverse on return.

Timetable Summary

27 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Blacktown-Macquarie Centre	76	M-F	Mt Druitt	6.00am	Macquarie Ctr	9.00pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

15 February 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Emerton-Macquarie Centre†	68	M-F	Emerton	6.47am	Macquarie Ctr	5.50pm	120*	A
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to University of Western Sydney Penrith.

A – Selected trips extended to University of Western Sydney Penrith on school days.

27 July 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Emerton-Macquarie Centre	77	M-F	Emerton	6.40am	Macquarie Ctr	6.05pm	Ph	
		Sat						
		Sun						
St Marys-Hebersham†	Fr Heber 26S 36U	M-F	Hebersham	8.04am	St Marys	5.20pm	60	A
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to University of Western Sydney Penrith.

A – 2 trips extended to University of Western Sydney Penrith (morning from Hebersham, afternoon from University of Western Sydney Penrith).

Ph – Peak hours only (morning from Emerton, afternoon from Macquarie Centre).

S – To St Marys.

U – To University of Western Sydney Penrith.

13 July 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Plumpton-Macquarie Park	83	M-F	Plumpton	5.55am	Macquarie Pk	6.40pm	7 trips	
		Sat						
		Sun						

Route 750

BLACKTOWN – OAKHURST – MT DRUITT via Richmond Rd & Carlisle Av

11 October 2009: Commenced by Busways Blacktown (Rowe family) as a result of Ministry of Transport review of Region 1, replacing parts of 755 & 762. Route along Richmond Rd shared with 754. Route along Carlisle Av shared with 761.

Streets

From 11 October 2009

From Blacktown (Westpoint tunnel) via bus bridge, Blacktown interchange, Richmond Rd, Rooty Hill Rd, Luxford Rd (**Oakhurst**), Carlisle Av, North Pde to Mt Druitt interchange.

From Mt Druitt (interchange) via North Pde, Oxford Lane, Kurrajong Av, Carlisle Av, then reverse route to Blacktown interchange.

Alteration

From 29 October 2011: Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

11 October 2009

Mt Druitt – Bidwill via Carlisle Av routes

750, 761

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes	
			From	Time	From	Time			
750: Blacktown-Oakhurst-Mt Druitt	32	M-F	Mt Druitt	4.18amB	Mt Druitt	9.47pmB	A		
						Bidwill	11.31pmM		
		Sat	Blacktown	5.22amM	Mt Druitt	8.56pmB	12.25amB	C	
		Sun	Mt Druitt	7.39am		6.54pm	A		
761: Mt Druitt-Bidwill	15	M-F	Bidwill	6.18am	Mt Druitt	7.02pm	30		
		Sat		8.57am		4.42pm	60		
		Sun							

Average day frequencies along common route:

M-F Mt Druitt-Bidwill (750, 761) 15.

Sat Mt Druitt-Bidwill (750, 761) 3 trips per hour.

Sun Mt Druitt-Bidwill (750) 30.

A – Day, Blacktown-Mt Druitt 30. Early morning & night, Mt Druitt-Bidwill.

B – To Bidwill.

C – Day, Blacktown-Mt Druitt 30. Night, Mt Druitt-Bidwill.

M – To Mt Druitt.

Route 751

BLACKTOWN – QUAKERS HILL (clockwise loop in East Quakers Hill)■

Timeline

27 November 1983: Blacktown – Quakers Hill (west side) renumbered from part of 70 [1925 number]. Operated by Rowes Bus Service.

By 11 September 1988: Extended from west side to loop on east side of Quakers Hill.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992: Loop on east side of Quakers Hill extended to new residential areas. Operated in conjunction with 752.

20 October 2013: In a rearrangement of 751 & 752:

- Service in Quakers Hill (east side) replaced by T72.
- Service between Blacktown & Quakers Hill station replaced by increased service on existing 752.

Streets

Blacktown – Quakers Hill (west side)

From 27 November 1983

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Davis Rd, Quakers Rd, Arnott Rd, Warrimoo Dr, Eastern Rd, Douglas Rd [now Quakers Hill Pkwy] (**Quakers Hill**), Quakers Rd, Medlow Dr, Chaplin Cr, Warrimoo Rd, Arnott Rd, Quakers Rd, Davis Rd, Richmond Rd [part now bus bridge], Main St to Blacktown station.

Blacktown – Quakers Hill (clockwise loop in East Quakers Hill)

By 11 September 1988

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Davis Rd, Quakers Rd, Arnott Rd, Warrimoo Dr, Chaplin Cr, Quakers Rd, Douglas Rd [part now Quakers Hill Pkwy], Chisholm St, Lovegrove Dr, Douglas Rd, level crossing, Lalor Rd, Farnham Rd (clockwise loop) (**Quakers Hill**), Lalor Rd [now Quakers Hill Pkwy], Wilson Rd [now Pye Rd], Pye Rd, Highfield Rd, Lalor Rd, level crossing, then reverse route to Blacktown station.

Medlow Dr diversion (*daytime Mondays-Saturdays*): Ex Blacktown from Chaplin Cr via Medlow Dr, Quakers Rd. Reverse on return.

Trips not via Lovegrove Dr (early mornings, nights & Sundays): Direct via Douglas Rd between Eastern Rd & Lovegrove Dr.

From 5 December 1992

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Davis Rd, Quakers Rd, Arnott Rd, Warrimoo Dr, Chaplin Cr, Quakers Rd, Douglas Rd [part now Quakers Hill Pkwy], level crossing, Lalor Rd, Hambledon Rd, Bali Dr, Walker Av, Burdekin Rd, Hambledon Rd, Barnier Dr, (right) Farnham Rd (**Quakers Hill**), (left) Kennington Av, Farnham Rd, Lalor Rd [now Quakers Hill Pkwy], Wilson Rd [now Pye Rd], Pye Rd, Hillcrest Rd, Lalor Rd, level crossing, then reverse route to Blacktown station.

Trips to Blacktown at night & on Sundays: Ex Quakers Hill from Warrimoo Rd via Eastern Rd, Douglas Rd.

Evenings, Saturday afternoons & Sundays: Ex Blacktown from Burdekin Rd via Hambledon Rd, Barnier Dr, (left) Farnham Rd (**Quakers Hill**).

Temporary route (until Bali Dr opened, circa 1995): Ex Blacktown from level crossing via Lalor Rd, Hambledon Rd, Walker Av, Burdekin Rd.

Alterations

- ***By 7 June 1997:*** To approach Blacktown from Richmond Rd to Blacktown interchange, then bus bridge, Patrick St to Westpoint shops. Reverse on return.
- ***By 7 June 1997:*** From Chaplin Cr via Quakers Rd, Quakers Hill Pkwy, (left) Hambledon Rd.
- ***By 7 June 1997:*** From Pye Rd via Highfield Rd, Ramona St, Pearce Rd, Lalor Rd, Hambledon Rd, Quakers Hill Pkwy, Quakers Rd.
- ***By 13 February 1999:*** From Chaplin Cr via Quakers Rd, Quakers Hill Pkwy, (right) Hambledon Rd, Lalor Rd to roundabout at station, then Lalor Rd, Hambledon Rd, Bali Dr.
- ***By 13 February 1999:*** From Pye Rd via Highfield Rd, Lalor Rd to roundabout at station, then Lalor Rd, Hambledon Rd, Quakers Hill Pkwy.
- ***By 11 March 2007:*** To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.
- ***From 16 November 2011:*** Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Quakers Hill (west side)	30 round trip	M-F	Blacktown	5.28am	Blacktown	7.40pm	30	
		Sat		7.40am	Quakers Hill	4.16pm	AM 30 PM 60	
		Sun		8.35am		7.44pm	90	

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Quakers Hill (east side)†	38 round trip	M-F	Blacktown	5.09am	Quakers Hill	9.58pm	45*	
		Sat	Quakers Hill	6.54am		10.26pm	AM 45 PM 60	
		Sun	Blacktown	7.42am		7.54pm	120	

* More frequent in peak hours.

† Clockwise loop in East Quakers Hill.

5 December 1992

Blacktown – Quakers Hill routes

751, 752

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
751: Blacktown-Quakers Hill (east side)†	48 round trip	M-F	Blacktown	4.40am	Blacktown	10.47pm	60	
		Sat		6.39am		10.47pm	60	
		Sun		7.42am		8.42pm	120	
752: Blacktown-Quakers Hill (east side)‡	48 round trip	M-F	Blacktown	8.47am	Blacktown	5.58pm	60	
		Sat		8.07am		1.07pm	60	
		Sun						

751 & 752 ran generally alternately during the day Monday-Friday & Saturday morning.

Average day frequencies along common route:

- M-F Blacktown-Quakers Hill station (751, 752) 30.
- Sat AM: Blacktown-Quakers Hill station (751, 752) 30.
PM: Blacktown-Quakers Hill station (751) 60.
- Sun Blacktown-Quakers Hill station (751) 120.

† Clockwise loop in East Quakers Hill.

‡ Anti-clockwise loop in East Quakers Hill.

7 June 1997

Blacktown – Quakers Hill routes

751, 752

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
751: Blacktown-Quakers Hill (east side)†	49 round trip	M-F	Quakers Hill	4.40am	Quakers Hill	2.49pm	60	
		Sat		5.50am	Blacktown	3.49pm	60	A
		Sun		7.20am		3.47pm	60	
752: Blacktown-Quakers Hill (east side)‡	49 round trip	M-F	Blacktown	9.05am	Blacktown	11.36pm	60	B
		Sat		9.05am	Quakers Hill	11.47pm	60	
		Sun		9.05am	Blacktown	10.36pm	60	

751 & 752 ran generally alternately during the day Monday-Sunday.

Average day frequencies along common route:

- M-F Blacktown-Quakers Hill (Hambledon Rd) (751, 752) 30.
- Sat Blacktown-Quakers Hill (Hambledon Rd) (751, 752) 30.
- Sun Blacktown-Quakers Hill (Hambledon Rd) (751, 752) 30.

† Clockwise loop in East Quakers Hill.

‡ Anti-clockwise loop in East Quakers Hill.

A – Plus 12.36am trip from Blacktown.

B – Extra trip Friday night.

Route 751

BLACKTOWN – COLEBEE – MARSDEN PARK – SCHOFIELDS – ROUSE HILL Town Centre

Timeline

18 May 2014: Peak hour service, Blacktown – Colebee, commenced by Busways Blacktown (Rowe family) to new residential area.

29 November 2015: Hours of service increased to daytime weekday.

21 November 2016: Extended from Colebee to Marsden Park (Harris St) in peak hours.

3 June 2018: In a rearrangement of 749 & 751:

- Extended from Marsden Park to Rouse Hill Town Centre via Schofields.
- Rerouted in Colebee.
- Days of service expanded to daily daytime.
- Shared part of route with 749 until 25 May 2019.

26 May 2019: Rerouted via Tallawong station upon opening of Sydney Metro North West line (Chatswood-Tallawong).

Streets

Blacktown – Colebee

From 18 May 2014

From Blacktown (interchange) via Richmond Rd, Symonds Rd, Stonecutters Dr to Kirkwood Cr (Colebee). Reverse on return.

Blacktown – Colebee – Marsden Park (Harris St)

Alterations

- **From 21 November 2016:** Extended from Colebee via Stonecutters Dr, Richmond Rd, Hollinsworth Rd, Harris St to Darling St (Marsden Park). Reverse on return.
- **From 28 May 2017 (mainly off-peak):** Ex Blacktown from Richmond Rd/Alderton Dr via Alderton Dr to Stonecutters Dr, then Alderton Dr to Richmond Rd.

Blacktown – Colebee – Marsden Park – Schofields – Rouse Hill Town Centre

From 3 June 2018

From Blacktown (interchange) via Richmond Rd, Symonds Rd, Stonecutters Dr (**Colebee**), Alderton Dr, Richmond Rd, Hollinsworth Rd, Harris St (**Marsden Park**), Quarry Rd, Richmond Rd, Schofields Rd, Railway Tce to **Schofields** interchange, then Railway Tce, Schofields Rd, Windsor Rd to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via Schofields Rd, then reverse route to Blacktown.

Alteration

From 26 May 2019 (opening of Sydney Metro North West line): Ex Blacktown from Schofields Rd via Tallawong Rd, Themeda Av, Aristida St, Implexa Pde (**Tallawong station**), Cudgegong Rd, Schofields Rd. Reverse on return.

Timetable Summary

18 May 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Colebee	17	M-F	Colebee	6.23am	Blacktown	7.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Colebee, afternoon from Blacktown).

29 November 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Colebee	15	M-F	Colebee	6.24am	Blacktown	7.25pm	60*	
		Sat						
		Sun						

* More frequent in morning peak hour.

21 November 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Colebee-Marsden Park (Harris St)	Fr Black 16C 28M	M-F	Harris St	5.42amB	Blacktown	5.25pmM 7.25pmC	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Blacktown-Colebee-Marsden Park (Harris St) (morning from Marsden Park (Harris St), afternoon from Blacktown). Day & early evening, Blacktown-Colebee 60*.

B – To Blacktown.

C – To Colebee.

M – To Marsden Park (Harris St).

3 June 2018
See also 749

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Colebee-Rouse Hill Town Centre	59	M-F	Blacktown	5.02am	Rouse Hill TC	9.00pm	60	A
		Sat		7.02am		7.13pm	60	
		Sun		7.02am		7.13pm	60	

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

26 May 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blackt'n-Colebee-Schofields-Rouse Hill Town Centre	Fr R/Hill 15S 55B	M-F	Blacktown	5.07am	Rouse Hill TC	10.07pm	30*	
		Sat		6.10am		10.10pm	A	
		Sun		7.10am		7.10pm	A	

* More frequent between Rouse Hill Town Centre & Schofields in peak hours.

A – Early morning & night, Rouse Hill Town Centre-Blacktown. Day, Rouse Hill Town Centre-Schofields 30, Rouse Hill Town Centre -Blacktown 60.

B – To Blacktown.

S – To Schofields.

Route 752

BLACKTOWN – PANK PDE via Lyton St

Timeline

27 November 1983: Renumbered from part of 70 [1925 number]. Service provided by combined 752/754 (later 752/755) at selected times. Operated by Rowes Bus Service.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992: Absorbed into 753.

Streets

From 27 November 1983

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

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Pank Pde	17 round trip	M-F	Pank Pde	5.32am	Blacktown	11.05pm	60*	A
		Sat		6.27am		10.37pm	60	A
		Sun		7.55am		8.05pm	90	A

* More frequent in peak hours.

A – Includes combined 752/754: Mondays-Saturdays early morning, weekdays after 4pm, Saturday afternoons & all day Sundays.

Route 752

BLACKTOWN – QUAKERS HILL (anti-clockwise loop in East Quakers Hill)

Timeline

5 December 1992: Commenced by Busways Blacktown (Rowe family). Terminal loop in East Quakers Hill runs in opposite direction to 751. Operated in conjunction with 751.

20 October 2013: Rerouted & extended from East Quakers Hill to Rouse Hill Town Centre in a rearrangement of 751 & 752 (see next entry).

Streets

From 5 December 1992

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Davis Rd, Quakers Rd, Arnott Rd, Warrimoo Dr, Chaplin Cr, Quakers Rd, Douglas Rd [part now Quakers Hill Pkwy], level crossing, Lalor Rd, Hillcrest Rd, Pye Rd, Wilson Rd [now Pye Rd], Lalor Rd [now Quakers Hill Pkwy], (first) Farnham Rd, (left) Kennington Av, (right) Farnham Rd (**Quakers Hill**), Barnier Dr, Hambledon Rd, Burdekin Rd, Walker Av, Bali Dr, Hambledon Rd, Lalor Rd, level crossing, then reverse route to Blacktown station.

Trips to Blacktown at night & on Sundays: Ex Quakers Hill from Warrimoo Rd via Eastern Rd, Douglas Rd.

Evenings, Saturday afternoon & Sunday: From Wilson Rd [now Pye Rd] via Lalor Rd [now Quakers Hill Pkwy], (first) Farnham Rd (**Quakers Hill**), (right) Barnier Dr.

Temporary route (until Bali Dr opened, circa 1995): From Burdekin Rd via Walker Av, Hambledon Rd, Lalor Rd.

Alterations

- **By 7 June 1997:** To approach Blacktown from Richmond Rd via Blacktown interchange, then bus bridge, Patrick St to Westpoint. Reverse on return.
- **By 7 June 1997:** From Chaplin Cr via Quakers Rd, Quakers Hill Pkwy, (right) Hambledon Rd, Lalor Rd, Pearce Rd, Ramona St, Highfield Rd.
- **By 7 June 1997:** From Hambledon Rd via Quakers Hill Pkwy, Quakers Rd.
- **By 13 February 1999:** From Chaplin Cr via Quakers Rd, Quakers Hill Pkwy, (right) Hambledon Rd, Lalor Rd to roundabout at station, then Lalor Rd, Highfield Rd, Pye Rd.
- **By 13 February 1999:** From Bali Dr via Hambledon Rd, Lalor Rd to roundabout at station, then Lalor Rd, Hambledon Rd, Quakers Hill Pkwy.
- **By 11 March 2007:** To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.
- **From 16 November 2011:** Curtailed to terminate at/start from Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

5 December 1992

7 June 1997

See 751

Route 752

BLACKTOWN – QUAKERS HILL – THE PONDS – ROUSE HILL Town Centre

Timeline

20 October 2013: Previous 752 altered & extended from East Quakers Hill to Rouse Hill Town Centre in a rearrangement of 751 & 752. Operated by Busways Blacktown (Rowe family).

Streets

From 6 October 2013

From Blacktown (interchange) via Richmond Rd, Davis Rd, Quakers Rd, Arnott Rd, Warrimoo Dr, Chaplin Cr, Quakers Rd, Douglas Rd, Quakers Hill Pkwy, Hambledon Rd, Lalor Rd to **Quakers Hill** station, then Lalor Rd, Hambledon Rd, Quakers Hill Pkwy, (first) Farnham Rd, (first) Kennington Av, Farnham Rd, Barnier Dr, Wakely Av, Ridgeline Dr (**The Ponds**), Greenview Pde, The Ponds Blvd, Schofields Rd, Windsor Rd to Rouse Hill Town Centre. Reverse on return.

Timetable Summary

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Quakers Hill-Rouse Hill Town Centre	33	M-F	Rouse Hill TC	5.30am	Blacktown	12.07am	30	A
		Sat		6.59am		11.21pm	30	B
		Sun		8.38am		9.38pm	30	B

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

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

Combined Routes 752/754
Combined Routes 752/755

BLACKTOWN – PLUMPTON – MT DRUITT via Pank Pde■

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

Timeline

27 November 1983: Service on 752 & 754 provided by combined route, Blacktown – Plumpton via Pank Pde, in early mornings, after 4pm weekdays, on Saturday afternoons & all day Sundays. Operated by Rowes Bus Service.

11 September 1988: Combined 752/754 trips mostly altered to combined 752/755, Blacktown – Shalvey – Mt Druitt via Pank Pde.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992: Replaced by rerouting of 753.

Streets

Blacktown – Plumpton via Pank Pde (combined routes 752/754)

From 27 November 1983

From Blacktown (Main St at station) via 752 to Tulloch St, then Richmond Rd, then 754 to Plumpton. Reverse on return.

Blacktown – Plumpton – Mt Druitt via Pank Pde (combined routes 752/755)

From 11 September 1988

From Blacktown (Main St at station) via 752 to Tulloch St, then Richmond Rd, then 755 to Mt Druitt. Reverse on return.

Route 753

BLACKTOWN – DOONSIDE via Hill End Rd

Timeline

27 November 1983: Renumbered from part of 70 [1925 number]. Operated by Rowes Bus Service.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992: Rerouted from Richmond Rd via Pank Pde area, replacing 752.

7 June 1997: Service provided by combined 753/753W in early morning & at night.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Rerouted via Tallagandra Dr instead of part of Richmond Rd, now providing all service in Terrigal Dr & Tallagandra Dr (when 754-756 were rerouted elsewhere).
- Combined 753/753W ceased and all service provided on 753.

Streets

From 27 November 1983

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Colac Pl, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Richmond Rd, Hill End Rd, Power St, Crawford Rd, Cross St, Hill End Rd (**Doonside**), then reverse route to Blacktown station.

Alterations

- **By 31 July 1989:** From Blacktown station via Richmond Rd, Breakfast Rd, Terrigal Dr. Reverse on return.
- **From 5 December 1992 (mostly every second trip):** Ex Blacktown station from Richmond Rd via Lyton St, Pank Pde, McClean St, Tulloch St, Richmond Rd, Breakfast Rd. Reverse on return.
- **By 7 June 1997:** To approach Blacktown from Richmond Rd to Blacktown interchange, then bus bridge, Patrick St to Westpoint. Reverse on return.
- **By 7 June 1997:** Almost all trips rerouted via Pank Pde.
- **By 11 March 2007:** To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.
- **From 11 October 2009:** Ex Blacktown from Falmouth Rd via Tallagandra Dr, Quakers Hill Pkwy, Richmond Rd, Hill End Rd. Reverse on return.
- **From 16 November 2011:** Curtailed to terminate at/start from Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside	17	M-F	Blacktown	5.58am	Doonside	10.17pm	30*	
		Sat		6.58am		10.19pm	AM 30 PM 60	
		Sun		8.05am		7.16pm	90	

* More frequent in peak hours.

16 July 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside	42 round trip	M-F	Doonside	5.26am	Doonside	10.52pm	30	A
		Sat	Blacktown	6.05am		10.52pm	30	A
		Sun	Doonside	8.04am	Blacktown	9.48pm	60	

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

Combined Routes 753/753W

BLACKTOWN – WOODCROFT – DOONSIDE ■

Timeline

7 June 1997: Service on 753 & 753W provided by combined route in early mornings & at night. Operated by Busways Blacktown (Rowe family).

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Ceased.
- Service on 753 provided by extension of hours.
- Service on 753W partly replaced by rerouted 756.

Streets

From 7 June 1997

From Blacktown via 753 to Falmouth Rd, then 753W to **Woodcroft**, then 753W to Richmond Rd, then 753 to Doonside.

From Doonside via 753 to Woodcroft Dr, then 753W to **Woodcroft**, then 753W to Richmond Rd, then 753 to Blacktown.

Alteration

From 13 February 1999 (most trips): Ex Blacktown from Woodcroft via Woodcroft Dr, Lakewood Dr, Power St.

Route 753W

BLACKTOWN – WOODCROFT ■

Timeline

10 December 1994: Commenced by Busways Blacktown (Rowe family) to new suburb.

7 June 1997: Service in early mornings & at night provided by combined 753/753W.

11 October 2009: Ceased. Partly replaced by rerouted 756, as a result of Ministry of Transport review of Region 1.

Streets

From 10 December 1994

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Woodcroft Dr to Lakewood Dr (Woodcroft). Reverse on return.

Alterations

- *By 7 June 1997:* To approach Blacktown from Richmond Rd to Blacktown interchange, then bus bridge, Patrick St to Westpoint. Reverse on return.
- *From 13 February 1999:* Extended in Woodcroft from Woodcroft Dr/Lakewood Dr via Woodcroft Dr to Burrinjuck Dr. Reverse on return.
- *By 11 March 2007:* To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.

Timetable Summary

10 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Woodcroft	12	M-F	Woodcroft	6.26am	Blacktown	7.10pm	60*	
		Sat		7.45am		6.08pm	4 trips	
		Sun		8.21am		5.48pm	3 trips	

* More frequent in peak hours.

7 June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Woodcroft	12	M-F	Woodcroft	5.36am	Blacktown	11.36pm	60*	A
		Sat		6.33am		11.36pm	60	A
		Sun		7.30am		9.36pm	60	A

* More frequent in peak hours.

A – Includes combined 753/753W in early morning & at night.

Route 754

MT DRUITT – PLUMPTON via Mt Druitt Hospital■

ROOTY HILL – PLUMPTON■

- **Extended from Plumpton to Blacktown (selected trips)**
(Plumpton terminus referred to here is in current Oakhurst.)

Timeline

October 1982:

- Rooty Hill – Plumpton renumbered from 71 [1925 number].
- Mt Druitt – Plumpton via Mt Druitt Hospital commenced, coincident with opening of Mt Druitt Hospital.
- Selected trips extended from Plumpton to Blacktown via parts of 70 [1925 number].
- Operated by Rowes Bus Service.

27 November 1983: 754 & 756 rearranged as 756 Mt Druitt – Rooty Hill – Plumpton via Mt Druitt Hospital.

Streets

Mt Druitt – Plumpton via Mt Druitt Hospital

From October 1982

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Mt Druitt Hospital internal road, Railway St, Kimberley St, Alice St, Wolseley St, Rooty Hill Rd North to Richmond Rd (Plumpton). Reverse on return.

Rooty Hill – Plumpton

From October 1982

From Rooty Hill (Rooty Hill Rd North at station) via Rooty Hill Rd North to Richmond Rd (Plumpton). Reverse on return.

Timetable Summary

October 1982

See also 756

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Plumpton	10	M-F	Mt Druitt	12.05pm	Plumpton	12.10pm	1 trip	
		Sat	Plumpton	5.45am	Mt Druitt	1.08pm	A	
		Sun		7.37am		6.15pm	B	
Rooty Hill-Plumpton	8	M-F	Plumpton	5.54am	Rooty Hill	6.37pm	C	
		Sat		8.26am		12.28pm	1 trip	
		Sun						

A – 4 trips from Plumpton, 3 trips from Mt Druitt (2 extended to Blacktown).

B – 2 trips from Plumpton, 3 trips from Mt Druitt (1 extended to Blacktown).

C – 8 trips from Plumpton (3 extended to start from Blacktown), 5 trips from Rooty Hill (1 extended to Blacktown).

Route 754

BLACKTOWN – ROOTY HILL – MT DRUITT ■

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

Timeline.

27 November 1983: Blacktown – Plumpton renumbered from part of 70 [1925 number]. Most trips ran as combined 752/754. Operated by Rowes Bus Service.

8 May 1985: Selected trips rerouted via Dean Park (new suburb).

11 September 1988:

- 754 and 757, Mt Druitt – Rooty Hill – Plumpton – Blacktown combined as 754, Blacktown – Rooty Hill – Mt Druitt, limited service on weekdays.
- Service between Blacktown & Plumpton at all other times replaced by extension of hours of 755.
- Combined 752/754 trips altered to combined 752/755.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992: 754 & 758 amalgamated as 754, Blacktown – Hassall Grove – Mt Druitt (*see next entry*).

Streets

Blacktown – Plumpton

From 27 November 1983

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Colac Pl, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Richmond Rd to Rooty Hill Rd North (Plumpton).

From 8 May 1985

Dean Park diversion: From Richmond Rd/Symonds Rd via Symonds Rd, Hoyle Dr, Yarramundi Dr, Books St, Nathan Cr, Yarramundi Dr, Hoyle Dr, Symonds Rd to Richmond Rd.

Blacktown – Rooty Hill – Mt Druitt

From 11 September 1988

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Symonds Rd, Hoyle Dr, Yarramundi Dr (**Dean Park**), Richmond Rd (**Plumpton**), Rooty Hill Rd North (**Rooty Hill**), North Pde to Mt Druitt interchange. Reverse on return.

Temporary route before roadworks completed: From Richmond Rd/Symonds Rd via Symonds Rd, Hoyle Dr, Yarramundi Dr, Books St, Nathan Cr, Yarramundi Dr, Hoyle Dr, Symonds Rd to Richmond Rd (instead of full length of Yarramundi Dr).

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton	18	M-F	Plumpton	4.48am	Blacktown	11.05pm	PNs	
		Sat		5.54am		11.07pm	A	
		Sun		7.47am		8.05pm	90	B

* More frequent in peak hours.

A – Early morning, afternoon & night service. Most trips ran as combined 752/754.

B – Combined 752/754.

PNs – Peak hour & night service. Most trips ran as combined 752/754.

Route 754

BLACKTOWN – HASSALL GROVE – MT DRUITT

Timeline

5 December 1992:

- 754 & 758 amalgamated as 754, Blacktown – Hassall Grove – Mt Druitt.
- Replaced temporary extension of 763 to Hassall Grove.
- Route between Blacktown & Dean Park shared with 755 (& 756 from 7 June 1997 to 11 October 2009).
- Operated by Busways Blacktown (Rowe family).

11 October 2009: Rerouted via Richmond Rd direct instead of Terrigal Dr & Tallagandra Dr (where replaced by rerouted 753), as a result of Ministry of Transport review of Region 1. Route along Richmond Rd shared with 750.

Streets

From 5 December 1992

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Richmond Rd, Symonds Rd, Hoyle Dr, Yarramundi Dr (**Dean Park**), Richmond Rd, Glendenning Rd [now Golding Dr], Armitage Dr, Adrienne St (**Glendenning**), Lamb St, Rooty Hill Rd North, Cook Rd [now Orchard Gr & Luxford Rd], Buckwell Dr (**Hassall Grove**), McHatton Rd [then extended westward to Daniels Rd], Daniels Rd, Pringle Rd, Woodstock Av, Duke St, Mount St, North Pde to Mt Druitt interchange. Reverse on return.

Mt Druitt Hospital diversion: Ex Mt Druitt from Duke St via Railway St, Mt Druitt hospital internal road to Luxford Rd. Reverse on return.

Temporary routes before roadworks completed:

- From Glendenning Rd [now Golding Dr] via Lamb St (*not* via Armitage Dr, Adrienne St). Reverse on return.
- From Cook Rd via Daniels Rd, McHatton St, Buckwell Dr, Melanie St, Buckwell Dr. Reverse on return.

Alterations

- **By 16 July 1994:** Ex Mt Druitt from Jersey Rd via Hyatts Rd, Cook Rd [now Orchard Gr], Luxford Rd, Buckwell Dr (**Hassall Grove**), Luxford Rd, Daniels Rd. Reverse on return.
- **By 7 June 1997:** To approach Blacktown from Richmond Rd via Blacktown interchange, then bus bridge, Patrick St to Westpoint. Reverse on return.
- **By 7 June 1997:** Ex Mt Druitt from Hyatts Rd via Luxford Rd, Buckwell Dr. Reverse on return.
- **By 11 March 2007:** To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.
- **From 11 October 2009:** From Blacktown interchange via Richmond Rd, Golding Dr. Reverse on return.

Timetable Summary

5 December 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Hassall Grove-Mt Druitt	51	M-F	Mt Druitt	6.12am	Blacktown	11.07pm	60*	A
		Sat		6.27am		11.07pm	60	B
		Sun						

* More frequent in peak hours.

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

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

7 June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Hassall Grove-Mt Druitt	43	M-F	Mt Druitt	5.25am	Blacktown	11.06pm	30*	A
		Sat	Blacktown	6.07am		11.06pm	30	A
		Sun		8.17am		9.06pm	60	A

* More frequent in peak hours.

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

Route 755

BLACKTOWN – SHALVEY – MT DRUITT area (loop)■

BLACKTOWN – SHALVEY – MT DRUITT (station)■

Timeline

9 June 1982: Blacktown – Shalvey – Mt Druitt area (loop via Blackett, Shalvey, Lethbridge Park, Emerton & Whalan) renumbered from part of 70 [1925 number]. Operated by Rowes Bus Service.

8 May 1985: Selected trips diverted via Dean Park (new suburb).

11 September 1988:

- Rerouted as Blacktown – Shalvey – Mt Druitt station (instead of loop) via 763.
- Mt Druitt – Shalvey then shared with 763 until 5 December 1992.
- Late night service between Mt Druitt & Shalvey provided by combined 763/761/762.
- Replaced 754 between Blacktown & Plumpton (except for very limited remaining service on 754 on weekdays).
- Selected trips diverted via Pank Pde (combined 752/755).

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992:

- 763 (which had effectively been a short-working of 755 since 11 September 1988) renumbered 755.
- Late night service replaced by combined 755/762.
- Route between Blacktown & Dean Park shared with 754 (& 756 from 7 June 1997 to 11 October 2009).

11 October 2009:

- Replaced by parts of new 750 & 758 and existing 754 as a result of Ministry of Transport review of Region 1.
- Part of route, Mt Druitt – Shalvey – Plumpton, reintroduced as from 1 March 2010 (*see next entry*).

Streets

Blacktown – Shalvey – Mt Druitt area (loop)

From June 1982

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Rooty Hill Rd (**Oakhurst**), Jersey Rd, Carlisle Ave, Luxford Rd (**Shalvey**), Bougainville Rd (**Lethbridge Park**), Copeland Rd, Jersey Rd (**Emerton**), Popondetta Rd, Luxford Rd, Bulolo Dr (**Whalan**), Belmore Av, Woodstock Av, Rooty Hill Rd, Richmond Rd [part now bus bridge], Main St to Blacktown station.

From 8 May 1985

Dean Park diversion: From Richmond Rd/Symonds Rd via Symonds Rd, Hoyle Dr, Yarramundi Dr, Brooks St, Nathan Cr, Yarramundi Dr, Hoyle Dr, Symonds Rd to Richmond Rd.

Blacktown – Shalvey – Mt Druitt (station)

From 11 September 1988

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Richmond Rd, Symonds Rd, Hoyle Dr, Yarramundi Dr (**Dean Park**), Richmond Rd, Rooty Hill Rd North, Jersey Rd, Carlisle Av, Luxford Rd, Emerson St, Sedgman Cr (**Shalvey**), Koomooloo Cr, Siandra Av, Luxford Rd, Bougainville Rd (**Lethbridge Park**), Copeland Rd, Jersey Rd (**Emerton**), Popondetta Rd, Luxford Rd, Bulolo Dr (**Whalan**), Belmore Av, North Pde to Mt Druitt interchange. Reverse on return.

Temporary route before roadworks completed: From Richmond Rd/Symonds Rd via Symonds Rd, Hoyle Dr, Yarramundi Dr, Books St, Nathan Cr, Yarramundi Dr, Hoyle Dr, Symonds Rd to Richmond Rd (instead of full length of Yarramundi Dr).

Alterations

- **From 5 December 1992:** Ex Blacktown from Yarramundi Dr via Richmond Rd, Glendenning Rd [now Golding Dr], Armitage Dr, Adrienne St (**Glendenning**), Lamb St, Jersey Rd. Reverse on return.
Temporary route before roadworks completed: From Glendenning Rd [now Golding Dr] via Lamb St (*not* via Armitage Dr, Adrienne St). Reverse on return.
- **From 5 December 1992:** Ex Blacktown from Sedgman Cr via Luxford Rd (*not* via Koomooloo Cr, Siandra Av). Reverse on return.
- **By 7 June 1997:** To approach Blacktown from Richmond Rd to Blacktown interchange, then bus bridge, Patrick St to Westpoint. Reverse on return.
- **By 11 March 2007:** To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.

Timetable Summary

June 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Shalvey-Mt Druitt loop (<i>not</i> to station)	65 round trip	M-F	Shalvey	8.22am	Blacktown	5.05pm	70*	
		Sat		8.46am		12.17pm	65	
		Sun						

* More frequent in peak hours.

11 September 1988

Mt Druitt – Shalvey routes 755, 763

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
755: Blacktown-Shalvey-Mt Druitt (station)†	Fr Black 19D 50M	M-F	Dean Park	4.24amB	Blacktown	6.58pmM	A	
			Mt Druitt	6.28amB		11.14pmD		
		Sat	Dean Park	5.34amB		4.12pmM	C	
			Mt Druitt	7.42amB		11.12pmD		
		Sun	Dean Park	7.23amB		5.12pmM	C	
			Mt Druitt	8.58amB		8.12pmD		
763: Mt Druitt-Shalvey‡	27 round trip	M-F	Shalvey	4.09am	Mt Druitt	11.20pm	E	
		Sat		5.25am		12.20am	F	
		Sun		7.06am		10.54pm	G	

Average day frequencies along common route:

- M-F Mt Druitt-Shalvey (755, 763) 20.
- Sat AM: Mt Druitt-Shalvey (755, 763) 20.
PM: Mt Druitt-Shalvey (755, 763) 30.
- Sun Mt Druitt-Shalvey (755, 763) 30.

* More frequent in peak hours.

† Includes combined 752/755.

‡ Includes combined 763/762/761.

A – Early morning & night, Blacktown-Dean Park. Day, Blacktown-Mt Druitt 60*. Includes combined 752/755 in early morning & after 4pm.

B – To Blacktown.

C – Early morning & night, Blacktown-Dean Park. Day, Blacktown-Mt Druitt 60. Includes combined 752/755 in early morning, after 12 noon Saturdays & all day Sundays.

D – To Dean Park.

E – Day, 20/40. Late night (including extra trips Friday night), combined 763/762/761.

F – Morning, 20/40. Afternoon, 60. Late night, combined 763/762/761.

G – Day, 60. Late night, combined 763/762/761.

M – To Mt Druitt.

5 December 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Shalvey-Mt Druitt	Fr MtD 19S 55B	M-F	Shalvey	4.01amM	Mt Druitt	5.18pmB	A	
			Blacktown	6.58amM		11.11pmS		
		Sat	Shalvey	5.36amM		4.15pmB	A	
			Blacktown	8.03amM		12.11amS		
		Sun	Shalvey	7.06amM		7.28pmB	C	
			Blacktown	8.17amM		10.57pmS		

A – Day, Mt Druitt-Shalvey 15, Mt Druitt-Blacktown 60. Night, Mt Druitt-Shalvey. Includes combined 755/762 in late nights.

B – To Blacktown.

C – Day, Mt Druitt-Shalvey 30, Mt Druitt-Blacktown 60. Night, Mt Druitt-Shalvey. Includes combined 755/762 in late nights.

M – To Mt Druitt.

S – To Shalvey.

Route 755

MT DRUITT – SHALVEY – PLUMPTON

Timeline

1 March 2010: Shorter version of previous 755 recommenced by Busways Blacktown (Rowe family).

Streets

From 1 March 2010

From Mt Druitt (interchange) via North Pde, Belmore Av, Bulolo Dr, Luxford Rd, Popondetta Rd, Jersey Rd, Copeland Rd, Bougainville Rd (**Lethbridge Park**), Luxford Rd, Sedgman Cr, Emerson St (**Shalvey**), Luxford Rd, Middleton Cr, Popondetta Rd, Manifold Rd, Carlisle Av, Jersey Rd to Plumpton Marketplace. Reverse on return.

Timetable Summary

1 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Shalvey-Plumpton	Fr MtD 19S 30P	M-F	Shalvey	4.56amM	Mt Druitt	2.45pmP	A	
			Plumpton	9.57amM		10.00pmS		
		Sat	Shalvey	6.29amM		3.42pmP	A	
			Plumpton	9.51amM		8.32pmS		
		Sun	Shalvey	8.38amM		5.19pmS	60	

A – Day, Mt Druitt-Shalvey 30; Mt Druitt-Plumpton 60. Late afternoon & night, Mt Druitt-Shalvey.

M – To Mt Druitt.

P – To Plumpton.

S – To Shalvey.

Combined Routes 755/762

MT DRUITT – SHALVEY – BIDWILL

Timeline

5 December 1992: Service on 755 & 762 (& parts of 761) provided by combined route late at night. Replaced combined 763/761/762. Operated by Busways Blacktown (Rowe family).

11 October 2009: Replaced by parts of new 750, 758, 759 & 761, as a result of Ministry of Transport review of Region 1.

Streets

From 5 December 1992

From Mt Druitt (interchange) via 755 to Bougainville Rd, then Luxford Rd (**Shalvey**), Carlisle Av (**Bidwill**), Manifold Rd, Popondetta Rd, Jersey Rd, Carlisle Av, North Pde to Mt Druitt interchange.

Route 756

MT DRUITT – ROOTY HILL – PLUMPTON via Mt Druitt Hospital■

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

Timeline

October 1982: Mt Druitt – Rooty Hill via Mt Druitt Hospital commenced by Rowes Bus Service coincident with opening of Mt Druitt Hospital.

27 November 1983: 754 & 756 rearranged as 756 Mt Druitt – Rooty Hill – Plumpton.

9 October 1985: Extended to Blacktown & renumbered 757.

Streets

Mt Druitt – Rooty Hill via Mt Druitt Hospital

From October 1982

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Mt Druitt Hospital internal road, Railway St, Kimberley St, Alice St, Wolseley St, Rooty Hill Rd North to Rooty Hill station. Reverse on return.

Mt Druitt – Rooty Hill – Plumpton via Mt Druitt Hospital

From 27 November 1983

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Mt Druitt Hospital internal road, Railway St, Sherbooke St, North Pde (**Rooty Hill**), Rooty Hill Rd North to Richmond Rd (Plumpton). Reverse on return.

Timetable Summary

October 1982

See also 754

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Rooty Hill	6	M-F	Rooty Hill	6.50am	Rooty Hill	7.38pm	9 trips	A
		Sat	Mt Druitt	8.21am		6.56pm	8 trips	A
		Sun		10.05am		8.21pm	5 trips	A

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

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Rooty Hill-Plumpton	Fr Mt D 5R 8W 11P	M-F	Plumpton	6.26amM	Plumpton	5.06pmM	A	
					Rooty HI RSL	8.37pmM		
		Sat		7.47amM	Woodstock Av	3.52pmM	B	
					Rooty HI RSL	8.39pmM		
Sun		10.24amM	Woodstock Av	5.24pmM	C			

A – Day, Mt Druitt-Rooty Hill RSL (11 trips from Mt Druitt, 12 trips from Rooty Hill RSL), Mt Druitt-Woodstock Av (7 trips from Mt Druitt, 9 trips from Woodstock Av), Mt Druitt-Plumpton (5 trips from Mt Druitt, 6 trips from Plumpton). Night, Mt Druitt-Rooty Hill RSL.

B – Day, Mt Druitt-Rooty Hill RSL (8 trips), Mt Druitt-Woodstock Av (5 trips from Mt Druitt, 6 trips from Woodstock Av), Mt Druitt-Plumpton (1 trip from Mt Druitt, 2 trips from Plumpton). Night, Mt Druitt-Rooty Hill RSL.

C – Mt Druitt-Rooty Hill RSL (5 trips from Mt Druitt, 6 trips from Rooty Hill RSL), Mt Druitt-Plumpton (2 trips from Mt Druitt, 1 trip from Plumpton).

M – To Mt Druitt.

P – To Plumpton.

R – To Rooty Hill RSL.

W – To Woodstock Av.

Route 756

BLACKTOWN – GLENDENNING Industrial Area■

MT DRUITT – GLENDENNING Industrial Area■

Timeline

5 December 1992: Weekday peak hour service commenced by Busways Blacktown (Rowe family).

7 June 1997: Renumbered 756G.

Streets

Blacktown – Glendenning Industrial Area

From 5 December 1992

From Blacktown (Main St at station) via Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Symonds Rd, Hoyle Dr, Yarramundi Dr (**Dean Park**), Richmond Rd, Glendenning Rd [now Golding Dr], Armitage Dr, Adrienne St (**Glendenning**), Lamb St, Glendenning Rd, Woodstock Av to Kellogg Rd (Glendenning Industrial Area). Reverse on return.

Mt Druitt – Glendenning Industrial Area

From 5 December 1992

From Mt Druitt (interchange) via North Pde (**Rooty Hill**), Rooty Hill Rd North, Woodstock Av, Glendenning Rd to Lamb St (Glendenning Industrial Area). Reverse on return.

Timetable Summary

5 December 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Glendenning Industrial Area	17	M-F	Blacktown	5.23am	Glend Ind Area	5.48pm	Ph	
		Sat						
		Sun						
Mt Druitt-Glendenning Industrial Area	9	M-F	Mt Druitt	5.33am	Glend Ind Area	5.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning to Glendenning Industrial Area, afternoon from Glendenning Industrial Area).

Route 756

BLACKTOWN – OAKHURST (Rooty Hill Rd North) – MT DRUITT■

Timeline

7 June 1997: Commenced by Busways Blacktown (Rowe family), following parts of 754 & 760. Route between Blacktown & Dean Park shared with 754 & 755. Route between Mt Druitt & Oakhurst (Rooty Hill Rd North) shared with 757.

11 October 2009: Rerouted vian Woodcroft (*see next entry*), as a result of Ministry of Transport review of Region 1.

Streets

From 7 June 1997

From Blacktown (Patrick St at Westpoint shops) via bus bridge, Blacktown interchange, Richmond Rd, Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Richmond Rd, Symonds Rd, Hoyle Dr, Yarramundi Dr (**Dean Park**), Richmond Rd, Glendenning Rd [now Golding Dr], Armitage Dr, Adrienne St (**Glendenning**), Lamb St, Rooty Hill Rd North to Richmond Rd (**Oakhurst**), then Rooty Hill Rd North, Bottles Rd, Hyatts Rd, Bungalow Rd, Rooty Hill Rd North, North Pde to Mt Druitt interchange. Reverse on return.

Alteration

By 11 March 2007: To approach Blacktown from bus bridge to Westpoint tunnel. Reverse on return.

Timetable Summary

7 June 1997

Mt Druitt – Oakhurst (Rooty Hill Rd North) routes 756, 757

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
756: Blacktown-Oakhurst (Rooty Hill Rd North)-Mt Druitt	Fr MtD 13R 41B	M-F	Rooty HI Rd N	4.57amM	Mt Druitt	10.53pmB	A	
			Blacktown	7.29amM				
		Sat	Rooty HI Rd N	5.48amM		10.53pmB	C	
			Blacktown	9.09amM				
Sun	Rooty HI Rd N	7.11amM		9.53pmB	D			
757: Mt Druitt-Plumpton-Riverstone	29	M-F	Mt Druitt	6.51am	Riverstone	6.59pm	60*	E
		Sat		6.57am		4.56pm	60	E
		Sun						

Average day frequencies along common route:

M-F Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 30.

Sat Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 30.

Sun Mt Druitt-Oakhurst (Rooty Hill Rd North) (756) 60.

* More frequent in peak hours.

A – Day, Mt Druitt-Blacktown 60*. Approx 3.30pm-8.00pm, Mt Druitt-Oakhurst (Rooty Hill Rd North). After 8.00pm, from Mt Druitt to Blacktown.

B – To Blacktown.

C – Day, Mt Druitt-Blacktown 60. Approx 5.00pm-8.00pm, Mt Druitt-Oakhurst (Rooty Hill Rd North). After 8.00pm, from Mt Druitt to Blacktown.

D – Day, Mt Druitt-Oakhurst (Rooty Hill Rd North) 60. Night, from Mt Druitt to Blacktown.

E – Generally ran alternately via Carnarvon Rd & Garfield Rd.

M – To Mt Druitt.

R – To Oakhurst (Rooty Hill Rd North).

13 May 2000

Mt Druitt – Oakhurst (Rooty Hill Rd North) routes

756, 757

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
756: Blacktown-Oakhurst (Rooty Hill Rd North)-Mt Druitt	Fr MtD 13R 41B	M-F	Rooty HI Rd N	5.00amM	Mt Druitt	10.58pmB	A	
			Blacktown	7.27amM				
		Sat	Rooty HI Rd N	5.48amM		10.58pmB	C	
			Blacktown	9.10amM				
		Sun	Rooty HI Rd N	7.16amM		9.58pmB	D	
757: Mt Druitt-Plumpton-Riverstone	Fr MtD 18H 29V	M-F	Mt Druitt	5.57amV	Riverstone	6.58pmM	60*	E
		Sat		6.57amV		4.55pmM	60	E
		Sun		10.04amH	Holl Rd C/Pk	4.22pmM	120	

Average day frequencies along common route:

M-F Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 30.

Sat Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 30.

Sun Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 60.

* More frequent in peak hours.

A – Day, Mt Druitt-Blacktown 60*. Approx 3.30pm-8.00pm, Mt Druitt-Oakhurst (Rooty Hill Rd North). After 8.00pm, from Druitt *to* Blacktown.

B – To Blacktown.

C – Day, Mt Druitt-Blacktown 60. Approx 5.00pm-8.00pm, Mt Druitt-Oakhurst (Rooty Hill Rd North). After 8.00pm, from Druitt *to* Blacktown.

D – Day, Mt Druitt-Oakhurst (Rooty Hill Rd North) 120. Night, from Mt Druitt to Blacktown.

E – Generally ran alternately via Carnarvon Rd & Garfield Rd.

H – To Hollinsworth Rd Caravan Park.

M – To Mt Druitt.

R – To Oakhurst (Rooty Hill Rd North).

V – To Riverstone.

Route 756

BLACKTOWN – WOODCROFT – PLUMPTON – MT DRUITT

- **Via Glendenning Industrial Area (peak hours)**

Timeline

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Previous 756 rerouted via Woodcroft, replacing 753W.
- Peak hour diversions via Glendenning Industrial Area replaced 756G.

Streets

From 11 October 2009

From Blacktown (interchange) via bus bridge, Westpoint tunnel, Patrick St, Newton Rd, Lancaster St, Lyton St, McCulloch Rd, London St, Doonside Cr, Silvereye Cct, Bellminer St, Woodcroft Dr (**Woodcroft**), Lakewood Dr, Power St (**Glendenning**), Rooty Hill Rd, Jersey Rd (**Plumpton**), Hyatts Rd, Bungalow Rd, Rooty Hill Rd, North Pde to Mt Druitt interchange. Reverse on return.

Glendenning Industrial Area diversion: From Power St via Glendenning Rd to Woodstock Av. Reverse on return.

Timetable Summary

11 October 2009

Mt Druitt – Plumpton via Hyatts Rd routes 756, 757

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
756: Blacktown-Woodcroft-Plumpton-Mt Druitt	41	M-F	Mt Druitt	5.21am	Blacktown	10.38pm	30	
		Sat	Blacktown	6.03am	Mt Druitt	11.47pm	30	A
		Sun	Mt Druitt	7.29am		10.25pm	60	A
757: Mt Druitt-Plumpton-Riverstone	20PV	M-F	Mt Druitt	5.38amV	Riverstone	7.10pmM	B	
		Sat	Plumpton	7.29amV		5.02pmP	60	C
		Sun	Mt Druitt	9.49amH	Holl Rd C/Pk	4.07pmM	120	

In off-peak & Saturdays, when 757 runs Plumpton-Riverstone, it connects at Plumpton with 756 Mt Druitt buses.

Average day frequencies along common route:

M-F Mt Druitt-Plumpton (756) 30.

Sat Mt Druitt-Plumpton (756) 30.

Sun Mt Druitt-Plumpton (756, 757) 30/30/60.

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

B – Peak hours, Mt Druitt-Riverstone. Day, Plumpton-Riverstone 60 (alternate trips via Carnarvon Rd & Garfield Rd).

C – Alternate trips via Carnarvon Rd & Garfield Rd.

H – To Hollinsworth Rd Caravan Park.

M – To Mt Druitt.

P – To Plumpton.

PV – Plumpton to Riverstone.

V – To Riverstone

26 May 2019

Mt Druitt – Plumpton via Hyatts Rd routes 756, 757

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
756: Blacktown-Woodcroft-Plumpton-Mt Druitt	42	M-F	Mt Druitt	5.18am	Blacktown	10.138pm	30	A
		Sat	Blacktown	5.59am	Mt Druitt	11.34pm	30	A
		Sun	Mt Druitt	7.39am		10.34pm	60	A
757: Mt Druitt-Plumpton-Riverstone via Garfield Rd	Fr Riv 36P 51M	M-F	Mt Druitt	5.38amV	Mt Druitt	6.39pmM	B	
					Riverstone	7.39pmP		
		Sat	Plumpton	7.47amV		6.44pmP	60	
		Sun		7.47amV		6.44pmP	120	

In off-peak & weekends, when 757 runs Plumpton-Riverstone, it connects at Plumpton with 756 Mt Druitt buses.

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

B – Morning peak hour, Mt Druitt-Riverstone. Day, Plumpton-Riverstone 60. Afternoon peak hour, from Mt Druitt to Riverstone & mainly from Riverstone to Plumpton. Plus short-working/s before first trip & after last trip shown.

M – To Mt Druitt.

P – To Plumpton.

V – To Riverstone

Route 756G

BLACKTOWN – GLENDENNING Industrial Area ■

MT DRUITT – GLENDENNING Industrial Area ■

Timeline

7 June 1997: Weekday peak hour service renumbered from 756. Operated by Busways Blacktown (Rowe family).

13 February 1999: Selected morning and all afternoon Mt Druitt – Glendenning Industrial Area trips replaced by diversions of 756 or 757 in peak hours (*to* Glendenning in morning & *from* Glendenning in afternoon).

11 October 2009: All service replaced by diversion of new 756, as a result of Ministry of Transport review of Region 1.

Streets

Blacktown – Glendenning Industrial Area

From 7 June 1997

From Blacktown (interchange) via Richmond Rd, Breakfast Rd, Terrigal Dr, Tambaroora Cr, Brook St, Falmouth Rd, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Richmond Rd, Symonds Rd, Hoyle Dr, Yarramundi Dr (**Dean Park**), Richmond Rd, Golding Dr, Armitage Dr, Adrienne St (**Glendenning**), Lamb St, Glendenning Rd, Woodstock Av to Kellogg Rd (Glendenning Industrial Area). Reverse on return.

Mt Druitt – Glendenning Industrial Area

From 7 June 1997

From Mt Druitt (interchange) via North Pde (**Rooty Hill**), Rooty Hill Rd North, Woodstock Av, Glendenning Rd to Lamb St (Glendenning Industrial Area). Reverse on return.

Alteration

From 1 December 2001: Ex Mt Druitt from Glendenning Rd to Power St. Reverse on return.

Timetable Summary

Similar to 756.

Route 757

MT DRUITT – PLUMPTON via Mt Druitt Hospital

- **Extended from Plumpton to Blacktown (selected trips)**
 - **Extended from Plumpton to Riverstone (selected trips)**
- (Plumpton terminus referred to here is in current Oakhurst.)*

Timeline

9 October 1985:

- Mt Druitt – Plumpton (Rooty Hill Rd North/Richmond Rd) renumbered from 756.
- Selected trips extended from Plumpton to Blacktown
- Selected trips on weekdays extended from Plumpton to Riverstone.
- Operated by Rowes Bus Service.

11 September 1988:

- Mt Druitt – Plumpton – Blacktown and 754 combined as 754, Blacktown – Rooty Hill – Mt Druitt.
- Mt Druitt – Plumpton – Riverstone amalgamated with 749 & renumbered 760.
- Service to Mt Druitt Hospital transferred to 758.

Streets

Mt Druitt – Plumpton (selected trips extended to Blacktown, selected trips extended to Riverstone)

From 9 October 1985

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Mt Druitt Hospital internal road, Railway St, Sherbrooke St, North Pde (**Rooty Hill**), Rooty Hill Rd North to Richmond Rd (Plumpton [now in Oakhurst]). Reverse on return.

Blacktown extension: From Plumpton (Rooty Hill Rd North/Richmond Rd) via Richmond Rd, Station Rd [now Quakers Hill Pkwy], Tallagandra Dr, Falmouth Rd, Brook St, Tambaroora Cr, Terrigal Dr, Breakfast Rd, Richmond Rd [part now bus bridge] to Blacktown station. Reverse on return.

Riverstone extension: From Plumpton (Rooty Hill Rd North/Richmond Rd) via Richmond Rd, Garfield St, Riverstone Pde to Riverstone station. Reverse on return.

Timetable Summary

9 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Plumpton†	FrMtD 13P 35B	M-F	Plumpton	6.24am	Mt Druitt	5.05pm	A	
		Sat		7.27am		5.20pm	C	
		Sun		9.07am		5.17pm	D	

† Selected trips extended to Blacktown or Riverstone.

A – Mt Druitt-Plumpton (7 trips from Mt Druitt, 9 trips from Plumpton), 3 trips extended to Blacktown. Plus extension to Riverstone (1 trip from Riverstone, 2 trips from Mt Druitt). Plus short-workings Rooty Hill-Plumpton before first trip & after last trip shown.

B – To Blacktown.

C – Mt Druitt-Plumpton (5 trips), 1 trip extended from Plumpton to Blacktown. Plus short-workings from Blacktown to Plumpton only.

D – Mt Druitt-Plumpton (5 trips from Mt Druitt, 3 trips from Plumpton).

P – To Plumpton.

Route 757

MT DRUITT – RIVERSTONE via Rooty Hill Rd North

Timeline

7 June 1997:

- Renumbered from 760 (so that the common section, Mt Druitt – Rooty Hill Rd North, had adjacent numbers, 756 & 757).
- Shared route between Mt Druitt & Rooty Hill Rd North with 756.
- Routes were:
 - Mt Druitt – Riverstone via Carnarvon Rd
 - Mt Druitt – Riverstone via Garfield Rd
- Operated by Busways Blacktown (Rowe family).

11 October 2009:

- Off-peak & Saturday trips curtailed to run:
 - Plumpton – Riverstone via Carnarvon Rd
 - Plumpton – Riverstone via Garfield Rd
- At those times connected at Plumpton Marketplace with 756 Mt Druitt buses.

- Peak hour trips continued to run Mt Druitt – Riverstone via either Carnarvon Rd or Garfield Rd.

21 November 2016: Mt Druitt or Plumpton – Riverstone via Garfield Rd rerouted via Elara Estate, Marsden Park.

26 May 2019: Upon opening of Sydney Metro North West line (Chatswood-Tallawong):

- Mt Druitt – Riverstone via Carnarvon Rd rerouted as Mt Druitt – Riverstone via Garfield Rd, standardizing route to run via Elara Estate & Garfield Rd.
- Service to part of route along Townson Rd, Meadow Rd, Durham Rd & Carnarvon Rd replaced by new 742.

Streets

Mt Druitt – Riverstone via Carnarvon Rd

From 7 June 1997

From Mt Druitt (interchange) via North Pde, Rooty Hill Rd North (**Rooty Hill**), Bungalow Rd, Hyatts Rd, Bottles Rd, Rooty Hill Rd North (**Plumpton, Oakhurst**), Richmond Rd, Townson Rd, Meadow Rd, Durham Rd, Angus Rd (**Marsden Park**), Carnarvon Rd, Garfield Rd, Riverstone Pde to Riverstone station. Reverse on return.

Hollinsworth Rd Caravan Park diversion: From Richmond Rd via Hollinsworth Rd to Caravan Park, then reverse route to Richmond Rd.

Alteration

From 11 October 2009: Ex Mt Druitt from Hyatts Rd via Jersey Rd, Rooty Hill Rd. Reverse on return.

Mt Druitt – Riverstone via Garfield Rd

From 7 June 1997

From Mt Druitt (interchange) via North Pde, Rooty Hill Rd North (**Rooty Hill**), Bungalow Rd, Hyatts Rd, Bottles Rd, Rooty Hill Rd North (**Plumpton, Oakhurst**), Richmond Rd, Garfield Rd (**Marsden Park**), Riverstone Pde to Riverstone station. Reverse on return.

Hollinsworth Rd Caravan Park diversion: From Richmond Rd via Hollinsworth Rd to Caravan Park, then reverse route to Richmond Rd.

Alterations

- ***From 11 October 2009:*** Ex Mt Druitt from Hyatts Rd via Jersey Rd, Rooty Hill Rd. Reverse on return.
- ***From 21 November 2016*** (most “via Garfield Rd” trips): Either direction, extended from Richmond Rd/Garfield Rd via Richmond Rd, Elara Blvd to John Black Dr (**Elara Estate, Marsden Park**), then reverse route to Richmond Rd/Garfield Rd.
- ***From 26 May 2019*** (opening of Sydney Metro North West line) (all trips): Ex Mt Druitt from Rooty Hill Rd via Richmond Rd, Hollinsworth Rd to Caravan Park, then Hollinsworth Rd, Harris Av, Hawthorne Av, Richmond Rd, Elara Blvd to John Black Dr (**Elara Estate, Marsden Park**), then Elara Blvd, Richmond Rd, Garfield Rd. Reverse on return.

Timetable Summary

7 June 1997

13 May 2000

11 October 2009

26 May 2019

See 756

Route 758

MT DRUITT – ROOTY HILL – EASTERN CREEK ■

ROOTY HILL – EASTERN CREEK – MT DRUITT ■

- **Rooty Hill – Horsley Park** (*limited service*)

Timeline

October 1982:

- Renumbered from 72 [1925 number]:
 - Rooty Hill – Eastern Creek – Mt Druitt
 - Rooty Hill – Horsley Park (limited service on school days only)
- Operated by Rowes Bus Service.

27 November 1983:

- Routes rearranged as:
 - 758 Mt Druitt – Rooty Hill (via north side) – Eastern Creek
 - 759 Mt Druitt – Minchinbury (loop via Archbold Rd, Robinson St, McFarlane Dr, Alicante St, McFarlane Dr, Minchin Dr & Great Western Hwy).
- Rooty Hill – Horsley Park altered from school service to limited route service.

9 October 1985: Mt Druitt – Rooty Hill (via north side) – Eastern Creek & Rooty Hill – Horsley Park renumbered 737.

Streets

Rooty Hill – Eastern Creek – Mt Druitt

From October 1982

From Rooty Hill (Rooty Hill Rd South at station) via Rooty Hill Rd South, Penfold St, Reynell St, Cawarra St (**Eastern Creek**), Great Western Hwy, George St, Miller St, Coates St, Frank St, Carlisle Av, Ropes Creek Rd, Mt Druitt Rd, Durham St, Norfolk St (**Mt Druitt Village**), Palmerston Av, Mt Druitt Rd, Durham St, Carlisle Av, Kurrajong Av, Oxford Lane, North Pde to Mt Druitt interchange. Reverse on return.

Trips not via Mt Druitt Village (*mainly Saturday afternoon*): Ex Rooty Hill direct via Carlisle Av. Reverse on return.

Rooty Hill – Horsley Park

From October 1982

Not specified in timetable, but likely route.

From Rooty Hill (Rooty Hill Rd South at station) via Rooty Hill Rd South, Wallgrove Rd, (?) to Horsley Park.

Mt Druitt – Rooty Hill – Eastern Creek

From 27 November 1983

From Mt Druitt (interchange) via North Pde, Sherbrooke St, Railway St, Francis Rd, Orion St, Beames Av, Catherine Cr, Barker St, Rooty Hill Rd South, Beames Av (**Rooty Hill**), Catherine Cr, Barker St, Rooty Hill Rd

South, Penfold St, Great Western Hwy, Cawarra St (**Eastern Creek**), Reynell St, Rooty Hill Rd South, Beames Av (**Rooty Hill**), Orion St, Francis Rd, Railway St, Sherbrooke St, North Pde to Mt Druitt interchange.

Timetable Summary

October 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Eastern Creek-Mt Druitt	Fr R Hill 5E 19M	M-F	Rooty Hill	6.21amM	Mt Druitt	4.55pmR	A	
					Eastern Ck	6.20pmR		
		Sat		8.37amM	Mt Druitt	12.07pmR	B	
		Sun			George St	7.28pmM		

A – Day, Rooty Hill-Mt Druitt 6 trips. Peak hours, Rooty Hill-Eastern Creek. Plus short-working/s before first trip shown.

B – Morning, Rooty Hill-Mt Druitt 4 trips. Afternoon, Mt Druitt-Great Western Hwy/George St (4 trips) (trip time 6).

E – To Eastern Creek.

M – To Mt Druitt.

R – To Rooty Hill.

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Rooty Hill-Eastern Creek	Fr E Ck 5R 10M	M-F	Eastern Ck	6.13amR	Eastern Ck	6.23pmR	14 trips	A
		Sat	Mt Druitt	8.30amE		12.17pmM	4 trips	
		Sun						

A – 5 trips extended to Mt Druitt.

E – To Eastern Creek

M – To Mt Druitt.

R – To Rooty Hill.

Route 758

MT DRUITT – HASSALL ■

(The suburb of Hassall was renamed Oakhurst about 1988. Note that Hassall Grove is a separate suburb, although located adjacent to current Oakhurst.)

Timeline

14 August 1985: Mt Druitt – Hassall (new suburb) commenced by Rowes Bus Service.

11 September 1988: Diversion via Mt Druitt Hospital transferred from 757.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

5 December 1992: 754 & 758 amalgamated as 754, Blacktown – Hassall Grove – Mt Druitt.

Streets

From 14 August 1985

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Duke St, Woodstock Av, Hyatts Rd, Cook Rd (**Hassall**), Daniels Rd, Jersey Rd, Hyatts Rd, Woodstock Av, Duke St, Luxford Rd, Mount St, North Pde to Mt Druitt interchange.

From 11 September 1988

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Duke St, Woodstock Av, Pringle Rd, Daniels Rd, Cook Rd (**Oakhurst**), Hyatts Rd, Woodstock Av, Duke St, Luxford Rd, Mount St, North Pde to Mt Druitt interchange.

Mt Druitt Hospital diversion: Ex Mt Druitt from Luxford Rd via Mt Druitt Hospital internal road, Railway St to Duke St. Reverse on return.

Timetable Summary

14 August 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Hassall	25 round trip	M-F	Hassall	5.31am	Mt Druitt	7.17pm	120*	
		Sat		7.32am	Hassall	7.24pm	A	
		Sun						

* More frequent in peak hours.

A – 4 trips from Hassall, 5 trips from Mt Druitt.

9 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Hassall	25 round trip	M-F	Hassall	5.31am	Mt Druitt	9.17pm	60*	
		Sat		7.32am	Hassall	7.24pm	60	
		Sun		9.32am	Mt Druitt	6.47pm	5 trips	

* More frequent in peak hours.

Route 758

MT DRUITT – SHALVEY – TREGEAR – ST MARYS

Timeline

11 October 2009: Commenced by Busways Blacktown (Rowe family) as a result of Ministry of Transport review of Region 1, replacing parts of 755 & 762 (Busways) & 769 (Westbus).

Streets

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Belmore Av, Woodstock Av, Popondetta Rd, Luxford Rd, Sedgman Cr, Emerson St (**Shalvey**), Luxford Rd, Hatherton Rd, Rymill Rd (**Tregear**), Ellsworth Dr, Aurora Dr, Debrincat Av, Glossop St, Phillip St, Lethbridge St, Station St to St Marys interchange. Reverse on return.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Shalvey-St Marys	Fr MtD 13L 36S	M-F	Shalvey	3.51amM	Mt Druitt	9.47pmS	A	
			St Marys	5.04amM		11.50pmL		
		Sat	Shalvey	5.36amM		6.55pmS	A	
			St Marys	8.02amM		12.25amL		
		Sun	Shalvey	7.35amM	St Marys	5.42pmM	B	
			St Marys	9.02amM	Shalvey	11.07pmM		

* More frequent in peak hours.

A – Day, Mt Druitt-Shalvey 15; Mt Druitt-St Marys 30. Night, Mt Druitt-Shalvey.

B – Day, Mt Druitt-Shalvey 30; Mt Druitt-St Marys 60. Night, Mt Druitt-Shalvey.

L – To Shalvey.

M – To Mt Druitt.

S – To St Marys.

Route 759

MT DRUITT – MINCHINBURY

Timeline

27 November 1983: 758 split into two routes, of which 759 was Mt Druitt – Minchinbury. Operated by Rowes Bus Service.

9 October 1985: Renumbered 739.

Streets

From 27 November 1983

From Mt Druitt (interchange) via North Pde, Oxford Lane, Kurrajong Av, Carlisle Av, Frank St, Coates St, Miller St, George St, Chatsworth [now Archbold] Rd, Robinson St, (right) McFarlane Dr, (left) Alicante St (**Minchinbury**), (right) McFarlane Dr, Minchin Dr, Great Western Hwy, George St, Miller St, Coates St, Frank St, Carlisle Av, Kurrajong Av, Oxford Lane, North Pde to Mt Druitt interchange.

Mt Druitt Village diversion: Ex Mt Druitt from Carlisle Av via Durham St, Norfolk St, Palmerston Rd, Mt Druitt Rd, Ropes Creek Rd to Carlisle Av. Reverse on return.

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Minchinbury	26 round trip	M-F	Mt Druitt	5.33am	Minchinbury	5.57pm	11 trips	
		Sat		8.02am		4.54pm	6 trips	
		Sun						

Route 759

MT DRUITT – EMERTON – WILLMOT – ROPES CROSSING – ST MARYS

Timeline

11 October 2009: Commenced by Westbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 1, replacing parts of 762 (Busways), 766 & 769 (Westbus).

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Oxford Lane, Kurrajong Av, Carlisle Av, Jersey Rd (**Emerton**), Copeland Rd, Bougainville Rd (**Lethbridge Park**), Luxford Rd, Hatherston Rd, Forrester Rd, Palmyra Av, Captain Cook Dr (anti-clockwise loop) (**Willmot**), Palmyra Av, Forrester Rd, Susannah Dr, Pulley Dr, Hollows Pde (**Ropes Crossing**), Ropes Crossing Blvd, Forrester Rd, Glossop St, Phillip St, Lethbridge St, Station St to St Marys interchange.

From St Marys (interchange) via reverse route to Carlisle Av, then North Pde to Mt Druitt interchange.

Alteration

From 29 November 2015: Ex Mt Druitt from Captain Cook Dr via Palmyra Av, Australis Dr, Beston Dr, Ropes Crossing Blvd, Hollows Pde (**Ropes Crossing**), Pulley Dr, Susannah Dr, Ropes Crossing Blvd, Forrester Rd, Glossop St. Reverse on return.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot-Ropes Crossing-St Marys	Fr Mt D 36W 54S	M-F	Lethbridge Pk	4.10amM	Mt Druitt	8.19pmS	A	
			St Marys	6.18amM		11.14pmW		
		Sat		6.50amM		8.21pmS	A	
						11.51pmW		
		Sun	Mt Druitt			8.20amS	St Marys	7.51pmM
					Mt Druitt	8.21pmW		

* More frequent in peak hours.

A – Day, Mt Druitt-Willmot 30, Mt Druitt-St Marys 60. Night, Mt Druitt-Willmot.

B – Day, Mt Druitt-St Marys 60. Night, Mt Druitt-Willmot. Plus short-working/s before first trip shown.

M – To Mt Druitt.

S – To St Marys.

W – To Willmot.

Route 760

MT DRUITT – RIVERSTONE via Rooty Hill Rd North ■

Timeline

11 September 1988:

- 749 & 757 amalgamated & renumbered 760.
- Routes were:
 - Mt Druitt – Riverstone via Carnarvon Rd
 - Mt Druitt – Riverstone via Garfield Rd
- Operated by Rowes Bus Service.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

7 June 1997: Renumbered 757.

Streets

Mt Druitt – Riverstone via Carnarvon Rd

From 11 September 1988

From Mt Druitt (interchange) via North Pde, Rooty Hill Rd North (**Rooty Hill**), Richmond Rd, Townson Rd, Durham Rd, Angus Rd (**Marsden Park**), Carnarvon Rd, Garfield St, Riverstone Pde to Riverstone station. Reverse on return.

Hollinsworth Rd Caravan Park diversion: From Richmond Rd via Hollinsworth Rd to Caravan Park, then reverse route to Richmond Rd.

Alteration

From 5 December 1992: Ex Mt Druitt from Rooty Hill Rd North via Bungalow Rd, Hyatts Rd, Bottles Rd to Rooty Hill Rd North. Reverse on return.

Mt Druitt – Riverstone via Garfield Rd

From 11 September 1988

From Mt Druitt (interchange) via North Pde, Rooty Hill Rd North (**Rooty Hill**), Richmond Rd, Garfield Rd (**Marsden Park**), Riverstone Pde to Riverstone station. Reverse on return.

Hollinsworth Rd Caravan Park diversion: From Richmond Rd via Hollinsworth Rd to Caravan Park, then reverse route to Richmond Rd.

Alteration

From 5 December 1992: Ex Mt Druitt from Rooty Hill Rd North via Bungalow Rd, Hyatts Rd, Bottles Rd to Rooty Hill Rd North. Reverse on return.

Timetable Summary

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Riverstone	40	M-F	Mt Druitt	6.09am	Riverstone	7.28pm	60*	
		Sat		8.57am		4.56pm	60	
		Sun						

Generally ran alternately via Carnarvon Rd & Garfield Rd.

* More frequent in peak hours.

Route 760

MT DRUITT – QUAKERS HILL – PARRAMATTA ■

Timeline

18 March 2000: Commenced by Busways Blacktown (Rowe family).

27 July 2002: Altered to run via Jersey Rd instead of Lethbridge Park, Shalvey & Blackett (already served by 755 761 & 762) & via Richmond Rd instead of Dean Park (already served by 754-756).

28 January 2004: Ceased without replacement.

Streets

From 18 March 2000

From Mt Druitt (interchange) via North Pde, Belmore Av, Bulolo Dr, Luxford Rd, Popondetta Rd, Jersey Rd (**Emerton**), Copeland Rd, Bougainville Rd (**Lethbridge Park**), Luxford Rd, Sedgman Cr, Emerson St (**Shalvey**), Luxford Rd, Carlisle Av (**Bidwill, Hebersham**), Jersey Rd (**Plumpton**), Lamb St, Adrienne St (**Glendenning**), Armitage Dr, Golding Dr, Richmond Rd, Yarramundi Dr (**Dean Park**), Hoyle Dr, Symonds Rd, Richmond Rd, Quakers Hill Pkwy, Eastern Rd to University of Western Sydney Blacktown (**Quakers Hill**), then Eastern Rd, Quakers Hill Pkwy, (first) Farnham Rd, Quakers Hill Pkwy, Sunnyholt Rd, Old Windsor Rd, Briens Rd, Darcy Rd, Hawkesbury Rd to Children's Hospital (**Westmead**), then Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St to Parramatta station.

From Parramatta (Darcy St at station) via Church St, Argyle St, then reverse route to Mt Druitt.

Alterations

From 27 July 2002:

- Ex Mt Druitt from Popondetta Rd via Jersey Rd, Lamb St. Reverse on return.
- Ex Mt Druitt from Sunnyholt Rd via Sorrento Dr to Glenwood Park Dr (**Glenwood**), then Sorrento Dr, Sunnyholt Rd, Stanhope Pkwy to Majestic Dr (**Stanhope Gardens**), then Stanhope Pkwy, Sunnyholt Rd, Old Windsor Rd. Reverse on return.

Timetable Summary

18 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Quakers Hill-Parramatta	82	M-F	Mt Druitt	6.20am	Parramatta	5.40pm	60	
		Sat		7.20am		5.20pm	60	
		Sun		8.35am		4.05pm	4 trips	

Route 761

MT DRUITT – BIDWILL via Carlisle Av

Timeline

9 June 1982:

- Renumbered from part of 71 [1925 number].
- Service on weeknights, early Saturdays, Saturday afternoons and all day Sundays provided by combined 762/761.
- Late night service provided by combined 763/761/762.
- Operated by Rowes Bus Service.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

31 July 1989: Weekday off-peak & Saturday morning (later also Saturday afternoon) trips ran either from Mt Druitt via 761 & return via 762 or vice versa.

5 December 1992: Late night service replaced by combined 755/762 (which included parts of 761).

11 October 2009: Rerouted in Bidwill area, as a result of Ministry of Transport review of Region 1. Route along Carlisle Av shared with 750.

Streets

From 9 June 1982

From Mt Druitt (interchange) via North Pde, Belmore Av, Woodstock Av, Clucas Rd, Carlisle Av, (right) Luxford Rd, Chestnut Cr (**Bidwill**) to Luxford Rd. Most trips continued from Chestnut Cr via Luxford Rd, Emerson St, then 763. Reverse on return.

From 5 December 1992

From Mt Druitt (interchange) via North Pde, Oxford Lane, Kurrajong Av, Carlisle Av, Manifold Rd, Popondetta Rd, Middleton Cr, Luxford Rd, (first) Chestnut Cr (**Bidwill**), Luxford Rd, Carlisle Av, North Pde to Mt Druitt interchange. Most trips returned from Chestnut Cr to Mt Druitt via 762.

Alteration

From 11 October 2009: Ex Mt Druitt from Carlisle Av via (left) Luxford Rd, (right) Chestnut Cr, (right) Luxford Rd, Carlisle Av.

Timetable Summary

9 June 1982

Mt Druitt – Bidwill routes 761, 762

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
761: Mt Druitt-Bidwill via Carlisle Av†	15	M-F	Bidwill	4.24am	Mt Druitt	11.24pm	A	
		Sat		5.37am		12.12am	B	
		Sun		7.05am		9.40pm	C	
762: Mt Druitt-Bidwill via Popondetta Rd	30 round trip	M-F	Bidwill	5.23am		6.27pm	30	D
		Sat		7.46am		12.15pm	30	D
		Sun						D

Average day frequencies along common route:

M-F Mt Druitt-Hebersham (761, 762) 12-15.

Sat AM: Mt Druitt-Hebersham (761, 762) 10-15.

PM: Mt Druitt-Hebersham (combined 761/762) 30.

Sun Mt Druitt-Hebersham (combined 761/762) 30.

† Includes combined 762/761 & combined 763/762/761.

A – Early morning & night, combined 762/761. Day, 20 (761). Late night, combined 763/762/761.

B – Early morning & night, combined 762/761. Morning, 15-30 (761). Afternoon, 30 (combined 762/761). Late night, combined 763/762/761.

C – Day, 30 (combined 762/761). Night, combined 762/761. Late night, combined 763/762/761.

D – Service in early morning & night provided by combined 762/761 & in late night by combined 763/762/761.

27 November 1983

Mt Druitt – Bidwill routes 761, 762

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
761: Mt Druitt-Bidwill via Carlisle Av†	15	M-F	Bidwill	4.33am	Mt Druitt	11.18pm	A	
		Sat		5.34am		12.17am	B	
		Sun		6.56am		10.47pm	C	
762: Mt Druitt-Bidwill via Popondetta Rd	30 round trip	M-F	Bidwill	5.36am		6.10pm	30	D
		Sat		7.59am		12.22pm	30	D
		Sun						D

Average day frequencies along common route:

M-F Mt Druitt-Hebersham (761, 762) 15.

Sat AM: Mt Druitt-Hebersham (761, 762) 15.

PM: Mt Druitt-Hebersham (combined 761/762) 30.

Sun Mt Druitt-Hebersham (combined 761/762) 30.

† Includes combined 762/761 & combined 763/762/761.

A – Early morning & night, combined 762/761. Day, 30 (761). Late night, combined 763/762/761.

B – Early morning & night, combined 762/761. Morning, 30 (761). Afternoon, 30 (combined 762/761). Late night, combined 763/762/761.

C – Day, 30 (combined 762/761). Night, combined 762/761. Late night, combined 763/762/761.

D – Service in early morning & night provided by combined 762/761 & in late night by combined 763/762/761.

5 December 1992

Mt Druitt – Bidwill routes

761, 762

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
761: Mt Druitt-Bidwill via Carlisle Av†	35 round trip	M-F	Bidwill	4.03am	Mt Druitt	11.11pm	A	
		Sat		5.36am		12.11am	A	
		Sun		7.06am		10.57pm	B	
762: Mt Druitt-Bidwill via Popondetta Rd	35 round trip	M-F	Bidwill	6.02am	Mt Druitt	6.18pm	30	C
		Sat		8.11am		4.15pm	30	C
		Sun						C

Average day frequencies along common route:

M-F Mt Druitt-Hebersham (761, 762) 15.

Sat Mt Druitt-Hebersham (761, 762) 15.

Sun Mt Druitt-Hebersham (combined 761/762) 30† Includes combined 762/761 & combined 763/762/761.

A – Early morning & night, combined 762/761. Day, 30 (761). Late night, combined 755/762.

B – Day, 30 (combined 762/761). Night, combined 762/761. Late night, combined 755/762.

C – Service in early morning & night provided by combined 762/761 & in late night by combined 755/762.

11 October 2009

See 750

Route 762

MT DRUITT – BIDWILL via Popondetta Rd

Timeline

9 June 1982:

- Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd renumbered from part of 71 [1925 number].
- Service on weeknights, early Saturdays, Saturday afternoons and all day Sundays provided by combined 762/761.
- Late night service provided by combined 763/761/762.
- Operated by Rows Bus Service.

31 July 1989: Extended in Bidwill from Middleton Cr to Chestnut Cr. Weekday off-peak & Saturday morning (later also Saturday afternoon) trips ran either from Mt Druitt via 761 & return via 762 or vice versa.

5 December 1992: Late night service replaced by combined 755/762.

June 1989: Operator’s name changed to Busways Blacktown (Rowe family).

11 October 2009: Replaced by parts of new 750, 758, 759 & 761, as a result of Ministry of Transport review of Region 1.

Streets

From 9 June 1982

From Mt Druitt (interchange) via North Pde, Belmore Av, Woodstock Av, Clucas Rd, Carlisle Av, Jersey Rd, Popondetta Rd, Middleton Cr (**Bidwill**), Jersey Rd, Popondetta Rd, then reverse route to Mt Druitt interchange.

From 5 December 1992

From Mt Druitt (interchange) via North Pde, Oxford Lane, Kurrajong Av, Carlisle Av, Jersey Rd, Popondetta Rd, Middleton Cr, Luxford Rd, (first) Chestnut Cr (**Bidwill**), Luxford Rd, Carlisle Av, Manifold Rd, Popondetta Rd, Jersey Rd, Carlisle Av, North Pde to Mt Druitt interchange. Most trips returned from Chestnut Cr to Mt Druitt via 761.

Timetable Summary

See 761.

Combined Routes 762/761

MT DRUITT – BIDWILL loop via Popondetta Rd & return via Carlisle Av

Timeline

9 June 1982: Service on 761 & 762 provided by combined route on weeknights, early morning Saturdays, Saturday afternoons and all day Sundays. Operated by Rowes Bus Service.

11 October 2009: Replaced by parts of new 750, 758, 759 & 761, as a result of Ministry of Transport review of Region 1.

Streets

From 9 June 1982

From Mt Druitt (interchange) via 762 to Middleton Cr, then Chestnut Cr (**Bidwill**), then 761 to Mt Druitt interchange.

Route 763

MT DRUITT – SHALVEY

- **Extended to Hassall Grove (selected trips, 1990-92)**

Timeline

9 June 1982:

- Mt Druitt – Shalvey renumbered from part of 71 [1925 number].
- Most weekday daytime & Saturday morning trips through-routed with 761 between Bidwill & Shalvey.
- Late night service provided by combined 763/761/762.
- Operated by Rowes Bus Service.

11 September 1988:

- Through-routing with 761 ceased.
- Shared Mt Druitt – Shalvey with rerouted 755.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

12 March 1990: Selected trips temporarily extended from Shalvey to new suburb of Hassall Grove.

5 December 1992:

- Mt Druitt – Shalvey renumbered part of 755, as 763 had effectively been a short-working of 755 since 11 September 1988.
- Late night service on combined 763/761/762 replaced by combined 755/762.
- Hassall Grove trips incorporated into 754.

Streets

From 9 June 1982

From Mt Druitt (interchange) via North Pde, Belmore Av, Bulolo Dr (**Whalan**), Luxford Rd, Popondetta Rd, Jersey Rd (**Emerton**), Copeland Rd, Bougainville Rd (**Lethbridge Park**), Luxford Rd, Siandra Av, Koomooloo Cr, Sedgman Cr, Emerson St (**Shalvey**) to Luxford Rd. Most trips continued from Emerson St via Luxford Rd, Chestnut Cr, then 761. Reverse on return.

Alteration

From 12 March 1990:

Hassall Grove extension: From Shalvey (Emerson St) via Luxford Rd, McHatton Rd, Buckwell Dr (**Hassall Grove**), Melanie St, Calida Cr, Aminta Cr, Buckwell Dr, McHatton Rd, Luxford Rd to Emerson St.

Timetable Summary

9 June 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Shalvey	25	M-F	Shalvey	4.21am	Mt Druitt	11.24pm	20	A
		Sat		5.34am		12.12am	AM 15-30 PM 30	A
		Sun		7.36am		9.40pm	30-60	A

A – Includes combined 763/761/762 late at night.

11 September 1988
See 755

Combined Routes 763/761/762

MT DRUITT – LETHBRIDGE PARK – SHALVEY – BIDWILL loop■

Timeline

9 June 1982: Service on 761, 762 & 763 provided by combined route late at night Monday-Sunday. Operated by Rowes Bus Service.

5 December 1992: Replaced by combined 755/762, when 763 was renumbered part of 755.

Streets

From 9 June 1982

From Mt Druitt (interchange) via 763 to Emerson St (**Shalvey**), then Luxford Rd, 761 via Chestnut Cr (**Bidwill**), Luxford Rd, Carlisle Av, Manifold Rd, Popondetta Rd, then 762 to Mt Druitt interchange.

Alterations

- *By 27 November 1983 (alternate trips on Sundays):* From Belmore Rd via Luxford Rd, Carlisle Av, Manifold St (*not* via Sedgman Cr or Chestnut Cr).
- *From 11 September 1988 (alternate trips every night):* Same as from 27 November 1983.

Route 766

MT DRUITT – TREGEAR – ROPES CROSSING – ST MARYS■

MT DRUITT – TREGEAR – WILLMOT■

Timeline

1 February 1984: Mt Druitt – Tregear – Willmot renumbered from part of 2 [1925 number]. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

31 August 1992: Night service provided by combined 767/768.

27 November 1995: Night & Sunday service provided by 769.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand Mt Druitt North Move Zone, covering daytime 766, 767 & 769.

1 November 2004: In a reorganisation of 766, 767 & 769:

- 766 curtailed to Mt Druitt – Tregear.
- 769 provided all service Mt Druitt – Willmot.
- Night service provided by N4, covering daytime 766 & 769, replacing Mt Druitt North Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

16 October 2006: Extended from Tregear to St Marys via Ropes Crossing (new suburb).

11 October 2009: Replaced by parts of new 750, 759 & 780, as a result of Ministry of Transport review of Region 1.

Streets

Mt Druitt – Tregear – Willmot

From 1 February 1984

From Mt Druitt (interchange) via North Pde, Belmore Av, Luxford Rd (**Whalan**), Hatherton Rd (**Tregear**), Forrester Rd, Palmyra Av, Captain Cook Dr (anti-clockwise loop) (**Willmot**), Van Diemen Av, Discovery Av, Captain Cook Dr, Palmyra Av, Forrester Rd, Hatherton Rd (**Tregear**), Luxford Rd, Belmore Av, North Pde to Mt Druitt interchange.

Alterations

- *By 26 May 1986:* From Luxford Rd via Gasmata Cr in both directions.
- *From 27 November 1995:* From Mt Druitt via North Pde, Mount St, Luxford Rd. Unaltered on return.

Mt Druitt – Tregear

From 1 November 2004

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd (**Whalan**), Gasmata Cr, Luxford Rd, Hatherton Rd (**Tregear**), Rymill Rd, Ellsworth Dr, Luxford Rd, Gasmata Cr, Luxford Rd, Belmore Av, North Pde to Mt Druitt interchange.

Mt Druitt – Tregear – Ropes Crossing – St Marys

From 16 October 2006

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Gasmata Cr (**Whalan**), Luxford Rd, Ellsworth Dr (**Tregear**), Susannah Dr to Drummond Av, then Susannah Dr, Pulley Dr to Caley St (**Ropes Crossing**), then Pulley Dr, Susannah Dr, Forrester Rd to St Marys station.

From St Marys (Forrester Rd at station) via reverse route to Gasmata Cr, then Luxford Rd, Belmore Av, North Pde to Mt Druitt interchange.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot	34 round trip	M-F	Willmot	7.42am	Mt Druitt	9.20pm	60	
		Sat		7.29am		6.20pm	60	
		Sun		9.32am		6.18pm	60	

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot	36 round trip	M-F	Willmot	5.06am	Mt Druitt	11.42pm	20	A
		Sat		5.23am		12.12am	30	A
		Sun		7.34am		9.58pm	30	A

A – Includes service at night, early Saturday morning and all day Sunday provided by 769.

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Tregear	35 round trip	M-F	Tregear	5.06am	Tregear	7.59pm	30*	A
		Sat	Mt Druitt	6.48am	Mt Druitt	6.28pm	60	A
		Sun	Tregear	8.13am	Tregear	6.42pm	60	A

* More frequent in peak hours.

A – Includes service at night & all day Saturdays & Sundays provided by 769 (combined 766/767/768).

16 October 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Tregear-Ropes Crossing-St Marys	22	M-F	Mt Druitt	6.37am	St Marys	7.02pm	60*	A
		Sat	St Marys	7.00am	Mt Druitt	7.30pm	60	A
		Sun		9.00am	St Marys	5.53pm	60	A

* More frequent in peak hours.

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

Route 767

MT DRUITT – TREGEAR – ST MARYS ■

Timeline

1 February 1984: Renumbered from part of 2 [1925 number]. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986: Night service provided by combined 767/768.

27 November 1995: Night & Sunday service provided by 769.

May 1999: Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand Mt Druitt North Move Zone, covering daytime 766, 767 & 769.

1 November 2004: Replaced by 769 (which then became a full time route) as part of a reorganisation of 766, 767 & 769.

Streets

From 1 February 1984

From Mt Druitt (interchange) via North Pde, Belmore Av, Luxford Rd (**Whalan**), Hatherton Rd (**Tregear**), Rymill Rd, Ellsworth Dr, Aurora Dr, Debrincat Av, Glossop St, Phillip St, Lethbridge St, Station St to St Marys station. Reverse on return.

Trips from St Marys terminating at Tregear (loop): Ex St Marys from Debrincat Av via (right) Aurora Dr, Luxford Rd, Hatherton Rd, then return to St Marys.

Alteration

From 27 November 1995: From Mt Druitt via North Pde, Mount St, Luxford Rd. Unaltered on return.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Tregear-St Marys	Fr St M 20STr 25M	M-F	St Marys	5.24amM	St Marys	8.55pmM 11.20pmT	A	
		Sat		6.28amM		5.55pmM 11.55pmT	B	
		Sun		8.55amM		5.55pmM 9.20pmT	C	

* More frequent in peak hours.

A – Day, St Marys-Mt Druitt 30*. Night, St Marys-Tregear. Plus short-working/s before first trip shown.

B – Day, St Marys-Mt Druitt 30. Night, St Marys-Tregear. Plus short-working/s before first trip shown.

C – Day, St Marys-Mt Druitt 60. Night, St Marys-Tregear. Plus short-working/s before first trip shown.

M – To Mt Druitt.

STr – Round trip St Marys-Tregear-St Marys.

T – To Tregear loop.

26 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Tregear-St Marys	Fr St M 30STr 25M	M-F	St Marys	5.25amM	St Marys	8.52pmM 11.30pmT	A	
		Sat		5.25amM		5.53pmM 11.50pmT	B	
		Sun		8.53amM		5.53pmM 9.23pmT	C	

* More frequent in peak hours.

A – Day, St Marys-Mt Druitt 30*. Includes combined 767/768 St Marys-Tregear-Willmot at night. Plus short-working/s before first trip & after last trip shown.

B – Day, St Marys-Mt Druitt 30. Includes combined 767/768 St Marys-Tregear-Willmot at night. Plus short-working/s before first trip & after last trip shown.

C – Day, St Marys-Mt Druitt 60. Includes combined 767/768 St Marys-Tregear-Willmot at night. Plus short-working/s before first trip & after last trip shown.

M – To Mt Druitt.

STr – Round trip St Marys-Tregear-Willmot-St Marys.

T – To Tregear.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Tregear-St Marys	24	M-F	St Marys	5.21am	St Marys	11.00pm	20	A
		Sat		5.10am		11.44pm	30	A
		Sun		7.21am	Mt Druitt	9.58pm	30	B

A – Includes 769 (combined 766/767/768) early mornings & nights. Plus short-working/s before first trip & after last trip shown.

B – Service provided by 769 (combined 766/767/768). Plus short-working/s before first trip & after last trip shown.

Combined Routes 767/768

ST MARYS – TREGEAR – WILLMOT loop■

Timeline

26 May 1986: Service on 767 & 768 provided by combined route on weekday late nights and weekend nights.

Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

1 November 2004: Replaced by 769 (which then became a full time route) as part of a reorganisation of 766, 767 & 769.

Streets

From 26 May 1986

From St Marys (Station St at station) via Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Aurora Dr (**Tregear**), Luxford Rd, Palmyra Av, Captain Cook Dr (anti-clockwise loop) (**Willmot**), Van Diemen Av, Discovery Av, Captain Cook Dr, Palmyra Av, Forrester Rd, Hatherton Rd, Rymill Rd, Ellsworth Dr, Aurora Dr, Debrincat Av, Glossop St, Phillip St, Lethbridge St, Station St to St Marys station.

Route 768

ST MARYS – WILLMOT – LETHBRIDGE PARK■

Timeline

1 February 1984: Renumbered from an amalgamation of parts of 2 [1925 number] (St Marys – Lethbridge Park & St Marys – Willmot). Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986: Selected trips diverted through North St Marys to replace 769. Night service provided by combined 767/768.

31 August 1992: Altered so that standard route ran through North St Marys.

27 November 1995: Night & Sunday service provided by 769 (combined 766/767/768).

May 1999: Majority share of Westbus transferred to National Express Group.

1 November 2004: Replaced in North St Marys by rerouted 782 & in Tregear, Willmot & Lethbridge Park by 769 (which then became a full time route).

Streets

From 1 February 1984

From St Marys (Station St at station) via Station St, Lethbridge St, Phillip St, Glossop St, Forrester Rd, Palmyra Av, Captain Cook Dr (anti-clockwise loop) (**Willmot**), Van Diemen Av, Discovery Av, Captain Cook Dr, Palmyra Av, Luxford Rd, Halmahera Cr, Bougainville Rd (**Lethbridge Park**), Luxford Rd, Hatherton Rd (**Tregear**), Rymill Rd, Ellsworth Dr, Forrester Rd, Glossop St, Phillip St, Lethbridge St, Station St to St Marys station.

Alterations

- *From 26 May 1986*

North St Marys diversion: Ex St Marys from Glossop St via Kurrajong Av, Maple Rd, Debrincat Av, Jackaranda St, Wattle Av, Griffiths St to Forrester Rd. Reverse on return.

- *From 31 August 1992:* North St Marys diversion became the standard route in both directions.

- *By 13 August 2001*

St Marys Leagues Club diversion: Either direction from Forrester Rd via Boronia Rd to St Marys Leagues Club. Reverse on return.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Willmot-Lethbridge Park	36 round trip	M-F	St Marys	4.42am	Willmot	11.36pm	30*	
		Sat		4.55am		12.11am	30	
		Sun		7.29am		9.36pm	60	

* More frequent in peak hours.

26 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Willmot-Lethbridge Park	36 round trip	M-F	St Marys	4.42am	Willmot	11.36pm	30*	A
		Sat		5.25am		12.11am	30	A
		Sun		7.42am		9.36pm	60	A

* More frequent in peak hours.

A – Includes combined 767/768 after 9.30pm M-F; 6.30pm Saturdays & Sundays.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Willmot-Lethbridge Park	36 round trip	M-F	Willmot	4.48am	Willmot	11.11pm	30	A
		Sat		4.49am	St Marys	11.44pm	60	A
		Sun	St Marys	7.21am	Willmot	10.11pm	60	B

A – Includes 769 (combined 766/767/768) early mornings & nights.

B – Service provided by 769 (combined 766/767/768).

Route 768i

ST MARYS – DUNHEVED/ROPES CREEK Industrial Area ■

Timeline

13 August 2001: Unnumbered weekday peak hour trips given number in Sydney Region Route Number System. Operated by Westbus (National Express Group).

Possibly by 1 November 2004: Ceased without replacement.

Timetable Summary

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Dunheved/Ropes Ck Industrial Area	9	M-F	St Marys	6.27am	Ropes Ck Ind'l	4.22pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from St Marys, afternoon from Dunheved/Ropes Creek Industrial Area).

Route 769

ST MARYS – NORTH ST MARYS ■

Timeline

1 February 1984: Renumbered from part of 2 [1925 number]. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986: Replaced by diversions of selected trips on 768.

Streets

From 1 February 1984

From St Marys (Station St at station) via Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Birch St, Wilga St, Poplar St, Mallee St, Maple St, Cypress Rd, Magnolia St (**North St Marys**), Debrincat Av, Wattle Av, Griffiths St, Catalina St, Forrester Rd, Glossop St, Phillip St, Lethbridge St, Station St to St Marys station.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-North St Marys	15 round trip	M-F	Nth St Marys	5.32am	Nth St Marys	6.24pm	60*	
		Sat		7.33am		12.56pm	30-60	
		Sun						

* More frequent in peak hours.

Route 769

MT DRUITT – WILLMOT – TREGEAR – ST MARYS ■

Timeline

27 November 1995: Service on 766, 767 & 768 at nights & on Sundays (including combined night 767/768) provided by combined 769. Operated by Westbus (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand Mt Druitt North Move Zone, covering daytime 766, 767 & 769.

1 November 2004: Became a full time route, replacing 767 completely & Willmot section of 766 & 768. Night service provided by N4, covering daytime 766 & 769, replacing Mt Druitt North Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

16 October 2006: Rerouted from parts of Luxford Rd & Palmyra Av to Hatherton & Forrester Rds.

11 October 2009: Replaced by parts of new 745, 758, 759 & 780, as a result of Ministry of Transport review of Region 1.

Streets

From 27 November 1995

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Gasmata Cr (**Whalan**), Luxford Rd, Hatherton Rd, Forrester Rd, Palmyra Av, Captain Cook Dr (anti-clockwise loop) (**Willmot**), Van Diemen Av, Discovery Av, Captain Cook Dr, Palmyra Av, Forrester Rd, Hatherton Rd, Rymill Rd, Ellsworth Dr (**Tregear**), Aurora Dr, Debrincat Av, Glossop St, Phillip St, Lethbridge St, Station St to St Marys interchange. Reverse on return.

Alterations

- **By 13 August 2001:** Ex Mt Druitt interchange via North Pde, Belmore Av, Luxford Rd, Gasmata Cr (**Whalan**), Luxford Rd, Palmyra Av. Reverse on return.
- **From 16 October 2006:** Ex Mt Druitt interchange via North Pde, Belmore Av, Luxford Rd, Gasmata Cr (**Whalan**), Luxford Rd, Hatherton Rd, Forrester Rd, Palmyra Av. Reverse on return.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot-St Marys	39	M-F	St Marys	6.00am	St Marys	10.43pm	30	A
		Sat	Mt Druitt	6.48am	Mt Druitt	10.14pm	30	A
		Sun	St Marys	8.04am	St Marys	8.16pm	60	A

* More frequent in peak hours.

A – Includes night service provided by N4.

Route 770

ST MARYS – OXLEY PARK – MT DRUITT ■

Timeline

1 February 1984: St Marys – Oxley Park renumbered from part of 2 [1925 number]. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990). Selected night, Saturday afternoon & Sunday service provided by diversions of 771 until 27 November 1995.

October 1984: Operator's name changed to Westbus.

27 November 1995: Reduced to a limited service as a result of 771 being rerouted over parts of 770.

May 1999: Majority share of Westbus transferred to National Express Group.

1 November 2004: Rerouted in Oxley Park & extended from Oxley Park to Mt Druitt, replacing 771 between Oxley Park & Mt Druitt.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Replaced by parts of 774 & S11, as a result of Ministry of Transport review of Region 1.

Streets

St Marys – Oxley Park

From 1 February 1984

From St Marys (Station St at station) via Queen St, Great Western Hwy, Melbourne St, Brisbane St (**Oxley Park**), Perth St, Adelaide St, Sydney St, Brisbane St, Glossop St, Chapel St, Queen St, Station St to St Marys station.

St Marys – Oxley Park – Mt Druitt

From 1 November 2004

From St Marys (interchange) via Queen St, Great Western Hwy, Sydney St, Brisbane St (**Oxley Park**), Perth St, Adelaide St, Melbourne St, Durham St, Carlisle Av, Kurrajong Av, Belmore Av, North Pde to Mt Druitt interchange.

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Carlisle Av, then reverse route to St Marys interchange.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Oxley Park	20 round trip	M-F	St Marys	5.18am	Oxley Pk	7.06pm	60*	
		Sat		6.58am		6.03pm	AM 30 PM 60	A
		Sun		8.50am		5.03pm	60	A

* More frequent in peak hours.

A – Includes diversion of 771 on Saturday afternoon & all day Sunday.

27 November 1995

See also 771

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Oxley Park	20 round trip	M-F	St Marys	7.34am	Oxley Pk	3.42pm	6 trips	
		Sat						
		Sun						

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Oxley Park-Mt Druitt	23	M-F	Mt Druitt	6.55am	St Marys	7.22pm	60	
		Sat	St Marys	6.32am		6.32pm	120	
		Sun		8.32am	Mt Druitt	5.00pm	120	

Route 770

MT DRUITT – COLYTON – ST MARYS – CLAREMONT MEADOWS – UNIVERSITY of WESTERN SYDNEY Penrith – PENRITH via Carpenter St & Jamison Rd

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

11 October 2009: Commenced by Westbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 1.

- Replaced 790 between Penrith and St Marys on a slightly altered route.
- Replaced parts of 771 & 772 between St Marys & Carpenter St.
- Extended to Mt Druitt.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Great Western Hwy, Hewitt St, Carpenter St (**Colyton**), Monfarville St, Saddington St, Mamre Rd, Queen St, **St Marys** interchange, then Queen St, Charles Hackett Dr, Great Western Hwy, Gipps St, (first) Sunflower Dr (**Claremont Meadows**), O'Connell St (**University of Western Sydney Penrith**), Second Av, Manning St, Casuarina Cct, Angophora Av, Peppermint Cr, Bringelly Rd, Jamison Rd, Evan St, Stafford St, Castlereagh St, Derby St, Station St, Henry St, Riley St, Jane St to Penrith interchange.

From Penrith (interchange) via Station St, then reverse route to Mt Druitt interchange.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Colyton-St Marys-Penrith	65	M-F	Mt Druitt	5.03am	Mt Druitt	10.20pm	30	
		Sat		6.05am		10.22pm	60	A
		Sun		8.05am		7.22pm	60	

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

Route 771

ST MARYS – COLYTON via Carpenter St

ST MARYS – COLYTON – MT DRUITT via Desborough Rd

Timeline

1 February 1984:

- St Marys – Colyton via Carpenter St renumbered from part of 2 [1925 number].
- Night service provided by combined 771/772.
- Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986: Night service provided by combined 771/772/773.

12 January 1992: In a rearrangement of 771 & 772:

- Altered to run via Desborough Rd, instead of Carpenter St. Service in Carpenter St replaced by 772.
- Combined night service replaced by trips on individual routes other than late at night.

27 November 1995: Route extended from Colyton to Mt Druitt via Oxley Park, replacing part of 770. Service on 770 reduced as a result.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand St Marys South Move Zone, covering daytime 771, 772, 773 & 774.

1 November 2004:

- Curtailed to run St Marys – Colyton via Desborough Rd.
- Oxley Park – Mt Druitt replaced by extension of 770.
- Altered to run via Charles Hackett Dr & Saddington St instead of Mamre Rd, replacing 780 in Charles Hackett Dr.
- Route same as pre-27 November 1995 except for rerouting via Charles Hackett Dr.
- Night service provided by N5, covering daytime 770, 771, 772 & 773, replacing St Marys South Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Extended from Colyton to Mt Druitt.
- Night service on N5 replaced by trips on individual routes.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

St Marys – Colyton via Carpenter St

From 1 February 1984

From St Marys (Station St at station) via Queen St, Mamre Rd, Mitchell St, Monfarville St, Carpenter St (**Colyton**), Bennett Rd, Desborough Rd, Barr St, Shepherd St, Hough St, Turner St, Jensen St, Hewitt St, Carpenter St, Monfarville St, Mitchell St, Mamre Rd, Queen St, Station St to St Marys station.

St Marys – Colyton via Desborough Rd

From 12 January 1992

From St Marys (interchange) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carrington St, Murray St, Desborough Rd, Barr St, Shepherd St, Hewitt St (**Colyton**), Carpenter St, Bennett Rd, Desborough Rd, Murray St, Carrington St, Monfarville St, Lonsdale St, Mamre Rd, Queen St, Station St to St Marys interchange.

St Marys – Colyton – Mt Druitt via Desborough Rd

From 27 November 1995

From St Marys (interchange) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carrington St, Murray St, Desborough Rd, Barr St, Shepherd St, Hewitt St (**Colyton**), Carpenter St, Bennett Rd, Great Western Hwy, Sydney St, Brisbane St, Perth St, Adelaide St, Melbourne St, Durham St, Carlisle Av, Kurrajong Av, Oxford Lane, North Pde to Mt Druitt interchange.

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Carlisle Av, then reverse route to St Marys interchange.

St Marys – Colyton via Desborough Rd

From 1 November 2004

From St Marys (interchange) via Queen St, Charles Hackett Dr, Pages Rd, Saddington St, Monfarville St, Carrington St, Murray St, Desborough Rd, Barr St, Shepherd St, Hewitt St (**Colyton**), Carpenter St, Bennett Rd, Desborough Rd, Murray St, Carrington St, Monfarville St, Saddington St, Charles Hackett Dr, Queen St, Station St to St Marys interchange.

St Marys – Colyton – Mt Druitt via Desborough Rd

From 11 October 2009

From St Marys (interchange) via Queen St, Charles Hackett Dr, Pages Rd, Saddington St, Monfarville St, Carrington St, Murray St, Desborough Rd, Barr St, Shepherd St, Hewitt St (**Colyton**), Great Western Hwy, Carlisle Av, Kurrajong Av, Belmore Av, North Pde to Mt Druitt interchange. Reverse on return.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton via Carpenter St	25 round trip	M-F	Carpenter St	4.53am	St Marys	9.22pm	30*	A
		Sat		5.12am		8.22pm	AM 30 PM 60	A
		Sun		7.34am		6.52pm	60	A

* More frequent in peak hours.

A – Night trips provided by diversion of 772.

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton via Desborough Rd	26 round trip	M-F	Colyton	4.52am	Colyton	8.37pm	60*	
		Sat		4.54am		6.38pm	60	
		Sun		7.40am	St Marys	6.07pm	120	

* More frequent in peak hours.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton-Mt Druitt via Desborough Rd	31	M-F	Colyton	4.50am	St Marys	8.30pm	30*	A
			Mt Druitt	6.03pm				
		Sat	St Marys	6.54am	Mt Druitt	6.35pm	60	
		Sun		8.16am		4.45pm	60	B

* More frequent in peak hours.

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

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

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton via Desborough Rd	37 round trip	M-F	Colyton	5.09am	Colyton	7.26pm	30	A
		Sat	St Marys	7.33am		6.54pm	60	A
		Sun		8.33am		5.04pm	60	A

A – Plus later night service provided by N5.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton-Mt Druitt via Desborough Rd	30	M-F	St Marys	6.07am	St Marys	7.55pm	60*	A
		Sat		7.28am		7.28pm	60	
		Sun	Mt Druitt	8.48am		6.28pm	60	

* More frequent in peak hours.

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

Combined Routes 771/772

ST MARYS – COLYTON – ST CLAIR ■

Timeline

1 February 1984: Service on 771 & 772 provided by combined route at nights. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986: Night service provided by combined 771/772/773.

Streets

From 1 February 1984

From St Marys (Station St at station) via 771 to Carpenter St, then Hewitt St, Shepherd St, Bennett Rd, Coonawarra Dr, Erskine Park Dr, Bennett Rd, then 772 to St Marys station.

Combined Routes 771/772/773

ST MARYS – COLYTON – ST CLAIR – WEST ST CLAIR ■

Timeline

26 May 1986: Combined route at night altered from 771/772 to 771/772/773. Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

12 January 1992: Most night service reverted to individual routes.

Streets

From 26 May 1986

From St Marys (Station St at station) via 771 to Carpenter St, then Hewitt St, Shepherd St, Bennett Rd, Coonawarra Dr, Erskine Park Dr, Bennett Rd, Banks Dr, Cook Pde, then 773 to St Marys station.

Route 772

ST MARYS – ST CLAIR – MT DRUITT ■

Timeline

1 February 1984:

- St Marys – St Clair (Erskine Park Rd) commenced as part of reorganisation & renumbering of 2 [1925 number].
- Night service provided by combined 771/772.
- Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986:

- Selected trips extended from St Clair to Mt Druitt.
- Night service provided by combined 771/772/773.

12 January 1992: In a rearrangement of 771 & 772:

- Rerouted via Carpenter St instead of Desborough Rd, Colyton. Service in Desborough Rd provided by 771.
- Short-workings from St Marys to St Clair rerouted in a loop via Explorers Way, St Clair.
- Combined night service replaced by trips on individual routes other than late at night.

27 November 1995: Most trips extended to Mt Druitt. Service in Explorers Way (St Marys-St Clair short-workings, which ceased) replaced by rerouting of 774.

2 September 1996: Night service provided by on-demand service from St Marys station, covering daytime 772 & 773, until 13 August 2001.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand St Marys South Move Zone, covering daytime 771, 772, 773 & 774.

1 November 2004: Night service provided by N5, covering daytime 771, 772 & 773, replacing St Marys South Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Replaced by parts of new 770, 775 & S11.
- Night service on N5 replaced by trips on individual routes.

Streets

St Marys – St Clair (Erskine Park Rd)

From 1 February 1984

From St Marys (Station St at station) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carrington St, Murray St, Desborough Rd, Bennett Rd, Erskine Park Rd (**St Clair**), Coonawarra Dr, Bennett Rd, Desborough Rd, Murray St, Carrington St, Monfarville St, Lonsdale St, Mamre Rd, Queen St, Station St to St Marys station.

St Marys – St Clair – Mt Druitt

From 26 May 1986

From St Marys (Station St at station) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carrington St, Murray St, Desborough Rd, Bennett Rd, Erskine Park Rd (**St Clair**), Peppertree Dr, Swallow Dr [now eastern leg] (**Erskine Park**), Erskine Park Rd, Coonawarra Dr, Colorado Dr, Chatsworth Rd [now Explorers Way], Erskine Park Rd, Roper Rd, Hewitt St, Great Western Hwy, Carlisle Av, Kurrajong Av, Belmore Av, North Pde to Mt Druitt interchange.

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Carlisle Av, then reverse route to St Marys station.

Short-workings from St Marys terminating at St Clair: From Bennett Rd via Coonawarra Dr, then return to St Marys.

Alteration

- **From 24 October 1988:** Ex St Marys from Peppertree Dr via Swallow Dr (complete circuit), Erskine Park Rd, Coonawarra Dr. Reverse on return.
- **From 12 January 1992:** Ex St Marys from Roper Rd via Carlisle Av. Reverse on return.
- **From 12 January 1992 (short-workings from St Marys terminating at St Clair):** From Bennett Rd via Explorers Way, Colorado Dr, then return to St Marys.

From 31 August 1992

From St Marys (interchange) via Queen St, Mamre Rd, Mitchell St, Monfarville St, Carpenter St, Bennett Rd, Erskine Park Rd (**St Clair**), Peppertree Dr, Swallow Dr (complete circuit) (**Erskine Park**), Erskine Park Rd, Coonawarra Dr, Colorado Dr, Explorers Way, Erskine Park Rd, Carlisle Av, Kurrajong Av, Oxford Lane, North Pde to Mt Druitt interchange.

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Carlisle Av, then reverse route to St Marys interchange.

Alteration

From 1 November 2004: Ex St Marys from Mamre Rd via Saddington St, Monfarville St. Reverse on return.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair (Erskine Park Rd)	30 round trip	M-F	Erskine Pk Rd	4.51am	Erskine Pk Rd	9.34pm	30*	
		Sat		5.04am		8.34pm	AM 30 PM 60	A
		Sun		7.26am		7.04pm	60	

* More frequent in peak hours.

A – Plus later trip from St Marys.

26 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair-Mt Druitt	Fr St M 35SCr 33M	M-F	St Clair	4.51amS	Mt Druitt	6.13pmS	A	
			Mt Druitt	6.28amS	St Clair	11.44pmS		
		Sat	St Clair	5.06amS	Mt Druitt	5.50pmS	B	
			Mt Druitt	7.16amS	St Marys	11.20pmC		
		Sun	St Clair	7.28amS	St Clair	8.14pmS	60	D

* More frequent in peak hours.

A – Day, St Marys-St Clair 30*, St Marys-Mt Druitt 60*. Night, combined 771/772/773.

B – Morning, St Marys-St Clair 30, St Marys-Mt Druitt 60. Afternoon, St Marys-Mt Druitt 60. Night, combined 771/772/773.

C – To St Clair.

D – Includes combined 771/772/773 at night.

M – To Mt Druitt.

S – To St Marys.

SCr – Round trip St Marys-St Clair-St Marys.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair-Mt Druitt	35	M-F	St Clair	4.45amS	St Marys	10.30pmM	A	
			Mt Druitt	5.58amS		11.45pmC		
		Sat	St Clair	4.44amS		11.44pmM	B	
			Mt Druitt	5.50amS				
Sun		9.12amS		9.30pmM	60	D		

* More frequent in peak hours.

A – Early morning & late at night, St Marys-St Clair. Day, St Marys-Mt Druitt 30*.

B – Early morning St Marys-St Clair. Day, St Marys-Mt Druitt 30. Night, St Marys-Mt Druitt. Plus short-working/s after last trip shown.

C – To St Clair.

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

M – To Mt Druitt.

S – To St Marys.

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair-Mt Druitt	40	M-F	St Clair	4.52am	St Clair	10.49pm	30*	A
			Mt Druitt	5.59am				
		Sat	Mt Druitt	6.50am		10.34pm	60	A
		Sun		8.50am		8.34pm	60	A

* More frequent in peak hours.

A – Includes night service provided by N5.

Route 773

ST MARYS – WEST ST CLAIR ■

Timeline

1 February 1984:

- Commenced as part of reorganisation & renumbering of 2 [1925 number].
- Night service provided by combined 771/772.
- Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

26 May 1986: Night service provided by combined 771/772/773.

12 January 1992: Combined night service replaced by trips on individual routes other than late at night.

2 September 1996: Night service provided by on-demand service from St Marys station, covering daytime 772 & 773, until 13 August 2001.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand St Marys South Move Zone, covering daytime 771, 772, 773 & 774.

1 November 2004:

- Rerouted via Banks Dr & Bennett Rd to replace part of 774 which ceased from same date.
- Night service provided by N5, covering daytime 770, 771, 772 & 773, replacing St Marys South Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Replaced by parts of new 775 & 776,
- Night service on N5 replaced by trips on individual routes.

Streets

From 1 February 1984

From St Marys (Station St at station) via Queen St, Mamre Rd, Banks Dr, St Clair Av, Melville Rd, Reddington Av [now Moore St], Endeavour Av, Banks Dr, Cook Pde, Solander Dr, Mamre Rd, McIntyre Av, Cook Pde (**West St Clair**), Blackwell Av, Banks Dr, Endeavour Av, then reverse route to St Marys station.

Alteration

From 1 November 2004: Ex St Marys from Blackwell Av via Banks Dr, Bennett Rd, Endeavour Av, Moore St.

Timetable Summary

1 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-West St Clair	31 round trip	M-F	West St Clair	4.50am	St Marys	9.50pm	30*	
		Sat	St Marys	5.27am		11.20pm	AM 30 PM 60	
		Sun		7.47am	West St Clair	7.31pm	60	

* More frequent in peak hours.

26 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-West St Clair	34 round trip	M-F	West St Clair	4.49am	West St Clair	11.49pm	30*	A
		Sat	St Marys	5.28am	St Marys	11.20pm	AM 30 PM 60	A
		Sun		7.47am	West St Clair	8.21pm	60	A

* More frequent in peak hours.

A – Includes combined 771/772/773 at night.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-West St Clair	32 round trip	M-F	West St Clair	4.49am	St Marys	11.45pm	30*	
		Sat		5.31am		11.44pm	30	
		Sun		7.57am		6.47pm	60	

* More frequent in peak hours.

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-West St Clair	41 round trip	M-F	West St Clair	4.51am	West St Clair	10.39pm	30*	A
		Sat	St Marys	7.33am		10.24pm	60	A
		Sun		8.33am		8.24pm	60	A

* More frequent in peak hours.

A – Includes night service provided by N5.

Route 774

MT DRUITT – WEST ST CLAIR ■

Timeline

1 February 1984: Commenced by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager until 1990), as part of reorganisation & renumbering of 2 [1925 number]. Trips formed by extensions of selected 773 trips until 26 May 1986.

October 1984: Operator's name changed to Westbus.

27 November 1995:

- Rerouted via extension of Carlisle Av south of Great Western Hwy; part of route missed partly replaced by extension of 771;
- Rerouted via Explorers Way, replacing route of St Marys-St Clair short-workings of 772.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand St Marys South Move Zone, covering daytime 771, 772, 773 & 774.

1 November 2004: Ceased. Parts of route already covered by 772. Banks Dr & Bennett Rd covered by rerouted 773, although running to St Marys, not Mt Druitt.

Streets

From 1 February 1984

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Durham St, Melbourne St, Great Western Hwy, Hewitt St, Desborough Rd, Bennett Rd, Banks Dr, Blackwell Av, Cook Pde, McIntyre Av, Mamre Rd, Solander Dr, Cook Pde, Banks Dr, Endeavour Av, Reddington Av [now Moore St], Melville Rd, St Clair Av to Banks Dr (**West St Clair**), then to St Marys via 773.

From West St Clair (St Clair Av) (after travelling from St Marys via 773) via reverse route to Mt Druitt.

From 26 May 1986

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Durham St, Melbourne St, Great Western Hwy, Hewitt St, Desborough Rd, Bennett Rd, Banks Dr, Cook Pde (**West St Clair**), Solander Dr, Mamre Rd, McIntyre Av, Cook Pde, Blackwell Av, Banks Dr, Bennett Rd, then reverse route to Mt Druitt interchange.

From 31 August 1992

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Durham St, Melbourne St, Great Western Hwy, Hewitt St, Desborough Rd, Bennett Rd, St Clair Av, Melville Rd, Banks Dr, Cook Pde (**West St Clair**), Solander Dr, Mamre Rd, McIntyre Av, Cook Pde, Blackwell Av, Banks Dr, Bennett Rd, then reverse route to Mt Druitt interchange.

From 27 November 1995

From Mt Druitt (interchange) via North Pde, Mount St, Luxford Rd, Carlisle Av, Roper Rd, Erskine Park Rd, Explorers Way, Bennett Rd, St Clair Av, Melville Rd, Banks Dr, Cook Pde (**West St Clair**), Solander Dr, Mamre Rd, McIntyre Av, Cook Pde, Blackwell Av, Banks Dr, Bennett Rd, Explorers Way, Erskine Park Rd, Roper Rd, Carlisle Av, Kurrajong Av, Oxford Lane, North Pde to Mt Druitt interchange.

Timetable Summary

1 February 1984

Mt Druitt	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-West St Clair	31	M-F	West St Clair	8.56am	Mt Druitt	5.12pm	60	
		Sat						
		Sun						

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-West St Clair	41 round trip	M-F	West St Clair	5.15am	Mt Druitt	11.12pm	30	
		Sat		5.17am		12.12am	30	
		Sun		8.01am		9.30pm	60	

Route 774

PENRITH – UNIVERSITY of WESTERN SYDNEY Penrith – ST MARYS ■

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

27 July 2009: Commenced by Westbus (Comfort Delgro Cabcharge).

11 October 2009: Replaced by Penrith – St Marys parts of new 774, 775 & 776, as a result of Ministry of Transport review of Region 1.

Streets

From 27 July 2009

From Penrith (interchange) via Station St, Derby St, Second Av, O'Connell St, **University of Western Sydney** internal roads, Great Western Hwy, Charles Hackett Dr, Queen St, St Marys interchange. Reverse on return.

Timetable Summary

27 July 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-University of Western Sydney Penrith-St Marys	31	M-F	St Marys	5.00am	Penrith	12.00mn	15	
		Sat		5.04am	St Marys	12.00mn	15	
		Sun		5.04am		12.00mn	15	

Route 774

MT DRUITT – OXLEY PARK – ST MARYS – CLAREMONT MEADOWS – PENRITH

MT DRUITT – OXLEY PARK – ST MARYS – UNIVERSITY of WESTERN SYDNEY

Penrith – PENRITH ■

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Mt Druitt – St Marys – University of Western Sydney Penrith – Penrith commenced by Westbus (Comfort Delgro Cabcharge).
- Together with 775 & 776, replaced previous 774 between Penrith & St Marys.
- Replaced 770 between St Marys & Mt Druitt via Oxley Park on slightly altered route.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

3 June 2018: Rerouted between St Marys & Penrith via Claremont Meadows & Caddens, replacing 778. Previous route between St Marys & Penrith via Western Sydney University continued to be served by 775 & 776.

Streets

Mt Druitt – St Marys – University of Western Sydney Penrith – Penrith

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Durham St, Melbourne St, Brisbane St (**Oxley Park**), Sydney St, Great Western Hwy, Glossop St, Phillip St, Lethbridge St, Station St, **St Marys** interchange, Queen St, Charles Hackett Dr, Great Western Hwy, **University of Western Sydney** internal roads, O'Connell St, Second Av, Derby St, Station St, High St, Riley St to Penrith interchange.

From Penrith (interchange) via Station St, then reverse route to Mt Druitt interchange.

Alteration

From 25 October 2010: Ex Mt Druitt from Charles Hackett Dr via Great Western Hwy, O'Connell St (*not* via University of Western Sydney internal roads). Reverse on return.

Mt Druitt – St Marys – Claremont Meadows – Penrith

From 3 June 2018

From Mt Druitt (interchange) via North Pde, Oxford La, Kurrajong Av, Carlisle Av, Durham St, Melbourne St, Brisbane St (**Oxley Park**), Sydney St, Great Western Hwy, Glossop St, Phillip St, Lethbridge St, Station St, **St Marys** interchange, Queen St, Charles Hackett Dr, Great Western Hwy, Gipps St, Sunflower Dr (north leg), Myrtle Rd, Sunflower Dr (south leg), Gipps St, Caddens Rd, Galea St (**Claremont Meadows**), Central Park Dr, Meadow Cl, Caddens Rd, O'Connell La, Cadda Ridge Rd (**Caddens**), Caddens Rd, Bringelly Rd, Derby St, Station St to Penrith interchange.

From Penrith (interchange) via reverse route to O'Connell La, then Caddens Rd, Galea St, Central Park Dr, Meadow Cl, Caddens Rd, Gipps St, Sunflower Dr (south leg), then reverse route to Mt Druitt.

Timetable Summary

11 October 2009

St Marys – University of Western Sydney Penrith – Penrith routes 774-776

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
774: Mt Druitt-Oxley Pk-St Marys-UWS-Penrith	48	M-F	Penrith	5.28am	Mt Druitt	10.54pm	30	
		Sat		5.40am		10.17pm	60	
		Sun		7.40am		8.17pm	60	A
775: Mt Druitt-Erskine Park-St Marys-UWS-Penrith	71	M-F	Penrith	5.50am	Penrith	10.21pm	30	B
		Sat	Mt Druitt	6.26am		9.55pm	60	A
		Sun		8.36am		7.55pm	60	
776: Mt Druitt-St Clair-St Marys-UWS-Penrith	67	M-F	Mt Druitt	5.10am	Mt Druitt	10.15pm	30	B
		Sat		7.20am		10.18pm	60	A
		Sun		9.20am		8.18pm	60	

Average day frequencies along common route:

M-F St Marys-Penrith (774, 775, 776) 10.

Sat St Marys-Penrith (774, 775, 776) 20.

Sun St Marys-Penrith (774, 775, 776) 20.

* More frequent in peak hours.

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

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

3 June 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Oxley Pk-St Marys-Claremont M'dows-Penrith	64	M-F	Penrith	5.04am	Mt Druitt	11.36pm	30	A
		Sat		5.28am		10.16pm	60	B
		Sun		7.30am		8.28pm	60	A

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

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

Route 775

MT DRUITT – ERSKINE PARK – ST MARYS – UNIVERSITY of WESTERN SYDNEY **Penrith – PENRITH**

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

11 October 2009: Commenced by Westbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 1.

- Together with 774 (until 3 June 2018) & 776, replaced previous 774 between Penrith & St Marys.
- Replaced parts of 772 & 773 between St Marys & Mt Druitt via Erskine Park/St Clair on altered route, in conjunction with 776.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Roper Rd, Swallow Dr (complete circuit) (**Erskine Park**), Peppertree Dr, Erskine Park Rd, Bennett Rd, Endeavour Av, Moore St, Melville Rd (**St Clair**), St Clair Av, Banks Dr, Mamre Rd, Queen St, Station St, **St Marys** interchange, Queen St, Charles Hackett Dr, Great Western Hwy, **University of Western Sydney** internal roads, O'Connell St, Second Av, Derby St, Station St, High St, Riley St to Penrith interchange.

From Penrith (interchange) via Station St, then reverse route to Mt Druitt interchange.

Alteration

From 25 October 2010: Ex Mt Druitt from Charles Hackett Dr via Great Western Hwy, O'Connell St (*not* via University of Western Sydney internal roads). Reverse on return.

Timetable Summary

11 October 2009

See 774

3 June 2018

St Marys – University of Western Sydney Penrith – Penrith routes

775, 776

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
775: Mt Druitt-Erskine Park-St Marys-Penrith	62	M-F	Penrith	5.56am	Penrith	10.22pm	30	A
		Sat		7.11am	Mt Druitt	10.12pm	60	A
		Sun		8.10am	Penrith	8.17pm	60	B
776: Mt Druitt-St Clair-St Marys-Penrith	61	M-F	Mt Druitt	5.16am	Mt Druitt	9.57pm	30	A
		Sat	Penrith	6.43am	Penrith	10.33pm	60	A
		Sun		8.40am		8.54pm	60	C

Average day frequencies along common route:

M-F St Marys-Penrith (775, 776) 15.

Sat St Marys-Penrith (775, 776) 30.

Sun St Marys-Penrith (775, 776) 30.

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

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

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

Route 776

MT DRUITT – ST CLAIR – ST MARYS – UNIVERSITY of WESTERN SYDNEY Penrith – PENRITH

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

11 October 2009: Commenced by Westbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 1.

- Together with 774 (until 3 June 2018) & 775, replaced previous 774 between Penrith & St Marys.
- Replaced parts of 772 & 773 between St Marys & Mt Druitt via Erskine Park/St Clair on altered route, in conjunction with 775.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Roper Rd, Explorers Way, Colorado Dr, Coonawarra Dr, Bennett Rd, Endeavour Av, Banks Dr, Blackwell Av (**St Clair**), Cook Pde, Solander Dr, Mamre Rd, Queen St, Station St, **St Marys** interchange, Queen St, Charles Hackett Dr, Great Western Hwy, **University of Western Sydney** internal roads, O'Connell St, Second Av, Derby St, Station St, High St, Riley St to Penrith interchange.

From Penrith (interchange) via Station St, then reverse route to Mt Druitt interchange.

Alteration

From 25 October 2010: Ex Mt Druitt from Charles Hackett Dr via Great Western Hwy, O'Connell St (*not* via University of Western Sydney internal roads). Reverse on return.

Timetable Summary

11 October 2009

See 774

3 June 2018

See 775

Route 778

ST MARYS – CLAREMONT MEADOWS – CADDENS ■

Timeline

11 October 2009: As a result of Ministry of Transport review of Region 1:

- St Marys – Claremont Meadows (Caddens Rd East) (new residential area) commenced by Westbus (Comfort Delgro Cabcharge).
- Replaced parts of 781 & 790.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

20 November 2016: Extended from Claremont Meadows to Caddens (new suburb).

3 June 2018: Replaced by rerouting of 774 between St Marys & Penrith via Claremont Meadows & Caddens.

Streets

St Marys – Claremont Meadows (Caddens Rd East)

From 11 October 2009

From St Marys (interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps St, Sunflower Dr (north leg), Myrtle Rd, Sunflower Dr (south leg), Gipps St, Caddens Rd, Galea St (**Claremont Meadows**), Central Park Dr, Meadow Pl, Caddens Rd, then reverse route to St Marys interchange.

St Marys – Claremont Meadows – Caddens

From 20 November 2016

Mornings

From St Marys (interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps St, Sunflower Dr (north leg), Myrtle Rd, Sunflower Dr (south leg), Gipps St, Caddens Rd, O'Connell Lane, Cadda Ridge Dr (**Caddens**), Caddens Rd, Galea St (**Claremont Meadows**), Central Park Dr, Meadow Pl, Caddens Rd, Gipps St, then reverse route to St Marys interchange.

Afternoons

From St Marys (interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps St, Sunflower Dr (north leg), Myrtle Rd, Sunflower Dr (south leg), Gipps St, Caddens Rd, Galea St (**Claremont Meadows**), Central Park Dr, Meadow Pl, Caddens Rd, O'Connell Lane, Cadda Ridge Dr (**Caddens**), Caddens Rd, Gipps St, then reverse route to St Marys interchange.

Alteration

From 28 May 2017 (mornings & afternoons): Ex St Marys from Cadda Ridge Dr via Caddens Rd, Braeburn St, Cadda Ridge Dr, O'Connell Lane, Caddens Rd.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Claremont Meadows (Caddens Rd East)	15	M-F	Caddens Rd E	5.35am	St Marys	6.58pm	60*	
		Sat		9.08am		5.56pm	60	
		Sun						

* More frequent in peak hours.

20 November 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Claremont Meadows-Caddens	36 round trip	M-F	Caddens	5.41am	St Marys	6.50pm	60*	
		Sat		8.40am		6.28pm	60	
		Sun	St Marys	8.27am	Caddens	5.27pm	60	

* More frequent in peak hours.

Route 779

ST MARYS – ERSKINE PARK Industrial Area

Timeline

11 October 2009: New peak hour service commenced by Westbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 1.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From St Marys (interchange) via Queen St, Mamre Rd, Erskine Park Rd, Lenore Dr, John Morphett Pl to end, then John Morphett Pl, Lenore Dr, Erskine Park Rd, Mamre Rd, James Erskine Dr to Quarry Rd (Erskine Park Industrial Area). Reverse on return.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Erskine Park Industrial Area	23	M-F	St Marys	6.00am	Erskine Pk Ind	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from St Marys, afternoon from Erskine Park Industrial Area).

Route 780

PENRITH – ST MARYS via Derby St & Second Av

Timeline

16 August 1982: Renumbered from amalgamation of parts of 215 [1925 number]. Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

24 February 1986: Ceased. Partly covered by extension of 790 to O'Connell St.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Castlereagh St, Derby St, Doonmore St, Jamison Rd, Colless St, Derby St, Somerset St, Rodgers St (**Kingswood**), Bringelly Rd, Second Av, O'Connell St, Great Western Hwy, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr] to Queen St (St Marys).

From St Marys (Kungala St at Queen St) via Queen St, Great Western Hwy, then reverse route to Penrith.

Alteration

By November 1983: Extended from St Marys (Kungala St) via Queen St, Station St to St Marys station. Reverse on return.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-St Marys	28	M-F	Penrith	6.30am	Penrith	5.35pm	60	
		Sat	St Marys	8.33am		12.08pm	60	
		Sun						

Route 780

PENRITH – UNIVERSITY of WESTERN SYDNEY Nepean [now Penrith] – ST MARYS■

(Quarry Hills was renamed Claremont Meadows in about 1992.)

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

5 March 1990: Trial service, Kingswood – University of Western Sydney Nepean [now Penrith], commenced by Westbus (Bosnjak family, proprietors).

28 May 1990: Trial service made permanent.

12 January 1992: Extended to operate Penrith – University of Western Sydney Nepean [now Penrith] – St Marys. Until 31 August 1992, weekday off-peak service provided by combined 780/781, which diverted via Quarry Hills.

May 1999: Majority share of Westbus transferred to National Express Group.

13 August 2001: Diverted through Nepean District Hospital.

18 November 2002: Shortened to St Marys – University of Western Sydney Penrith (known as “Unilink”).

1 November 2004: Ceased without direct replacement, probably because University of Western Sydney provided own transport for its students. Service in Charles Hackett Dr replaced by rerouting of 771.

Streets

Kingswood – University of Western Sydney Nepean

From 5 March 1990

From Kingswood (Great Western Hwy at station) via Great Western Hwy to University of Western Sydney Nepean [now Penrith].

From University of Western Sydney Nepean [now Penrith] via Great Western Hwy, O’Connell St, Second Av, Bringelly Rd, Great Western Hwy to Kingswood station.

Penrith – University of Western Sydney Nepean – St Marys

From 12 January 1992

From Penrith (interchange) via Station St, Derby St, Parker St, Great Western Hwy (**Kingswood**), **University of Western Sydney Nepean**, Great Western Hwy, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr], Queen St, Station St to St Marys interchange.

From St Marys (interchange) via Station St, Kungala St [now part of Charles Hackett Dr], Charles Hackett Dr, Great Western Hwy, University of Western Sydney Nepean [now Penrith], Great Western Hwy, O’Connell St (**Kingswood**), Bringelly Rd, Great Western Hwy, Parker St, Derby St, Station St, High St, Riley St, Jane St to Penrith interchange.

By 26 February 2001

From Penrith (interchange) via Station St, Derby St, Somerset St, Rodgers St (**Kingswood**), Bringelly Rd, Second Av, O’Connell St, Great Western Hwy, **University of Western Sydney Nepean**, Great Western Hwy, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr], Queen St, Station St to St Marys interchange.

From St Marys (interchange) via reverse route to Derby St, then Station St, High St, Riley St, Jane St to Penrith interchange.

Alteration

By 13 August 2001: Ex Penrith from Derby St via Nepean Hospital internal road, Somerset St. Reverse on return.

St Marys – University of Western Sydney Penrith

From 18 November 2002

From St Marys (interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, University of Western Sydney Penrith. Reverse on return.

Timetable Summary

5 March 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingswood-Uni of Western Sydney Nepean	19 round trip	M-F	Kingswood	8.25am	UWS Nepean	5.35pm	30	A
		Sat						
		Sun						

A – University semesters only.

12 January 1992

**St Marys – Kingswood bus routes
780, 781**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
780: St Marys-UWS Nepean-Kingswood†	Fr St M 14K 25P	M-F	St Marys	8.03amK	Kingswood	5.32pmS	A	
		Sat						
		Sun						
781: St Marys-Quarry Hills-Orchard Hills	Fr St M 7Q 17O	M-F	Quarry Hills	6.23amS	St Marys	3.56pmO	Ph	
			Orchard Hills	7.29amS		6.36pmQ		
		Sat	Quarry Hills	8.56amS		4.06pmQ	B	
		Sun						
780/781: St Marys-Quarry Hills-UWS Nepean-Kingsw'd†	Fr St M 18K 29P	M-F	Penrith	8.22amS	St Marys	5.25pmP	C	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Penrith.

Average day frequency along common route:

M-F St Marys-Kingswood (780, 780/781) 30.

A – Day, St Marys-Kingswood 60* (selected trips extended to Penrith).

B – 4 trips from Quarry Hills, 3 trips from St Marys.

C – Day, St Marys-Quarry Hills-Kingswood 60* (selected trips extended to Penrith).

K – To Kingswood.

O – To Orchard Hills.

P – To Penrith.

Ph – Peak hours only, St Marys-Quarry Hills (morning from Quarry Hills, afternoon from St Marys), St Marys-Orchard Hills 1 trip (plus school trip).

Q – To Quarry Hills.

S – To St Marys.

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-University of Western Sydney Nepean-St Marys	25	M-F	St Marys	8.48am	Penrith	4.50pm	60	A
		Sat						
		Sun						

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

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Uni of Western Sydney Penrith	8	M-F	St Marys	8.45am	UWS Penrith	5.13pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 780

MT DRUITT – TREGEAR – ROPES CROSSING – CAMBRIDGE PARK – PENRITH

Timeline

11 October 2009: Commenced by Westbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 1. Replaced parts of 769, 782, 783 & 785.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Mt Druitt (interchange) via North Pde, Belmore Av, Luxford Rd (**Whalan**), Hatherton Rd (**Tregear**), Rymill Rd, Ellsworth Dr, Susannah Dr, Pulley Dr, Hollows Pde (**Ropes Crossing**), Ropes Crossing Blvd, Forrester Rd, Christie St, Dunheved Rd, Francis Rd, William St, Oxford St (**Cambridge Park**), The Northern Rd, Parker St, High St, Lawson St, Henry St, Riley St, Jane St to Penrith interchange.

From Penrith (interchange) via Station St, Henry St, then reverse route to Mt Druitt interchange.

Trips from Mt Druitt terminating at Tregear: Ex Mt Druitt from Luxford Rd via Ellsworth Dr, Rymill Rd to Hatherton Rd. Return from Rymill Rd/Ellsworth Dr via Rymill Rd, Hatherton Rd, Luxford Rd.

Alteration

By 26 November 2012 (trips from Mt Druitt terminating at Tregear): Ex Mt Druitt from Hatherton Rd via Forrester Rd, Ellsworth Dr to Rymill Rd. Return from Rymill Rd/Ellsworth Dr unaltered.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Tregear- Ropes Crossing- Cambridge Park- Penrith	Fr MtD 14T 50P	M-F	Mt Druitt	5.17amP	Mt Druitt	9.47pmP 10.47pmT	A	
		Sat		6.52amP		9.55pmP 10.52pmT	B	
		Sun	Penrith	8.35amM		6.52pmP 8.52pmT	C	

A – Day, Mt Druitt-Tregear 15; Mt Druitt-Penrith 30. Night, Mt Druitt-Penrith. Last trip, from Mt Druitt to Tregear.

B – Day, Mt Druitt-Tregear 30; Mt Druitt-Penrith 60. Night, Mt Druitt-Penrith. Last trip, from Mt Druitt to Tregear.

C – Day, Mt Druitt-Tregear 30; Mt Druitt-Penrith 60. Night, Mt Druitt-Penrith. Last 2 trips, from Mt Druitt to Tregear. Plus short-working/s before first trip shown.

M – To Mt Druitt.

P – To Penrith.

T – To Tregear.

Combined Routes 780/781

ST MARYS – QUARRY HILLS – PENRITH ■

(Quarry Hills was renamed Claremont Meadows in about 1992.)

Timeline

12 January 1992: Service on 780 & 781 provided by combined route during weekday off-peak period. Operated by Westbus (Bosnjak family, proprietors).

31 August 1992: Combined route ceased when St Marys – Claremont Meadows [Quarry Hills until about that time] trips replaced by extension of 790 from O'Connell St to St Marys via Claremont Meadows.

Streets

From 12 January 1992

From St Marys (interchange) via Queen St, Kungala St [now part of Charles Hackett Dr], Charles Hackett Dr, Great Western Hwy, Gipps Rd, (first) Sunflower Dr to Myrtle Rd (**Claremont Meadows**), then Sunflower Dr, Gipps Rd, Great Western Hwy, University of Western Sydney Nepean [now Penrith], Great Western Hwy (Kingswood), Parker St, Derby St, Station St to Penrith (interchange)

Route 781

ST MARYS – QUARRY HILLS – ORCHARD HILLS – PENRITH ■

(Quarry Hills was renamed Claremont Meadows in about 1992.)

Timeline

26 May 1986: St Marys – Orchard Hills, possibly a school route converted to limited weekday route service, operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: More frequent weekday service provided St Marys – Quarry Hills [also referred to as South Werrington, now Claremont Meadows], but trips at school times continued as St Marys – Orchard Hills.

12 January 1992: 781 ran St Marys – Claremont Meadows [Quarry Hills until about that time] in weekday peak periods & Saturdays and St Marys – Orchard Hills at school times. Service to Claremont Meadows during weekday off-peak provided by combined 780/781.

31 August 1992: St Marys – Claremont Meadows absorbed into extension of 790 Penrith – Kingswood – Claremont Meadows – St Marys. Limited service, St Marys – Orchard Hills, remained as 781.

May 1999: Majority share of Westbus transferred to National Express Group.

1 November 2004: Extended from Orchard Hills to Penrith via Vines Estate, replacing part of 789.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Largely rerouted, except between St Marys & Claremont Meadows and along Kingswood Rd, as a result of Ministry of Transport review of Region 1. Large parts not replaced. (*See next entry.*)

Streets

St Marys – Orchard Hills

From 26 May 1986

From St Marys (Station St at station) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps Rd, Kent Rd, Landsdowne Rd, Calvert Rd, Homestead Rd to The Northern Rd (Orchard Hills). Reverse on return.

St Marys – Quarry Hills

From 24 October 1988

From St Marys (Station St at station) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps Rd, Sunflower Dr to Myrtle Rd (Quarry Hills). Reverse on return.

Alteration

From 31 August 1992: Ex St Marys from Gipps Rd via Sunflower Dr (north leg), Myrtle Rd, Sunflower Dr (south leg) to Gipps Rd.

See also Quarry Hills diversion (combined Routes 780/781), listed under Route 780 above.

St Marys – Orchard Hills – Penrith

From 1 November 2004

From St Marys (interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps Rd, Kent Rd, Landsdowne Rd to Samuel Marsden Rd, then Landsdowne Rd, Calverts Rd, Homestead Rd, Darvill Rd, Wentworth Rd, Verdheo Way, Cabernet Cct (**Vines estate**), Bordeaux Pl, Verdheo Way, Wentworth Rd, Kingswood Rd (**Orchard Hills**), Caddens Rd, Bringelly Rd, Derby St, Station St to Penrith interchange. Reverse on return, but same direction around Vines estate loop.

Timetable Summary

26 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Orchard Hills	17	M-F	Orchard Hills	7.15am	St Marys	3.45pm	2 trips	A
		Sat						
		Sun						

A – Morning from Orchard Hills, afternoon from St Marys.

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Quarry Hills-Orchard Hills	Fr St M 7Q 17O	M-F	Quarry Hills	6.38amS	St Marys	3.50pmO	A	
			Orchard Hills	7.28amS		6.18pmQ		
		Sat						
		Sun						

* More frequent in peak hours.

A – Day 60*. 2 trips extended to Orchard Hills (morning from Orchard Hills, afternoon from St Marys).

O – To Orchard Hills.

Q – To Quarry Hills.

S – To St Marys.

12 January 1992
See 780

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Orchard Hills-Penrith		M-F	Orchard Hills	7.38amP	Penrith	4.00pmO	2 trips	A
		Sat						
		Sun						

A – Plus 1 trip St Marys-Orchard Hills (morning from Orchard Hills, afternoon from St Marys).

O – To Orchard Hills.

P – To Penrith.

Route 781

ST MARYS – ORCHARD HILLS – GLENMORE PARK – PENRITH

Timeline

11 October 2009: Mostly a new route, except between St Marys & Claremont Meadows and along Kingswood Rd (which follow 781 in previous entry), as a result of Ministry of Transport review of Region 1. Limited service operated by Westbus (Comfort Delgro Cabcharge).

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From St Marys (interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps Rd, Caddens Rd, Ulm Rd, Castle Rd (**Orchard Hills**), Kingswood Rd, Wentworth Rd, Glenmore Pkwy, Surveyors Creek Rd, The Lakes Dr, William Howell Dr, Morrison St (**Glenmore Park**), Glenmore Pkwy, Kenneth Slessor Dr, Harwood Cct, Jeanette Cct, School House Rd, Mulgoa Rd, Jamison Rd, Station St to Penrith interchange.

From Penrith (interchange) via reverse route to Mulgoa Rd, then Jeanette Cct, then reverse route to St Marys interchange.

Alteration

From 21 November 2016 (morning trip *from* Orchard Hills & afternoon trip *to* Orchard Hills): From Caddens Rd/Ulm Rd via Caddens Rd, O'Connell Lane, Cadda Ridge Dr (**Caddens**), Caddens Rd to Ulm Rd.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Orchard Hills-Glenmore Park-Penrith		M-F	Penrith	7.00amS	Penrith	4.30pmO	A	
		Sat						
		Sun						

A – Penrith-Orchard Hills 2 trips (1 trip extended from Orchard Hills to St Marys). Plus short-workings.

O – To Orchard Hills.

S – To St Marys.

Route 782

PENRITH – WERRINGTON – ST MARYS via Greenbank Dr

Timeline

16 August 1982: Penrith – Werrington via Greenbank Dr renumbered from amalgamation of parts of 215 [1925 number]. Operated by Bosnjaks Penrith.

October 1984: Operator's name changed to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

26 April 1994: Extended from Werrington to St Marys, replacing part of 784.

7 April 1997: Shortened to Penrith – Werrington (Lethbridge Av) in a further reorganisation of 782, 784 & 785. Werrington County – Werrington – St Marys replaced by extended 784.

May 1999: Westbus transferred to National Express Group.

13 August 2001: Re-extended from Werrington (Lethbridge Av) to St Marys, replacing 784.

18 November 2002: Night service provided by on-demand Penrith North Move Zone, covering daytime 782, 785 & 787.

1 November 2004:

- Rerouted between Werrington & St Marys via North St Marys, replacing part of 768. Route on south side not replaced.
- Route between Lemongrove Rd & The Northern Rd swapped between 782 & 786.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Curtailed to run Penrith – Werrington only.
- Werrington – St Marys section partly replaced by part of new 780.
- Route through North St Marys partly replaced by rerouting of 745 on 19 October 2009 & by introduction of 782E on 21 December 2011.
- Night service on N3 replaced by trips on individual routes.

26 November 2012: 782 & 782E amalgamated as 782, Penrith – Werrington – North St Marys – St Marys.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

Penrith – Werrington

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Hillcrest Av, Illawong Av, Moonbi Rd, Cooper St, The Northern Rd, Trinity Dr, Pasturegate Av, Greenbank Dr (**Werrington Downs**), Harvest Dr, Singleton Rd, Henry Lawson Av, Ovens Dr, John Batman Av (**Werrington County**), Dunheved Rd, John Oxley Av, Princess St, Gibson Av, Albert St, Parkes Av to Victoria St (Werrington).

From Werrington (Parkes Av/Victoria St) via Victoria St, Gibson Av, then reverse route to Penrith Plaza.

Alterations

- *By November 1983:* To approach Werrington from Gibson Av via Parkes Av to Werrington station. Reverse on return.
- *By 30 April 1984:* To depart from Penrith (Jane St at station) via Station St, Henry St, Lawson St, High St, Evan St. Return from Evan St via Henry St, Riley St, Jane St to Penrith station.

Penrith – Werrington – St Marys

Alteration

From 26 April 1994: Extended from Werrington via Parkes Av, Werrington Rd, The Kingsway, Charles Hackett Dr, Queen St, Station St to St Marys interchange. Reverse on return.

Penrith – Werrington (Lethbridge Av)

From 7 April 1997

From Penrith (interchange) via Station St, High St, Evan St, then same route to John Batman Av, then Lockyer Av, Henry Lawson Av, Dunheved Rd, John Oxley Av, Rugby St, Burton St, Heavey St to Lethbridge Av (Werrington).

From Werrington (Heavey St/Lethbridge Av) via Lethbridge Av, John Oxley Av, Dunheved Rd, then reverse route to High St, then Riley St, Jane St to Penrith interchange.

Alteration

By 8 December 1997: To depart from Penrith (interchange) via Station St, Henry St, Lawson St, High St, Evan St. Return from Evan St via Henry St, Riley St, Jane St to Penrith interchange.

Penrith – Werrington – St Marys

Alterations

- *From 13 August 2001:* Ex Penrith from Dunheved Rd via Francis St, Rugby St, John Oxley Av, Heavey St, Burton St, Victoria St, Parkes Av, Werrington Rd, The Kingsway, Charles Hackett Dr, Queen St, Station St to St Marys interchange. Reverse on return.
- *From 1 November 2004:* Ex Penrith from Lemongrove Rd via Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, then same route to Heavey St, then Lethbridge Av, Princess St, Gibson Av, Victoria St, Parkes Av, Werrington Rd, Christie St, Forrester Rd, Griffiths St (**North St Marys**), Wattle Av, Jackaranda Rd,

Debrincat Av, Maple Rd, Kurrajong Rd, Glossop St, Phillip St, Lethbridge Av, Station St to St Marys interchange. Return via reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith interchange.

Penrith – Werrington

From 11 October 2009

From Penrith (interchange) via Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Trinity Dr, Pasturegate Av, Greenbank Dr (**Werrington Downs**), Harvest Dr, Singleton Av, Henry Lawson Av, Ovens Dr, John Batman Av (**Werrington County**), Dunheved Rd, Francis St, Rugby St, John Oxley Av, Lethbridge Av, Victoria St to Werrington station.

From Werrington (Victoria St at station) via reverse route to High St, then Riley St, Jane St to Penrith interchange.

Penrith – Werrington – North St Marys – St Marys

Alteration

From 26 November 2012: Extended from Werrington via Parkes Av, Werrington Rd, Christie St, Power St, Wordoo St, Forrester Rd, Griffiths St (**North St Marys**), Wattle Av, Jackaranda Rd, Debrincat Av, Maple Rd, Kurrajong Rd, Glossop St, Phillip St, Lethbridge St, Station St to St Marys interchange. Reverse on return.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington	27	M-F	Penrith	6.47am	Werrington	6.52pm	30	A
		Sat	Werrington	8.00am		5.13pm	30**	A
		Sun	Penrith	9.33am		5.13pm	3 trips	

** Less frequent in afternoon.

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

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington	26	M-F	Werrington	5.52am	Penrith	9.10pm	15	A
		Sat		7.20am	Werrington	8.34pm	30	
		Sun	Penrith	8.27am		6.45pm	60	

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

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-St Marys	Fr Pen 25W 33S	M-F	Penrith	5.49amW	St Marys	5.04pmP	A	
				7.20amS	Werrington	9.34pmP		
		Sat	Werrington	7.19amP	St Marys	5.02pmP	B	
			St Marys	9.02amP	Werrington	6.35pmP		
		Sun	Penrith	8.20amW		6.44pmP	60	

A – Day, Penrith-Werrington County 15, Penrith-St Marys 30. Night, Penrith-Werrington. Plus short-working/s before first trip shown.

B – Day, Penrith-St Marys 30. Plus short-working/s before first trip & after last trip shown.

P – To Penrith.

S – To St Marys.

W – To Werrington.

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington (Lethbridge Av)	49 round trip	M-F	Penrith	5.28am	Penrith	9.12pm	20	
		Sat	Werrington	7.20am	Werrington	7.29pm	30	
		Sun		7.49am	Penrith	6.40pm	60	

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-St Marys	Fr Pen 29W 35S	M-F	Werrington	5.34amP	Penrith	6.05pmS	A	
			St Marys	6.55amP		9.20pmW		
		Sat	Penrith	6.51amS	St Marys	7.25pmP	60	B
		Sun		8.38amS		6.15pmP	60	B

A – Day, Penrith-Werrington County 30, Penrith-St Marys 60. Night, Penrith-Werrington. Plus short-working/s before first trip shown.

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington	30	M-F	Werrington	5.35am	Werrington	9.30pm	60*	A
		Sat		7.00am	Penrith	9.15pm	60	
		Sun		9.00am		7.20pm	60	

* More frequent in peak hours.

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

26 November 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-North St Marys-St Marys	Fr Pen 26W 43S	M-F	Werrington	5.33amP	St Marys	2.43pmP	A	
			St Marys	9.43amP	Werrington	9.30pmP		
		Sat	Werrington	7.00amP	St Marys	2.43pmP	B	
			St Marys	9.43amP	Penrith	9.15pmW		
		Sun	Werrington	9.00amP		7.20pmW	60	

* More frequent in peak hours.

A – Peak hours & night, Penrith-Werrington. Day, Penrith-St Marys 60*. Plus short-working/s before first trip shown.

B – Early morning & night, Penrith-Werrington. Day, Penrith-St Marys 60.

P – To Penrith.

S – To St Marys.

W – To Werrington.

Route 782E

WERRINGTON – NORTH ST MARYS – ST MARYS ■

Timeline

21 December 2011: Temporary separate “extension” (hence suffix “E”) of 782 commenced by Westbus (Comfort Delgro Cabcharge), reinstating route curtailed on 11 October 2009.

26 November 2012: 782 & 782E amalgamated as 782, Penrith – Werrington – North St Marys – St Marys.

Streets

From 21 December 2011

From Werrington (Victoria St/Parkes Av) via Parkes Av, Werrington Rd, Christie St, Power St, Wordoo St, Forrester Rd, Griffiths St (**North St Marys**), Wattle Av, Jackaranda Rd, Debrincat Av, Maple Rd, Kurrajong Rd, Glossop St, Phillip St, Lethbridge St, Station St to St Marys interchange. Reverse on return.

Timetable Summary

21 December 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Werrington-North St Marys-St Marys	17	M-F	St Marys	9.28am	Werrington	2.55pm	60	
		Sat		9.38am		2.55pm	60	
		Sun						

Route 783

KINGSWOOD – MT PLEASANT ■

(Mt Pleasant locality has been known as Cranebrook since about 2005.)

Timeline

13 February 1993: Kingswood – Mt Pleasant peak hour trips on 785 renumbered 783, coincident with introduction of “Nepean Nippers” (fleet of minibuses). Operated by Westbus (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

By 13 August 2001: Ceased without direct replacement.

Streets

From 13 February 1993

From Kingswood (Park Av at station) via Richmond Rd, Cam St, Cambridge St, Wrench St, Oxford St, Richmond Rd, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Borrowdale Way, Sherringham Rd (**Mt Pleasant**), Pendock Rd, Borrowdale Way, The Northern Rd, Richmond Rd, Oxford St, Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood station.

Timetable Summary

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingswood-Mt Pleasant	26 round trip	M-F	Mt Pleasant	4.39am	Kingswood	6.27pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 783

KINGSWOOD – CAMBRIDGE GARDENS ■

Timeline

1 November 2004: Weekday peak hour service commenced by Westbus (National Express Group) as a supplement to 782.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Ceased as a result of Ministry of Transport review of Region 1.

Streets

From 1 November 2004

From Kingswood (Park Av at station) via Richmond Rd, Cam St, Cambridge St, Wrench St, Oxford St, Cam St, Eton Rd, Tasman St, Dunheved Rd, Greenbank Dr (**Cambridge Gardens**), Pasturegate Av, Trinity Dr, The Northern Rd, Eton Rd, Cam St, Oxford St, Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood station.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingswood-Cambridge Gardens	36 round trip	M-F	C'bridge Gdns	6.08am	C'bridge Gdns	5.22pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 783

PENRITH – JORDAN SPRINGS

Timeline

6 October 2013: Commenced by Busways Blacktown (Rowe family) to new suburb, at the time of transfer of Region 1 services to successful new tenderer. Replaced part of 673 in Lakeview Dr area.

Streets

From 6 October 2013

From Penrith (interchange) via Jane St, Castlereagh Rd, Waterside Blvd, Lakeview Dr, Laycock St (**Cranebrook**), Borrowdale Rd, The Northern Rd, Jordan Springs Blvd, Lakeside Pde, Cullen Av, Alinta Prom (**Jordan Springs**), Greenwood Pkwy, Lakeside Pde, then reverse route to Penrith interchange.

Alteration

From 28 May 2017: To approach Jordan Springs from Lakeside Pde via Greenwood Pkwy, Sinclair Pde, Flagship Ridge, Greenwood Pkwy to Nabilla St. Reverse on return.

Timetable Summary

6 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jordan Springs	20	M-F	Jordan Springs	5.31am	Penrith	8.32pm	60*	
		Sat		8.26am		6.05pm	60	
		Sun		8.26am		5.05pm	60	

* More frequent in peak hours.

Route 784

PENRITH – KINGSWOOD – WERRINGTON – ST MARYS ■

Timeline

16 August 1982: Penrith – Kingswood – Werrington via Rugby St renumbered from amalgamation of parts of 215 [1925 number]. Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

November 1983: Extended from Werrington to St Marys.

October 1984: Operator's name changed to Westbus.

24 February 1986: Rerouted via Doonmore St & Jamison Rd, replacing part of 780.

26 April 1994:

- Shortened to Penrith – Werrington via Oxford St & partly rerouted as part of reorganisation of 782, 784 & 785.
- Werrington – St Marys section replaced by extended 782.
- Service at night & all day Saturdays & Sundays provided by 787 (combined 784/785)

7 April 1997: Altered to St Marys – Werrington – Werrington County in a further reorganisation of 782, 784 & 785 (*see next entry*), mostly replacing parts of 782. Parts of 784 replaced by rerouting of 785.

Streets

Penrith – Werrington via Rugby St

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Parker St, Cox Av, Richmond Rd, Victoria St, Wrench St, Herbert St, William St (**Cambridge Park**), Wrench St, Rugby St, Burton St, Victoria St, Gibson Av, Albert St, Parkes Av to Victoria St (Werrington).

From Werrington (Parkes Av/Victoria St) via Victoria St, Burton St, then reverse route to Penrith Plaza.

Penrith – Werrington – St Marys via Rugby St

Alteration

From November 1983: Extended from Werrington (Burton St) via Victoria St, Parkes Av, Princess St [now Werrington Rd], Werrington Rd, The Kingsway, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr], Queen St, Station St to St Marys station. Reverse on return.

By 30 April 1984

From Penrith (Jane St at station) via Station St, Derby St, Parker St, Cox Av, Park Av, Walter St, Victoria St, Wrench St, Herbert St, William St (**Cambridge Park**), Wrench St, Rugby St, Burton St, Victoria St (**Werrington**), Parkes Av, Princess St [now Werrington Rd], Werrington Rd, The Kingsway, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr], Queen St, Station St to St Marys station.

From St Marys (Station St at station) via Lethbridge St, Phillip St, Queen St, then reverse route to Derby St, then Henry St, Riley St, Jane St to Penrith station.

Alteration

By 24 February 1986: Ex Penrith from Derby St via Doonmore St, Jamison St, Parker St, Copeland St, Richmond Rd, Park Av, Walter St. Reverse on return.

Penrith – Werrington via Oxford St

By 26 April 1994

From Penrith (interchange) via Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St, Wrench St (**Cambridge Park**), Rugby St, Burton St, Victoria St to Werrington station.

From Werrington (Victoria St at station) via reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith interchange.

Alteration

By 27 November 1995: Ex Penrith from Station St via Derby St, Parker St. Reverse on return.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington	22	M-F	Penrith	7.23am	Werrington	6.17pm	60*	A
		Sat	Werrington	8.07am		12.43pm	60	
		Sun						

* More frequent in peak hours.

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

November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-St Marys	30	M-F	Penrith	7.24am	St Marys	5.20pm	60*	A
		Sat		8.21am		12.01pm	60	A
		Sun						

* More frequent in peak hours.

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

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-St Marys	Fr Pen 27W 35S	M-F	Penrith	7.00am	St Marys	5.32pm	30	A
		Sat		7.55am	Penrith	5.44pm	60	A
		Sun		8.42am	Werrington	5.08pm	120	

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

S – To St Marys.

W – To Werrington.

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington	Fr Pen 21W 36PCr	M-F	Werrington	6.45am	Penrith	9.10pm	30	A
		Sat	Cambridge Pk	7.21am	Cambridge Pk	7.49pm	30	B
		Sun	Penrith	8.50am	Penrith	6.50pm	60	B

A – Night service provided by 787 (combined 784/785). Plus short-working/s before first trip shown.

B – Saturday & Sunday service provided by 787 (combined 784/785).

PCr – Round trip Penrith-Cambridge Park-Penrith (787).

W – To Werrington.

Route 784

ST MARYS – WERRINGTON – WERRINGTON COUNTY

Timeline

7 April 1997: Rerouted in a further reorganisation of 782, 784 & 785. Operated by Westbus (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

1 November 2004: Ceased. Service in Werrington County replaced by rerouting of 782.

Streets

From 7 April 1997

Other than weekday afternoons

From St Marys (interchange) via Queen St, Charles Hackett Dr, The Kingsway, Werrington Rd, Parkes Av (Werrington), Victoria St, Burton St, Rugby St, Francis St, Dunheved Rd, Greenbank Dr, Harvest Dr, Henry Lawson Av (Werrington County), Ovens Dr, John Batman Av, Dunheved Rd, John Oxley Av, Rugby St, Burton St, then reverse route to St Marys interchange.

Weekday afternoons

Via loop through Werrington County in reverse direction.

Timetable Summary

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Werrington-Werrington County	21WCr 36SCr	M-F	Werrington County	5.04amW	St Marys	5.19pmC	A	
				7.18amS	Werrington	7.15pmC		
		Sat		7.05amW	St Marys	5.43pmC	B	
		Sun		8.57amS				

* More frequent in peak hours.

A – Early morning & evening, Werrington-Werrington County. Day, St Marys-Werrington County 60*.

B – Early morning, Werrington-Werrington County. Day, St Marys-Werrington County 60.

C – To Werrington County.

S – To St Marys.

SCr – Round trip St Marys-Werrington County-St Marys.

W – To Werrington.

WCr – Round trip Werrington-Werrington County-Werrington.

Route 784

PENRITH – CRANE BROOK via Castlereagh Rd

Timeline

1 November 2004: Peak hour service commenced by Westbus (National Express Group), following same route in Cranebrook as 786. Night service provided by N3, covering daytime 782-786.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Night service on N3 replaced by trips on individual routes, as a result of Ministry of Transport review of Region 1.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 1 November 2004

From Penrith (interchange) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd, Grays Lane, Vincent Rd (**Cranebrook**), Andromeda Dr, (second) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Laycock St, Boundary Rd, Cranebrook Rd, Castlereagh Rd, Jane St to Penrith interchange.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook via Castlereagh Rd	41 round trip	M-F	Cranebrook	5.53am	Cranebrook	5.44pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 785

KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK■

PENRITH – CAMBRIDGE PARK – KINGSWOOD■

PENRITH – KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK■

- **Extended from Penrith to Panthers Club (1993-94)**

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

16 August 1982:

- Renumbered from amalgamation of parts of 215 [1925 number]:
 - Penrith – Kingswood – Cambridge Park (loop) (daytime weekdays & Saturday mornings)
 - Penrith – Kingswood – Cambridge Park – Cranebrook (peak hours, nights, Saturday afternoons & all day Sundays), replacing 786.
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984:

- Altered to Penrith – Cambridge Park – Kingswood at most times.
- Afternoon peak hour service from Kingswood to Cambridge Park provided by 786.
- 786 provided all other service to Mt Pleasant.

October 1984: Operator's name changed to Westbus.

13 February 1993: Coincident with introduction of "Nepean Nippers" (fleet of minibuses):

- Extended from Penrith to Panthers Club replacing part of 795, but shortened at Kingswood end, becoming Panthers Club – Penrith – Cambridge Park loop.
- Kingswood – Mt Pleasant trips renumbered 783.

26 April 1994: As part of reorganisation of 782, 784 & 785:

- Curtailed from Panthers Club to Penrith & re-extended from Cambridge Park to Kingswood, becoming Penrith – Cambridge Park – Kingswood.
- 784 & 785 replaced by combined 787 at nights & on Saturdays & Sundays.
- Penrith – Panthers Club replaced by extension of 786.

7 April 1997: Rerouted via Derby, Oxford & Rugby Sts instead of 784, terminating in a large loop at Kingswood, in a further reorganisation of 782, 784 & 785.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand Penrith North Move Zone, covering daytime 782, 785 & 787.

1 November 2004:

- Rerouted in Penrith & Kingswood.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Largely rerouted and extended from Kingswood to Werrington (although no longer serving Kingswood station) (*see next entry*).
- Night service on N3 replaced by trips on individual routes.

Streets

Penrith – Kingswood – Cambridge Park

From 16 August 1982

Weekday daytime & Saturday mornings

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Evan St, Macquarie Av, Thurston St, Glebe Pl, Parker St, Cox Av (**Kingswood**), Richmond Rd, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Richmond Rd, then reverse route to Penrith Plaza.

Nights, Saturday afternoons & Sundays

Extended from Kingswood via Richmond Rd, Cambridge St, Wrench St, Oxford St, The Northern Rd, Andrews Rd, Greygums Rd, Laycock Dr, Borrowdale Way, Sherringham Rd (**Mt Pleasant**), Pendock Rd, Borrowdale Way, The Northern Rd, Oxford St, Wrench St, Cambridge St.

Penrith – Cambridge Park – Kingswood

From 30 April 1984

From Penrith (Jane St at station) via Jane St, Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood station.

From Kingswood (Park Av at station) via Richmond Rd, Cam St, then reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith station.

Kingswood – Cambridge Park – Cranebrook

From 30 April 1984

From Kingswood (Park Av at station) via Richmond Rd, Cam St, Cambridge St, Wrench St, Oxford St (**Cambridge Park**), The Northern Rd, Andrews Rd, Greygums Rd, Laycock Dr, Borrowdale Way, Sherringham Rd (**Cranebrook**), Pendock Rd, Borrowdale Way, The Northern Rd, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood station.

Panthers Club – Penrith – Cambridge Park

From 13 February 1993

From Panthers Club via Panther Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St, **Penrith station**, Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Richmond Rd, Oxford St, Parker St, Glebe Pl, King St, The Crescent, Evan St, Henry St, Riley St, Jane St, **Penrith station**, Station St, Ransley St, Mulgoa Rd, Panther Pl to Panthers Club.

Penrith – Cambridge Park – Kingswood

From 26 April 1994

From Penrith (interchange) via Jane St, Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St (**Cambridge Park**), Barker St, Cambridge St, Wrench St, Harrow Rd, Herbert St, Shaw St, Victoria St, Walter St, Park Av to Kingswood station.

From Kingswood (Park Av at station) via Richmond Rd, Victoria St, then reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith interchange.

From 7 April 1997

From Penrith (interchange) via Jane St, Station St, Derby St, Parker St, Oxford St (**Cambridge Park**), Wrench St, Rugby St, Francis St, Herbert St, Shaw St, Victoria St, Walter St, Park Av (**Kingswood**), Richmond Rd, Cam St, Cambridge St, Wrench St, Harrow Rd, Herbert St, then reverse route to Station St, then High St, Riley St, Jane St to Penrith interchange.

From 13 August 2001

From Penrith (interchange) via Jane St, Station St, Derby St, Parker St, Oxford St (**Cambridge Park**), Wrench St, Rugby St, Francis St, Herbert St, Wrench St, Cambridge St, Cam St, Richmond Rd, Park Av (**Kingswood**), Heath St, Victoria St, Walter St, Joseph St, Richmond Rd, then reverse route to Station St, then High St, Riley St, Jane St to Penrith interchange.

From 1 November 2004

From Penrith (interchange) via Jane St, Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Thurston St, King St, Copeland St, Parker St, Oxford St (**Cambridge Park**), Wrench St, Rugby St, Francis St, Herbert St, Wrench St, Cambridge St, Cam St, Richmond Rd, Park Av (**Kingswood**), Heath St, Victoria St, Walter St, Joseph St, Richmond Rd, then reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith interchange.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Kingswood-Cambridge Park†	37PCr 59PMr	M-F	Cambridge Pk	5.21amK 5.56amP	Penrith	9.00pmC	A	
		Sat		6.46amP		6.28pmC	B	
		Sun	Cranebrook	9.31amP		5.37pmC	4 trips	

** Less frequent in afternoon.

† Selected trips extended to Cranebrook.

A – Day, Penrith-Kingswood-Cambridge Park loop 30. Early morning & late afternoon, extended from Cambridge Park to Cranebrook (some trips Kingswood-Cranebrook).

B – Morning, Penrith-Kingswood-Cambridge Park loop 40**. Early morning & afternoon, extended from Cambridge Park to Cranebrook.

C – To Cambridge Park.

K – To Kingswood.

P – To Penrith.

PCr – Round trip Penrith-Kingswood-Cambridge Park-Kingswood-Penrith.

PMr – Round trip Penrith-Kingswood-Cranebrook-Kingswood-Penrith.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	20	M-F	Cambridge Pk	4.55amK	Kingswood	7.48pmP	30	A
			Penrith	7.11amK				
		Sat		7.21amK		6.26pmP	60	B
		Sun		9.26amK		5.36pmP	6 trips	

A – Extra trip Thursday night.

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

K – To Kingswood.

P – To Penrith.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Panthers Club-Penrith-Cambridge Park	42 round trip	M-F	Cambridge Pk	7.06amP 8.31amA	Panthers Club	8.33pmC	15	
				7.21amP 9.21amA				
		Sun		9.55amA		6.40pmC	60	B

** More frequent service Panthers Club-Penrith.

A – To Panthers Club.

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

C – To Cambridge Park.

P – To Penrith.

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	Fr Pen 18K 36PCr	M-F	Penrith	6.41am	Penrith	9.10pm	30	A
		Sat	Cambridge Pk	7.21am	Cambridge Pk	7.49pm	30	B
		Sun	Penrith	8.50am	Penrith	6.50pm	60	B

A – Includes night service provided by 787 (combined 784/785). Plus short-working/s before first trip shown.

B – Saturdays & Sundays service provided by 787 (combined 784/785).

K – To Kingswood.

PCr – Round trip, Penrith-Cambridge Park-Penrith (787).

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	43 round trip	M-F	Penrith	6.58am	Penrith	9.10pm	30	A
		Sat		8.16am	Kingswood	7.06pm	30	A
		Sun		10.21am		6.42pm	60	A

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

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	60 round trip	M-F	Kingswood	5.30am	Penrith	10.27pm	30	A
		Sat		6.47am		10.12pm	60	B
		Sun		8.47am		8.12pm	60	B

A – Includes night service provided by N3. Plus short-working/s before first trip shown.

B – Includes night service provided by N3.

Route 785

PENRITH – CAMBRIDGE PARK – WERRINGTON

Timeline

11 October 2009: Previous 785 largely rerouted and extended from Kingswood to Werrington (although no longer serving Kingswood station) as a result of Ministry of Transport review of Region 1. Operated by Westbus (Comfort Delgro Cabcharge).

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Penrith (interchange) via Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Thurston St, King St, Copeland St, College St, Cambridge St (**Cambridge Park**), Wrench St, Victoria St, Burton St, Heavey St, Lethbridge Av, Victoria St to Werrington station.

From Werrington (Victoria St at station) via reverse route to High St, then Riley St, Jane St to Penrith interchange.

Alteration

By 6 October 2013: Ex Penrith from Copeland St via Richmond Rd, Cam St, Cambridge St. Reverse on return.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Werrington	26	M-F	Werrington	5.16am	Penrith	8.35pm	60*	A
		Sat	Penrith	6.50am	Werrington	6.30pm	60	
		Sun		8.50am		5.30pm	60	

* More frequent in peak hours.

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

Route 786

KINGSWOOD – CRANEBROOK ■

PENRITH – CRANEBROOK

- **Extended from Penrith to Panthers Club (1994-2002)**

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

16 August 1982:

- Penrith – Cranebrook (full time) and Kingswood – Cranebrook (peak hours) renumbered from part of 215, as part of reorganisation of 215 [1925 numbers].
- Service provided by 785, Penrith – Kingswood – Cranebrook at nights, Saturday afternoons & Sundays.
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

November 1983: Most trips on Saturdays & Sundays provided by 786 instead of 785.

30 April 1984: All trips ran as 786, including Kingswood – Cranebrook peak hour trips which were renumbered from part of 785.

October 1984: Operator's name changed to Westbus.

26 April 1994: Extended from Penrith to Panthers Club instead of 785.

7 April 1997: In a reorganization of 786 & 788:

- 786 remained as Panthers Club – Penrith – Mt Pleasant by an altered route.
- Rerouted 788 covered parts of old 786.
- Night & Sunday service provided by 787 (combined 786/788).

May 1999: Majority share of Westbus transferred to National Express Group.

By 13 August 2001: Extended from Mt Pleasant shops to loop via Camelot Dr & Tornado Cr.

18 November 2002:

- Route shortened to Penrith – Mt Pleasant.
- Penrith – Panthers Club replaced by 794.
- Night service provided by on-demand Penrith North Move Zone, covering daytime 785-788.
- Sunday service provided by 787 (combined 786/788).

1 November 2004:

- 786 & 788 amalgamated as 786 Penrith – Cranebrook.
- Route between Lemongrove Rd & The Northern Rd swapped between 782 & 786.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Night service on N3 replaced by trips on individual routes, as a result of Ministry of Transport review of Region 1.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

Penrith – Cranebrook

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Borrowdale Way, Sherringham Rd (**Cranebrook**), Pendock Rd, Borrowdale Way, The Northern Rd, Caloola Av, then reverse route to Penrith Plaza.

Alteration

By 30 April 1984: From Penrith (Jane St at station) via Station St, Henry St, Lawson St, High St, then same route via Cranebrook back to Evan St, then Henry St, Riley St, Jane St to Penrith station.

Panthers Club – Penrith – Cranebrook

From 26 April 1994

From Panthers Club via Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St (**Penrith**), Station St, then same route via Cranebrook back to Henry St, then Riley St Jane St (**Penrith station**), Station St, Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club.

Alteration

By 27 November 1995: From Panthers Club via Panthers Pl, Mulgoa Rd, Castlereagh Rd, Jane St, then same route via Cranebrook back to Henry St, then Riley St, Jane St (**Penrith**), then Jane St, Castlereagh Rd, Mulgoa Rd, Panthers Pl to Panthers Club.

By 7 April 1997

From Panthers Club via Panthers Pl, Mulgoa Rd, Great Western Hwy, Riley St, Jane St (**Penrith station**), Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Borrowdale Way, Pendock Rd, Sherringham Rd, Borrowdale Way to Laycock St (Cranebrook).

From Cranebrook (Borrowdale Way/Laycock St) via Laycock St, Hosking St, Borrowdale Way, Sherringham Rd, then reverse route to High St, then Riley St, Jane St (**Penrith**), Castlereagh Rd, Mulgoa Rd, Panthers Pl to Panthers Club.

Alteration

By 8 December 1997: Ex Panthers Club from Jane St via Station St, Henry St, Lawson St, High St, Evan St. Return from Evan St via Henry St.

By 13 August 2001

From Panthers Club via Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St (**Penrith**), Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Borrowdale Way, Pendock Rd, Sherringham Rd, Borrowdale Way, Laycock St (**Cranebrook**), Camelot Dr, Bluebird Rd, Tornado Cr, Laycock St, Borrowdale Way, Sherringham Rd, Pendock Rd, Borrowdale Way, The Northern Rd, Caloola Av, then reverse route to Evan St, then Henry St, Riley St, Jane St (**Penrith**), Station St, Henry St, Riley St, High St, Station St, Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club.

Penrith – Cranebrook

Alteration

From 18 November 2002: To start at Penrith (interchange), then via Station St, Henry St, Lawson St, High St, Evan St, The Crescent, Hemmings St, Thurston St, Lemongrove Rd, then same route to Cranebrook and back to Lemongrove Rd, then Macquarie Av, Evan St, Henry St, Riley St, Jane St to Penrith interchange.

From 1 November 2004

From Penrith (interchange) via Station St, Henry St, Lawson St, High St, Evan St, Lemongrove Rd, Coreen Av, Bel-Air Rd, Sunshine Av, Hillcrest Av, Illawong Av, Moonbi Rd, Cooper St, The Northern Rd, Andrews Rd, Greygums Rd, McHenry Rd, Sherringham Rd, Pendock Rd, Borrowdale Way, Laycock St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (second) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Laycock St, Hosking St, Borrowdale Way, Pendock Rd, then reverse route to Lemongrove Rd, then Macquarie Av, Evan St, Henry St, Station St to Penrith interchange.

Kingswood – Cranebrook

From 30 April 1984

From Kingswood (Park Av at station) via Richmond Rd, Cam St, Cambridge St, Wrench St (**Cambridge Park**), Oxford St, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Borrowdale Way, Sherringham Rd (**Cranebrook**), Pendock Rd, Borrowdale Way, The Northern Rd, Oxford St, Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood station.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook	41 round trip	M-F	Cranebrook	5.09am	Penrith	9.00pm	30*	A
		Sat		6.34am		6.28pm	45**	A
		Sun	Penrith	9.21am	Cranebrook	5.56pm	6 trips	A

* More frequent in peak hours.

** Less frequent in afternoon.

A – Includes service provided by 785 to or via Kingswood: weekday early morning, late afternoon and night service; Saturday afternoon; & most trips Sunday.

November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook	40 round trip	M-F	Cranebrook	5.03am	Cranebrook	10.43pm	30*	A
		Sat		6.20am		7.12pm	60	
		Sun	Penrith	9.01am		6.12pm	60	

* More frequent in peak hours.

A – Includes service on weekday early morning, late afternoon and night service provided by 785 to or via Kingswood.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook	36PCr	M-F	Penrith	6.52am	Cranebrook	10.48pm	30	
		Sat	Cranebrook	7.22am		7.15pm	AM 40 PM 60	
		Sun	Penrith	8.00am		7.15pm	60	
Kingswood-Cranebrook	27KCr	M-F	Cranebrook	4.42am	Kingswood	6.21pm	Ph	
		Sat		6.18am		7.12am	Ms	
		Sun						

KCr – Round trip Kingswood-Cranebrook-Kingswood.

Ms – Early morning service.

PCr – Round trip Penrith-Cranebrook-Penrith.

Ph – Peak hours only (both directions).

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook	34 round trip	M-F	Cranebrook	6.03am	Penrith	11.55pm	15	
		Sat		6.23am		11.55pm	30	
		Sun	Penrith	7.46am		9.40pm	30	

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Panthers Club-Penrith-Cranebrook	34PCr 49ACr	M-F	Cranebrook	6.03am	Panthers Club	11.45pm	10	A
		Sat		6.22am		11.45pm	20	A
		Sun	Penrith	7.40am		9.33pm	30	A

A – Extended from Penrith to Panthers Club: weekdays after 9.00am (mostly every 2nd trip); Saturdays after 9.00am (most trips); Sundays after 9.30am (mostly every 2nd trip).

ACr – Round trip Panthers Club-Cranebrook-Panthers Club.

PCr – Round trip Penrith-Cranebrook-Penrith.

7 April 1997

See also 788

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Panthers Club-Penrith-Cranebrook	Fr Crane 19P 26C	M-F	Cranebrook	5.26amP 8.35amA	Panthers Club	11.51pmC	B	
		Sat		5.26amP 9.06amA		11.51pmC	D	
		Sun		6.47amP 9.27amA		8.30pmC	E	

A – To Panthers Club.

B – Early morning, Penrith-Cranebrook. Day, Panthers Club-Cranebrook 20. Includes service at night provided by 787 (combined 786/788).

C – To Cranebrook.

D – Early morning, Penrith-Cranebrook. Day, Panthers Club-Cranebrook 30. Includes service at early morning & night provided by 787 (combined 786/788).

E – Early morning, Penrith-Cranebrook. Day, Panthers Club-Cranebrook 30. Service provided by 787 (combined 786/788).

P – To Penrith.

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Panthers Club-Penrith-Cranebrook	Fr Crane 22P 29C	M-F	Cranebrook	5.20amP 8.31amA	Panthers Club	11.59pmC	B	
		Sat		5.25amP 7.18amA		11.55pmC	D	
		Sun		6.43amP 8.55amA		8.30pmC	E	

* More frequent in peak hours.

A – To Panthers Club.

B – Early morning, Penrith-Mt Pleasant. Day, Panthers Club-Mt Pleasant 30*. Includes service at night provided by 787 (combined 786/788).

C – To Cranebrook.

D – Early morning, Penrith-Mt Pleasant. Day, Panthers Club-Mt Pleasant 30. Includes service at night & early morning provided by 787 (combined 786/788).

E – Early morning, Penrith-Mt Pleasant. Day, Panthers Club-Mt Pleasant 60. Service provided by 787 (combined 786/788).

P – To Penrith.

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Mt Pleasant	51 round trip	M-F	Cranebrook	5.20am	Penrith	10.15pm	30*	A
		Sat	Penrith	5.12am		9.15pm	30	A
		Sun		6.30am		7.45pm	30	B

* More frequent in peak hours.

A – Includes night service provided by Penrith North Move Zone.

B – Day, 787 (combined 786/788). Includes night service provided by Penrith North Move Zone.

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook	55 round trip	M-F	Cranebrook	5.05am	Penrith	10.27pm	30*	A
		Sat	Penrith	6.49am		10.12pm	30	A
		Sun		8.19am		8.12pm	60	A

* More frequent in peak hours.

A – Includes night service provided by N3.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook	60 round trip	M-F	Cranebrook	4.58am	Penrith	10.30pm	30	
		Sat		6.59am		10.39pm	30	
		Sun		7.59am		8.39pm	60	

Route 787

PENRITH – CAMBRIDGE PARK Loop ■

Timeline

26 April 1994: Service on 784 & 785 on weeknights & all day Saturdays & Sundays provided by 787. Operated by Westbus (Bosnjak family, proprietors).

7 April 1997: Ceased as a result of reorganisation of 782, 784 & 785.

Streets

From 26 April 1994

From Penrith (interchange) via Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St, Wrench St, Rugby St (**Cambridge Park**), Burton St, Victoria St, Shaw St, Herbert St, Harrow Rd, Wrench St, Cambridge St, Richmond Rd, Barker St, Oxford St, Parker St, Glebe Pl, King St, The Crescent, Evan St, Henry St, Riley St, Jane St to Penrith interchange.

Route 787

PANTHERS CLUB – PENRITH – CRANEBROOK – NORTH CRANEBROOK ■

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

7 April 1997: In a reorganization of 786 & 788, night & Sunday service replaced by 787 (combined 786/788). Operated by Westbus (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002:

- Shortened to Penrith – Cranebrook – North Cranebrook.
- Penrith – Panthers Club became a separate route, numbered 794.
- Night service provided by on-demand Penrith North Move Zone service covering daytime 785-788.

1 November 2004: Sunday service replaced by rerouted 786 & night service by N3.

Streets

Panthers Club – Penrith – Cranebrook – North Cranebrook

From 7 April 1997

From Panthers Club via Panthers Pl, Mulgoa Rd, Great Western Hwy, Riley St, Jane St (**Penrith**), Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Hindmarsh St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (first) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Sherringham Rd, Pendock Rd, Borrowdale Way, The Northern Rd, then reverse route to High St, then Riley St, Jane St (**Penrith**), Castlereagh Rd, Mulgoa Rd, Panthers Pl to Panthers Club.

By 13 August 2001

From Panthers Club via Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St (**Penrith interchange**), Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Hindmarsh St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (first) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Sherringham Rd, Pendock Rd, Borrowdale Way, The Northern Rd, then reverse route to High St, then Riley St, Jane St (**Penrith interchange**), Station St, Henry St, Riley St, High St, Station St, Ransley St, Panthers Pl to Panthers Club.

Penrith – Cranebrook – North Cranebrook

Alteration

From 18 November 2002: To start at Penrith (interchange), then via same route to North Cranebrook and back to Evan St, then Riley St, Jane St to Penrith interchange.

Route 787

PENRITH FREE SHUTTLE ■

Timeline

14 March 2011: Free shuttle (loop) service commenced by Westbus (Comfort Delgro Cabcharge) on behalf of the NSW Government.

4 August 2013: Ceased without replacement, due to low patronage.

Streets

From 14 March 2011

From Penrith (interchange) one-way loop via Belmore St, Lawson St, Henry St, Station St, Jamison Rd, Mulgoa Rd, Panthers Pl to **Panthers Club**, then Panthers Pl, Ransley St, Station St, Henry St, High St, Castlereagh Rd, Jane St to Penrith interchange.

From 12 December 2011

From Penrith (interchange) one-way loop via Belmore St, Station St, Reserve St, Woodriff St, High St, Kendall St, Henry St, Jane St to Penrith interchange.

Timetable Summary

14 March 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith free shuttle	20	M-F	Panthers Club	9.00am	Panthers Club	2.30pm	15	
		Sat		9.00am		5.30pm	15	
		Sun		9.00am		5.30pm	15	

Route 788

PENRITH – [NORTH] CRANEBOOK – LLANDILO – WINDSOR ■

- **Penrith – Castlereagh (school trips)**
- **Extended from Penrith to Panthers Club (1988-93)**

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

16 August 1982:

- Penrith – Llandilo (limited route service) commenced, possibly being a school service upgraded.
- Penrith – Castlereagh (school trips), probably renumbered from 219 [1925 number].
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

24 October 1988: Extended from Penrith to Panthers Club & from Llandilo to Windsor via Londonderry (probably incorporating part of 680 Penrith – Windsor school route). Penrith – Castlereagh school trips covered by new 678.

13 February 1993: Coincident with introduction of “Nepean Nippers” (fleet of minibuses):

- Service between Panthers Club & Penrith replaced by extension of 785.
- More frequent service provided Penrith – Cranebrook, with selected trips extended from Cranebrook to Windsor.

27 November 1995: Shortened to Penrith – North Cranebrook. Penrith – Windsor trips rerouted in Penrith area & renumbered 673.

7 April 1997: In a reorganization of 786 & 788, 788 rerouted via Richmond Rd & Greygums Rd instead of Castlereagh Rd. Night & Sunday service provided by 787 (combined 786/788).

May 1999: Majority share of Westbus transferred to National Express Group.

2 December 2002: Night service replaced by on-demand Penrith North Move Zone service covering daytime 785-788.

1 November 2004:

- 786 & 788 amalgamated as 786 Penrith – Cranebrook.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

Streets

Penrith – Llandilo

From 16 August 1982

From Penrith (Jane St at station) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd [part now Dulhunty St, Marrett Way, Wagner Pl, Britten Cl & Debussy Pl], Richmond Rd [now The Northern Rd], Ninth Av, Third Av, Seventh Av (**Llandilo**), Second Av, Eighth Av, Third Av, then reverse route to Penrith station.

Alteration

By 30 April 1984: From Penrith station via Station St, Henry St, Great Western Hwy, Castlereagh Rd. Return from Castlereagh Rd via Jane St to Penrith station.

Penrith – Cranebrook – Llandilo – Windsor (selected trips extended to Panthers Club)

From 24 October 1988

From Penrith (Jane St at station) via Station St, Henry St, Great Western Hwy, Castlereagh Rd, Cranebrook Rd, Boundary Rd [part now Dulhunty St, Marrett Way, Wagner Pl, Britten Cl & Debussy Pl] (**Cranebrook**), The Northern Rd, Ninth Av, Third Av, Seventh Av (**Llandilo**), Second Av, Fourth Av, The Northern Rd, Leitch Rd, Howell Rd, Carrington Rd, Bennett Rd, Blacktown Rd, George St, Rickaby St (**South Windsor**), Church St, Ham St, George St, Argyle St, Macquarie St, Brabyn St, George St, Windsor station, George St, Fitzgerald St, Macquarie St, Kable St, The Terrace, Fitzgerald St to George St Mall (Windsor).

From Windsor (Fitzgerald St at George St Mall) via George St, Windsor station, then reverse route to Castlereagh Rd, then Jane St to Penrith station.

Londonderry diversion: From Carrington Rd/Howell Rd via Carrington Rd, Londonderry Rd, Trahlee Rd, Mushcarry Rd, Carrington Rd to Howell Rd.

Route between Penrith & Panthers Club not shown in timetable.

Alterations

- **From 13 February 1993:** From Penrith (interchange) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd, Goldmark Cr, Andromeda Dr, The Northern Rd, Ninth Av. Reverse on return.
- **From 13 February 1993 (trips terminating at Cranebrook):** Ex Penrith from Boundary Rd via Grays Lane, Vincent Rd, The Northern Rd, Andromeda Dr, Goldmark Cr, Boundary Rd.
- **By 26 April 1994:** Ex Penrith from Andromeda Dr via The Northern Rd, Seventh Av, Terrybrook Rd, Eighth Av, Third Av, Seventh Av. Reverse on return.

Penrith – North Cranebrook

From 27 November 1995

From Penrith (interchange) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd, Laycock St [now Hindmarsh St], Grays Lane, Vincent Rd (**North Cranebrook**), The Northern Rd, Andromeda Dr, Goldmark Cr, Boundary Rd, then reverse route to Penrith interchange.

From 7 April 1997

From Penrith (interchange), via Station St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Hindmarsh St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (first) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, then reverse route to High St, then Riley St, Jane St to Penrith interchange.

Alteration

By 18 November 2002: From Penrith (interchange) via Station St, Lawson St, High St, Evan St, The Crescent, Cox Av, Jenkins Av, Copeland St, King St. Reverse on return.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Llandilo	20	M-F	Llandilo	9.00am	Llandilo	3.50pm	A	
		Sat						
		Sun						

A – 1 trip from Penrith & 2 trips from Llandilo every weekday. Extra trip on Friday. Plus school trips.

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Llandilo-Windsor†	Fr Winds 53P 63N	M-F	Windsor	6.40amP 9.23amN	Panthers Club Penrith	5.32pmW 6.25pmW	A	
		Sat						
		Sun						

† Selected trips extended to Panthers Club.

A – 8 trips. Selected off-peak trips extended from Penrith to Panthers Club.

N – To Panthers Club.

P – To Penrith.

W – To Windsor.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook-Windsor	Fr Pen 32PCr 52W	M-F	Cranebrook	5.10amP	Penrith	5.47pmW	A	
			Windsor	6.34amP		8.40pmC		
		Sat	Windsor	8.15amP		5.12pmW	B	
		Sun	Cranebrook	8.51amP	Cranebrook	5.51pmP	60	

* More frequent in peak hours.

A – Day, Penrith-Cranebrook 60*, Penrith-Windsor 8 trips. Night, Penrith-Cranebrook.

B – Penrith-Cranebrook 60; Penrith-Windsor 2 trips. Plus short-working/s before first trip & after last trip shown.

C – To Cranebrook.

P – To Penrith.

PCr – Round trip, Penrith-Cranebrook-Penrith.

W – To Windsor.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-North Cranebrook	32 round trip	M-F	N Cranebrook	5.08am	N Cranebrook	8.49pm	30	
		Sat		7.52am		6.11pm	60	
		Sun		8.53am		5.57pm	60	

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-North Cranebrook	44 round trip	M-F	N Cranebrook	5.00am	Penrith	11.57pm	20	A
		Sat	Penrith	6.05am		11.57pm	30	A
		Sun		6.35am		8.38pm	30	A

A – Includes 787 (combined 786/788) at night, early morning Saturday & all day Sundays. Most 787 trips extended from Penrith to Panthers Club.

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-North Cranebrook	45 round trip	M-F	N Cranebrook	4.57am	Penrith	10.15pm	30	
		Sat	Penrith	6.05am		9.15pm	30	
		Sun		6.30am		7.45pm	30	

A – Includes 787 (combined 786/788) early morning Saturday & all day Sunday. Also includes night service provided by Penrith North Move Zone.

Route 789

PENRITH – LUDDENHAM

PENRITH – ORCHARD HILLS ■

- **Extended from Luddenham to Bringelly (1992)**

Timeline

31 August 1992: Previously unnumbered Penrith – Luddenham, extended to Bringelly & given number in Sydney Region Route Number System. Limited service on weekdays. Operated by Westbus (Bosnjak family, proprietors).

Soon after: Shortened to Penrith – Luddenham (due to Bringelly being outside contract lines of route (?)).

26 April 1994: Extra route, Penrith – Orchard Hills, commenced, running limited off-peak service on weekdays.

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Altered to Penrith – Orchard Hills – Luddenham.

1 November 2004: Penrith – Orchard Hills transferred to 781. 789 reverted to Penrith – Luddenham (still limited service).

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

Penrith – Luddenham – Bringelly

From 31 August 1992

From Penrith (interchange) via Station St, Derby St, Parker St, The Northern Rd to Bringelly Post Office.

From Bringelly (Post Office) via reverse route to Station St, then Henry St, Riley St to Penrith interchange.

Penrith – Luddenham

By 13 February 1993

Mornings

From Luddenham (school) via The Northern Rd, Bringelly Rd, Great Western Hwy, Henry St, Riley St to Penrith interchange.

Afternoons

From Penrith (interchange) via Station St, Henry St, Lawson St, High St, Castlereagh St, Lethbridge St, Parker St, Bringelly Rd, Caddens Rd, Kingswood Rd, Homestead Rd, Calverts Rd to Landsdowne Rd, then via Calverts Rd, Homestead Rd, Darvill Rd, Wentworth Rd, The Northern Rd to Luddenham school.

Penrith – Orchard Hills

From 26 April 1994

From Penrith (interchange) via Station St, Jamison Rd, York Rd, Maxwell St, The Northern Rd, Wentworth Rd, Darvill Rd, Homestead Rd, Calverts Rd to Landsdowne Rd (**Orchard Hills**), then Calverts Rd, Homestead Rd,

Kingswood Rd, Caddens Rd, Bringelly Rd, Maxwell St, York Rd, Jamison Rd, Station St, High St, Riley St to Penrith interchange.

By 26 February 2001

Vines Estate diversion: From Wentworth Rd/Darvill Rd via Wentworth Rd, Verdelho Way, Bordeaux Pl, Cabernet Cct, Verdelho Way, Wentworth Rd to Darvill Rd.

Penrith – Luddenham – Orchard Hills

By 18 November 2002

Mornings

From Penrith (interchange) via Station St, Stafford St, Somerset St, Rodgers St, Bringelly Rd, The Northern Rd, Blaxland Av, Jamsion St (**Luddenham**), Adams Rd, The Northern Rd, Wentworth Rd, Verdelho Way, Bordeaux Pl, Cabernet Cct (**Vines Estate**), Verdelho Way, Wentworth Rd, Darvill Rd, Homestead Rd, Calverts Rd to Landsdowne Rd (**Orchard Hills**), then Calverts Rd, Homestead Rd, Kingswood Rd, Caddens Rd, Bringelly Rd, Rodgers St, Somerset St, Stafford St, Station St, High St, Riley St to Penrith interchange.

Afternoons

From Penrith (interchange) via Station St, Stafford St, Somerset St, Rodgers St, Bringelly Rd, Caddens Rd, Kingswood Rd, Homestead Rd, Calverts Rd to Landsdowne Rd (**Orchard Hills**), then Calverts Rd, Homestead Rd, Darvill Rd, Wentworth Rd, Verdelho Way, Bordeaux Pl, Cabernet Cct (**Vines Estate**), Verdelho Way, Wentworth Rd, The Northern Rd, Blaxland Av, Jamsion St (**Luddenham**), Adams Rd, The Northern Rd, Bringelly Rd, Rodgers St, Somerset St, Stafford St, Station St, High St, Riley St to Penrith interchange.

Penrith – Luddenham

From 1 November 2004

From Penrith (interchange) via Station St, Derby St, Castlereagh St, Lethbridge St, Colless St, Derby St, Parker St, Smith St, Bringelly Rd, The Northern Rd, Blaxland Av, Jamsion St to Luddenham school.

From Luddenham (Jamison St at school) via Adams Rd, The Northern Rd, then reverse route to Parker St, then High St, Lawson St, Henry St, Riley St to Penrith interchange.

Timetable Summary

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Luddenham-Bringelly	33	M-F	Bringelly	7.10am	Bringelly	4.35pm	A	
		Sat						
		Sun						

A – 4 trips from Bringelly, 3 trips from Penrith.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Luddenham	33	M-F	Luddenham	7.32am	Penrith	3.37pm	1 trip	
		Sat						
		Sun						

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Orchard Hills	25	M-F	Orchard Hills	9.02am	Penrith	2.15pm	2 trips	
		Sat						
		Sun						

6 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Luddenham	31	M-F	Penrith	7.00am	Luddenham	4.21pm	2 trips	
		Sat						
		Sun						

Route 790

PENRITH – SOUTH PENRITH (Jamison Rd Loop) ■

PENRITH – KINGSWOOD – CLAREMONT MEADOWS – ST MARYS ■

Timeline

16 August 1982:

- Penrith – South Penrith (Jamison Rd Loop) renumbered from amalgamation of parts of 215 [1925 number].
- Weeknight, Saturday afternoon & Sunday service provided by 792 (combined 790/791).
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984: In a reorganisation of 790, 791 & 792:

- Altered/extended as Penrith – Kingswood via Maxwell St.
- 792 replaced by trips on individual routes 790 & 791 on weeknights, Saturday afternoons and all-day Sundays.

October 1984: Operator's name changed to Westbus.

24 February 1986: Extended from Kingswood to O'Connell St, replacing part of 780.

31 August 1992: Extended from O'Connell St to St Marys via Claremont Meadows, replacing St Marys – Claremont Meadows [Quarry Hills until about that time] trips on 781.

26 April 1994: Rerouted between Penrith & Kingswood via Jamison Rd instead of Racecourse Rd & Maxwell St. 794 replaced 790 along Racecourse Rd.

May 1999: Majority share of Westbus transferred to National Express Group.

13 August 2001: Diverted through Nepean District Hospital.

By 18 November 2002: Diversion through Nepean District Hospital ceased.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Replaced by part of 770 on slightly altered route, as a result of Ministry of Transport review of Region 1.

Streets

Penrith – South Penrith (Jamison Rd Loop)

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd, Jamison Rd, Bringelly Rd, Smith St, Mazepa Av, Hilliger Rd, Tania Av (**South Penrith**), Fragar Rd, Bluegum Av, Gamenya Av, Greenway Dr, Stevenson St, Smith St, Evan St, Stafford St, Castlereagh St, High St, Station St, Jane St to Penrith Plaza.

Penrith – Kingswood via Maxwell St

From 30 April 1984

From Penrith (Jane St at station) via Station St, Derby St, Castlereagh St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), Parker St, Smith St, Bringelly Rd, Peppermint Cr (south leg), Angophora Av, Casuarina Cct, Manning St, Peppermint Cr (north leg), Bringelly Rd, Great Western Hwy to Kingswood station.

From Kingswood (Great Western Hwy at station) via Somerset St, Rodgers St, Bringelly Rd, Peppermint Cr (north leg), then reverse route to Station St, then Henry St, Riley St to Penrith station.

Alteration

From 24 October 1988: To approach Kingswood from Bringelly Rd via Jamison Rd, Somerset St, Rodgers St, Bringelly Rd, Great Western Hwy, O'Connell St, Second Av, Bringelly Rd, Peppermint Cr (north leg).

Penrith – Kingswood – Claremont Meadows – St Marys

From 31 August 1992

From Penrith (interchange) via Station St, Derby St, Castlereagh St, Jamison Rd, Racecourse Rd, Maxwell St, Parker St, Smith St, Somerset St, Rodgers St (**Kingswood**), Bringelly Rd, Peppermint Cr (south leg), Angophora Av,

Casuarina Cct, Manning St, Second Av, O'Connell St, Sunflower Dr (**Claremont Meadows**), Myrtle Rd, Sunflower Dr, Gipps St, Great Western Hwy, Charles Hackett Dr, Queen St, Station St to St Marys station.

From St Marys (Station St at station) via reverse route to Bringelly Rd, then Great Western Hwy (**Kingswood**), Somerset St, then reverse route to Station St, then Henry St, Riley St to Penrith interchange.

Alterations

- **From 26 April 1994:** To leave Penrith via Station St, Derby St, Doonmore St, Jamison Rd, Somerset St. Return via Somerset St, Jamison Rd, Doonmore St, Derby St, Station St, Henry St, Riley St to Penrith station.
- **By 26 February 2001:** Ex St Marys from Bringelly Rd via Rodgers St, Somerset St. Unaltered ex Penrith.
- **By 26 February 2001 (trips terminating at Claremont Meadows (loop)):** Ex Penrith from O'Connell St via (right) Sunflower Dr, Myrtle Rd, Sunflower Dr (anti-clockwise loop), O'Connell St.
- **By 13 August 2001:** Ex Penrith from Somerset St via Derby St, Nepean Hospital internal road, Somerset St. Reverse on return.
- **By 13 August 2001:** Claremont Meadows terminating loop no longer applicable.
- **By 18 November 2002:** Reverted to route as from 26 February 2001.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith (Jamison Rd Loop)	38 round trip	M-F	Sth Penrith	4.52am	Penrith	9.10pm	60*	A
		Sat		6.44am		6.28pm	60**	A
		Sun	Penrith	8.48am		6.28pm	7 trips	A

* More frequent in peak hours.

** Less frequent in afternoon.

A – Includes 792 (combined 790/791) on weeknights, Saturday afternoon and all day Sunday.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Kingswood	23	M-F	Kingswood	5.44am	Penrith	6.24pm	60*	A
		Sat		7.40am		12.08pm	60	B
		Sun						

* More frequent in peak hours.

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

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

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Claremont Meadows-St Marys	39	M-F	Penrith	6.10am	St Marys	5.53pm	60*	A
		Sat		9.13am		4.00pm	120	A
		Sun						

* More frequent in peak hours.

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

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Claremont Meadows-St Marys	39	M-F	Penrith	6.11am	Penrith	8.26pm	30*	A
		Sat	St Marys	7.32am	St Marys	6.00pm	60	B
		Sun	Penrith	9.20am		6.00pm	120	

* More frequent in peak hours.

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

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

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Claremont Meadows-St Marys	37	M-F	Penrith	6.39am	Penrith	10.15pm	30*	A
		Sat		8.17am		9.15pm	60	A
		Sun	St Marys	9.06am		7.00pm	60	B

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Includes night service provided by Penrith South Move Zone.

B – Includes night service provided by Penrith South Move Zone.

Route 791

PENRITH – SOUTH PENRITH Loop ■

Timeline

16 August 1982:

- Renumbered from amalgamation of parts of 215 [1925 number].
- Weeknight, Saturday afternoon & Sunday service provided by 792 (combined 790/791).
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984:

- 792 replaced by trips on individual routes 790 & 791 on weeknights, Saturday afternoons and all-day Sundays.
- Rerouted via Glenbrook & Ikin Sts, replacing part of 794, Penrith – Regentville.

October 1984: Operator's name changed to Westbus.

24 February 1986: Evening trips Mondays to Saturdays diverted via Panthers Club on approach to Penrith (continued until at least 2001).

13 February 1993: Part of route via Glenbrook & Ikin Sts replaced by rerouting of 794, Penrith – Glenmore Park, coincident with introduction of "Nepean Nippers" (fleet of minibuses).

May 1999: Majority share of Westbus transferred to National Express Group.

18 November 2002: Night service provided by on-demand Penrith South Move Zone, covering daytime 791, 796 & 797.

1 November 2004: Weekend & night service provided by N2, covering daytime 791 & 794, replacing Penrith South Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- 791 & 794 rearranged as 791 (no longer a loop) (*see next entry*) & 793.
- Night & weekend N2 replaced by trips on individual routes.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Castlereagh St, Jamison Rd, Racecourse Rd, Alkoomie Av, Lorne Av, Grandview St, Keith St, Evan St, Maxwell St, Fragar Rd [part now Tukara Rd] (**South Penrith**), Moolana Pde, Lowanna Dr, York Rd, Birmingham Rd, Mosely Av, Denintend Pl, York Rd, Maxwell St, Racecourse Rd, Jamison Rd, Castlereagh St, High St, Station St, Jane St to Penrith Plaza.

From 30 April 1984

From Penrith (Jane St at station) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd [part now Tukara Rd] (**South Penrith**), York Rd, Maxwell St, Evan St, Stafford St, Castlereagh St, Station St, Henry St, Riley St to Penrith station.

Glenbrook & Ikin Sts diversion: From York Rd/Ikin St via Ikin St, Glenbrook St, Thurwood Av, Ikin St to York Rd.

Birmingham Rd diversion: From York Rd/Birmingham Rd via Birmingham Rd, Mosely Av, Denintend Pl to York Rd.

Weekday daylight & Saturday morning diversion: From Fragar [now Tukara] Rd via Moolana Pde, Lowanna Dr, York Rd.

Alterations

- **By 24 February 1986:** Birmingham Rd diversion ceased.
- **From 13 February 1993:** Glenbrook & Ikin Sts diversion ceased.
- **From 13 February 1993:** Night, Saturday afternoon & Sunday service again rerouted via Moolana Pde & Lowanna Dr.
- **By 18 November 2002:** Ex Penrith from Tukara Rd via York Rd (*not* via Moolana Pde & Lowanna Dr).

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	38 round trip	M-F	Sth Penrith	5.02am	Penrith	9.10pm	30*	A
		Sat		6.54am	Sth Penrith	6.28pm	60	A
		Sun	Penrith	8.29am	Penrith	6.28pm	60	A

* More frequent in peak hours.

A – Includes 792 (combined 790/791) on weeknights, Saturday afternoon and all day Sunday.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	33 round trip	M-F	Sth Penrith	4.57am	Penrith	11.02pm	30*	
		Sat		6.49am		7.30pm	60	
		Sun		7.41am		7.30pm	60	

* More frequent in peak hours.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	34 round trip	M-F	Sth Penrith	4.38am	Penrith	11.10pm	15	
		Sat		6.24am		11.10pm	30	
		Sun		7.23am	Sth Penrith	9.19pm	60	

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	33 round trip	M-F	Sth Penrith	4.36am	Penrith	10.15pm	30*	A
		Sat		6.02am		9.15pm	40	A
		Sun	Penrith	8.05am		7.00pm	60	A

* More frequent in peak hours.

A – Includes night service provided by Penrith South Move Zone.

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	34 round trip	M-F	Sth Penrith	4.37am	Penrith	10.43pm	30*	A
		Sat	Penrith	6.22am	Sth Penrith	9.39pm	60	A
		Sun		9.22am		7.39pm	60	A

* More frequent in peak hours.

A – Includes night & all day Saturday & Sunday service provided by N2.

Route 791

PENRITH – SOUTH PENRITH – JAMISONTOWN

Timeline

11 October 2009: 791 & 794 rearranged as 791 (no longer a loop) & 793, as a result of Ministry of Transport review of Region 1. Operated by Westbus (Comfort Delgro Cabcharge).

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Penrith (interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Maxwell St (**South Penrith**), Fragar Rd, Tukara Rd, York Rd, Ikin St, Thurwood Av, Glenbrook St (**Jamisontown**), Ikin St, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith- Jamisontown	48 round trip	M-F	Jamisontown	4.48am	Penrith	11.05pm	30*	
		Sat	Penrith	7.26am		10.35pm	60	
		Sun		8.26am		8.35pm	60	

* More frequent in peak hours.

Route 792

PENRITH – SOUTH PENRITH via Jamison Rd

Timeline

16 August 1982: Renumbered from amalgamation of parts of 215 [1925 number]. Night, Saturday afternoons & all day Sunday service on 790 & 791 provided by 792 (combined 790/791). Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984: Replaced by trips on individual routes 790 & 791 as part of reorganisation of 790, 791 & 792.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, High St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd, Jamison Rd, Bringelly Rd, Smith St, Mazepa Av, Hilliger Rd, Tania Av, Fragar Rd [part now Tukara Rd] (**South Penrith**), York Rd, Maxwell St, Evan St, Stafford St, Castlereagh St, High St, Station St, Jane St to Penrith Plaza.

Timetable Summary

See 790 & 791.

Route 792

PENRITH – SOUTH PENRITH – JAMISONTOWN

Timeline

7 April 1997: Replaced part of 794, Penrith – Glenmore Park, when it was rerouted direct via Mulgoa Rd between Penrith & Regentville instead of Racecourse Rd, Glenbrook & Ikin Sts. Operated by Westbus (Bosnjak family, proprietors)

May 1999: Majority share of Westbus transferred to National Express Group.

1 November 2004: Replaced by 794, Penrith – Jamisontown.

Streets

From 7 April 1997

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), York Rd, Ikin St, Glenbrook St, Mulgoa Rd to Stuart St at Westbus bus depot (Jamisontown).

From Jamisontown (Westbus bus depot, Mulgoa Rd at Stuart St) via reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jamisontown	15	M-F	Jamisontown	5.42am	Penrith	6.38pm	60*	
		Sat		7.53am		4.30pm	5 trips	
		Sun						

* More frequent in peak hours.

Route 793

PENRITH – GLENMORE PARK (Precincts 5 & 6) ■

Timeline

31 October 1994: Temporary route to new area of Glenmore Park commenced by Westbus (Bosnjak family, proprietors).

27 November 1995: Replaced by extension of 794.

Streets

From 31 October 1994

From Penrith (interchange) via Station St, Ransley St, Mulgoa Rd, Glenmore Pkwy, Luttrell St [now William Howell Dr], Garswood Rd [now The Lakes Dr], Bija Dr, Muru Dr, (second) Womra Cr (clockwise loop) (**Glenmore Park**), Muru Dr, Bija Dr, Garswood Rd [now The Lakes Dr], Luttrell Rd [now William Howell Dr], Glenmore Pkwy, Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith interchange.

Timetable Summary

31 October 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	33 round trip	M-F	Glenmore Pk	6.45am	Penrith	5.35pm	7 trips	
		Sat						
		Sun						

Route 793

PENRITH – NEPEAN SHORES ■

Timeline

27 November 1995: Penrith – Nepean Shores trips renumbered from 795. Operated by Westbus (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

13 August 2001: Replaced by rerouting of 795.

Streets

From 27 November 1995

From Penrith (interchange) via Station St, Ransley St, Mulgoa Rd, Jamison Rd, McNaughton St, Willoring Cr, Harris St, Jamison Rd, Tench Av to Nepean Shores Resort.

From Nepean Shores (Tench Av at Resort) via reverse route to Mulgoa Rd, then Jamison Rd, Station St, High St, Riley St to Penrith interchange.

Timetable Summary

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Nepean Shores	9	M-F	Nepean Shores	6.28am	Penrith	5.51pm	8 trips	
		Sat		9.30am		12.40pm	1 trip	
		Sun						

Route 793

PENRITH – SOUTH PENRITH Loop

Timeline

11 October 2009: 791 & 794 rearranged as 791 (no longer a loop) & 793, as a result of Ministry of Transport review of Region 1. 793 loop different from previous 791 loop. Operated by Westbus (Comfort Delgro Cabcharge).

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Smith St, Fragar Rd, Maxwell St (**South Penrith**), York Rd, Batt St, Racecourse Rd, Jamison Rd, Station St, High St, Riley St to Penrith interchange.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	33 round trip	M-F	Penrith	5.56am	Sth Penrith	7.16pm	60*	
		Sat		8.10am		6.26pm	60	
		Sun						

* More frequent in peak hours.

Route 794

PENRITH – JAMISONTOWN – REGENTVILLE

Timeline

16 August 1982: Renumbered from part of 208 [1925 number]. Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984: Service in the Glenbrook & Ikin Sts area replaced by diversion of 791. Service in Willoring Cr already being provided by rerouting of 795.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, Jamison Rd, Harris St, Willoring Cr (**Jamisontown**), Mulgoa Rd, Glenbrook St, Kay Cl, Lyn Cct, Romsley Rd, Cameron St, Thurwood Av, Glenbrook St, Drake St, Kempsey St, Enfield St, Ikin St, Glenbrook St, Mulgoa Rd, Factory Rd, Gibbes St, Spencer St to Mulgoa Rd (Regentville).

From Regentville (Spencer St at Mulgoa Rd) via Mulgoa Rd, Glenbrook St, Ikin St, then reverse route to Penrith Plaza.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jamisontown-Regentville	24	M-F	Regentville	6.21am	Penrith	6.24pm	60*	
		Sat		8.04am		12.15pm	A	
		Sun						

* More frequent in peak hours.

A – Service provided by diversion of 795: 1 trip *to* Penrith, 2 trips *from* Penrith.

Route 794

PENRITH – GLENMORE PARK ■

• Trips via Nepean Shores (1992-93)

Timeline

31 August 1992: Penrith – Glenmore Park trips renumbered from part of 795. Weekday trips *to* Penrith ran via Nepean Shores. Operated by Westbus (Bosnjak family, proprietors).

13 February 1993: Coincident with introduction of “Nepean Nippers” (fleet of minibuses):

- Rerouted via Glenbrook St, Thurwood Av & Ikin St, replacing diversion of 791.
- Trips to Nepean Shores again provided by 795.

26 April 1994: Rerouted via Racecourse Rd, replacing part of 790 along Racecourse Rd.

27 November 1995: Extended to new areas of Glenmore Park, replacing temporary 793.

7 April 1997: Rerouted direct via Mulgoa Rd. Route in Racecourse Rd area replaced by 792.

May 1999: Majority share of Westbus transferred to National Express Group.

26 February 2001: Replaced by 796 & 797.

Streets

From 31 August 1992

From Penrith (interchange) via Station St, Ransley St, Mulgoa Rd, Jamison Rd, McNaughton St, Stuart St, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av (clockwise loop) (**Glenmore Park**), Bursaria Cr, Acacia Av, Floribunda Av, Glenmore Pkwy, Kenneth Slessor Dr, Harwood Cct, bus-only link, School House Rd, Mulgoa Rd, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Trips via Nepean Shores (*weekdays*): Ex Glenmore Park from School House Rd via Mulgoa Rd, Factory Rd, Bellevue Rd, Tench Av, Jamison Rd.

Panthers Club diversion: From Mulgoa Rd via Panthers Pl to Panthers Club, then reverse route to Mulgoa Rd.

Alteration

From 13 February 1993: Either direction, from Mulgoa Rd via Glenbrook St, Thurwood Av, Ikin St, Glenbrook St to Mulgoa Rd.

From 26 April 1994

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, School House Dr, bus-only link, Harwood Cct, Kenneth Slessor Dr, Luttrell St, Allison Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, (left) Bursaria Av, Camellia Av (**Glenmore Park**), Bursaria Cr, Lady Jamison Dr, Floribunda Av, Glenmore Pkwy, Mulgoa Rd, Glenbrook St, then reverse route to Station St, then High St, Riley St to Penrith interchange.

By 27 November 1995

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, School House Dr, bus-only link, Harwood Cct, Kenneth Slessor Dr, Luttrell St, Allison Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, (left) Bursaria Av, Camellia Av, Bursaria Cr, Lady Jamison Dr, Floribunda Av, Glenmore Pkwy, Luttrell St [now Morrison St & William Howell Dr], Garswood Rd [now The Lakes Dr], Bija Dr, Muru Dr, Glenmore Pkwy, Surveyors Creek Rd (**Glenmore Park**), Garswood Rd [now The Lakes Dr], Luttrell St [now Morrison St & William Howell Dr], Glenmore Pkwy, Floribunda Av, Acacia Av, (left) Bursaria Av, Camellia Av, Bursaria Cr, Lady Jamison Dr, Floribunda Av, Glenmore Pkwy, Allison Dr, Luttrell St, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Alterations

- **From 7 April 1997:** Ex Penrith from Station St via Ransley St, Mulgoa Rd, School House Dr. Return from School House Dr via Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith station.
- **By 8 December 1997:** From Penrith via Station St, Jamison Rd, Mulgoa Rd. Reverse on return.

Timetable Summary

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	21	M-F	Glenmore Pk	5.41am	Penrith	6.40pm	15 trips	
		Sat		7.24am	Glenmore Pk	6.23pm	60	
		Sun						

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	16	M-F	Glenmore Pk	5.09am	Penrith	9.10pm	30	
		Sat		7.26am		6.10pm	60	
		Sun			8.19am		6.10pm	120

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	46 round trip	M-F	Glenmore Pk	4.30am	Glenmore Pk	9.41pm	30	
		Sat		6.48am	Penrith	6.38pm	60	
		Sun			8.45am		6.14pm	60

Route 794

PENRITH – JAMISONTOWN Loop ■

PENRITH – PANTHERS CLUB – JAMISONTOWN bidirectional loop ■

- **Trips to/via Nepean Shores (2004-09)**
- **Trips to/via Mountainview Retreat Village (2002-09)**

Timeline

18 November 2002: New route, replacing Penrith – Panthers Club section of 786 & 787, with selected trips diverting via Mountainview Retreat Village. Operated by Westbus (National Express Group).

1 November 2004:

- Extended from Panthers Club via Jamisontown Loop, replacing 792. Loop operated anti-clockwise on weekday mornings & clockwise on weekday afternoons.
- Selected trips diverted via Nepean Shores.
- Weekend & night service provided by N2, covering daytime 791 & 794.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

16 October 2006: Ceased to run via Panthers Club.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- 791 & 794 rearranged as 791 (no longer a loop) & 793.
- Nepean Shores again served by diversions of 795.
- Mountainview Retreat Village diversions replaced by S13.
- Night & weekend trips on N2 replaced by trips on individual routes.

Streets

Penrith – Panthers Club

From 18 November 2002

From Penrith (interchange) via Station St, Ransley St, Panthers Pl to Panthers Club.

From Panthers Club (entrance) via Panther Pl, Ransley St, Station St, High St, Riley St to Penrith interchange.

Mountainview Retreat Village diversion: From roundabout on Panthers Pl via Retreat Rd to Village. Reverse on return.

Penrith – Jamisontown Loop

From 1 November 2004

Mornings

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, Glenbrook St, Ikin St, York Rd, Jamison Rd, Station St to Penrith interchange.

Afternoons

Reverse route.

Panthers Club diversion: From Station St via Ransley St, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd.

Mountainview Retreat Village diversion: From roundabout on Panthers Pl via Retreat Rd to Mountainview Retreat Village. Reverse on return.

Nepean Shores diversion: From Glenbrook St/Mulgoa Rd via Mulgoa Rd, Spencer St, Gibbes St, Factory Rd, Bellevue St, Tench Av, Jamison Rd.

Timetable Summary

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Panthers Club	9	M-F	Panthers Club	9.00am	Panthers Club	6.30pm	30	
		Sat	Penrith	8.51am		6.00pm	60	
		Sun		8.51am		6.00pm	60	

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jamisontown Loop	32 round trip	M-F	Penrith	6.15am	Jamisontown	6.50pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Morning, anti-clockwise. Afternoon, clockwise.

Route 794

PENRITH – SOUTH PENRITH – GLENMORE PARK via Bradley St

Timeline

18 May 2014: Commenced by Busways Blacktown (Rowe family) to new residential area of Glenmore Park.

Streets

From 18 May 2014

From Penrith (interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Smith St (**South Penrith**), The Northern Rd, Bradley St, Darug St, Glenmore Ridge Dr, Bluestone Dr, Ridgetop Dr, Shearwater Dr, Woodlands Dr, Glenmore Pkwy to Glenmore Park shops. Reverse on return.

Timetable Summary

18 May 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith-Glenmore Park	33	M-F	Glenmore Pk	5.07am	Glenmore Pk	10.46pm	60*	
		Sat		6.01am	Penrith	10.10pm	60	
		Sun	Penrith	7.41am		6.41pm	60	

* More frequent in peak hours.

Route 795

PENRITH – WARRAGAMBA

- **Trips to/via Nepean Shores (various periods)**
- **Penrith – Glenmore Park (1991-2)**

Timeline

16 August 1982: Penrith – Warragamba renumbered from part of 208 [1925 number]. Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

By 24 February 1986:

- Many additional short-workings introduced, Penrith – Panthers Club.
- Evening trips Mondays to Saturdays from Panthers Club to Penrith provided by diversions of 791.

24 October 1988: Selected trips ran Penrith – Nepean Shores via Regentville.

31 January 1991: New route, Penrith – Glenmore Park (new suburb), commenced.

31 August 1992:

- Penrith – Glenmore Park renumbered 794.
- Trips to Nepean Shores transferred from 795 to 794.

13 February 1993: Coincident with introduction of “Nepean Nippers” (fleet of minibuses):

- Diversion into Panthers Club replaced by extension of 785 from Penrith to Panthers Club.
- Nepean Shores again served by 795 trips (either separate trips or diversions of longer trips).

26 April 1994: Separate trips operated Penrith – Nepean Shores via McNaughton St & Willoring Cr, rather than diversions of Warragamba trips.

27 November 1995: Penrith – Nepean Shores trips renumbered 793.

May 1999: Majority share of Westbus transferred to National Express Group.

13 August 2001: Rerouted via Nepean Shores, replacing 793.

1 November 2004: Diversion via Nepean Shores replaced by 794, Penrith – Jamisontown.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Trips via Nepean Shores again transferred from 794 to 795, as a result of Ministry of Transport review of Region 1.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

Penrith – Warragamba

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith station, Station St, Jamison Rd, Mulgoa Rd (**Mulgoa, Wallacia**), Silverdale Rd (**Silverdale**), Marsh Rd, Warradale Rd, Fourth St, Weir Rd to Seventh St (Warragamba). Reverse on return.

Greendale Rd (Wallacia) diversion: From Mulgoa Rd/Silverdale Rd via Greendale Rd to approx Davenport Dr & return.

Alterations

- **By November 1983:** Ex Penrith from Jamison Rd via Harris St, Willoring Cr to Mulgoa Rd. Reverse on return.
- **By 24 February 1986**
Panthers Club Loop: From Penrith (Jane St at station) via Station St, Jamison Rd, Mulgoa Rd, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St to Penrith station.
Panthers Club diversion: Ex Penrith from Station St via Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd. Reverse on return.
- **By 1 April 1990:** Ex Penrith from Station St via Ransley St, Mulgoa Rd, Jam,ison Rd, McNaughton St, Stuart St, Mulgoa Rd. Reverse on return.
- **By 26 April 1994:** Ex Penrith from Ransley St via Mulgoa Rd direct. On return from Mulgoa Rd via Jamison Rd, Station St.
- **By 8 December 1997:** Ex Penrith from Station St via Jamison Rd, Mulgoa Rd. Reverse on return.
- **By 13 August 2001:** Ex Penrith from Station St via Jamison Rd, McNaughton St, Willoring Cr, Harris St, Jamsion Rd, Tench Av (**Nepean Shores**), Bellevue Av, Factory Rd, Gibbes St, Spencer St, Mulgoa Rd. Return from Mulgoa Rd via Factory Rd, then reverse route.
- **By 1 November 2004:** Ex Penrith from Station St via Jamsion Rd, Mulgoa Rd (*not* via Nepean Shores). Reverse on return

- **By 13 August 2001**

Greendale Rd (Wallacia) diversion: From Greendale Rd via (first) Davenport Dr, Matingara Way, Greendale Rd.

From 11 October 2009

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd (**Mulgoa, Wallacia**), Silverdale Rd (**Silverdale**), Marsh Rd, Warradale Rd, Fourth St, Weir Rd to Seventh St (Warragamba). Reverse on return.

Nepean Shores diversion: Ex Penrith from Mulgoa Rd via Jamison Rd, Tench Av, Bellevue Rd, Factory Rd to Mulgoa Rd. Reverse on return.

Greendale Rd (Wallacia) diversion: From Mulgoa Rd/Greendale Rd via Greendale Rd, (first) Davenport Dr, Matingara Way, Greendale Rd to Mulgoa Rd.

Penrith – Nepean Shores

From 24 October 1988

From Penrith (Jane St at station) via Station St, Jamison Rd, Mulgoa Rd, Spencer St, Gibbes St, Factory Rd, Bellevue St, Tench Av (**Nepean Shores**), Jamison Rd, Station St, High St, Riley St to Penrith station.

Penrith – Glenmore Park

From 31 January 1991

From Penrith (interchange) via Station St, Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd, Glenmore Pkwy, Jamison Rd, McNaughton St, Stuart St, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av (clockwise loop, when complete) (**Glenmore Park**), Bursaria Cr, Acacia Av, Floribunda Av, Glenmore Pkwy, Kenneth Slessor Dr, Harwood Cct, Jeanette St, School House Rd, Mulgoa Rd, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	38	M-F	Warragamba	5.40am	Penrith	6.24pm	7 trips	A
		Sat		7.34am		12.15pm	2 trips	
		Sun		8.07am		6.28pm	1 trip	

A – Extra trip Friday mid-morning.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	43	M-F	Warragamba	5.30am	Penrith	6.24pm	8 trips	A
		Sat		7.36am	Warragamba	3.40pm	B	
		Sun		7.54am		6.30pm	3 trips	

* More frequent in peak hours.

A – Also short-workings Penrith-Regentville.

B – 4 trips from Warragamba, 3 trips from Penrith.

31 January 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	17	M-F	Glenmore Pk	5.44am	Penrith	6.25pm	9 trips	
		Sat						
		Sun						

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	43	M-F	Warragamba	5.27am	Warragamba	7.15pm	60	
		Sat	Penrith	3.46am		7.24pm	A	
		Sun		3.46am	Penrith	6.42pm	4 trips	

A – 5 trips from Warragamba, 4 trips from Penrith.

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	47	M-F	Warragamba	5.20am	Warragamba	8.45pm	60	
		Sat	Penrith	7.10am		8.10pm	6 trips	
		Sun		7.10am		6.40pm	4 trips	

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	47	M-F	Warragamba	5.13am	Penrith	6.55pm	10 trips	
		Sat		7.53am	Warragamba	6.41pm	A	
		Sun		7.57am		3.41pm	B	

A – 5 trips from Warragamba, 4 trips from Penrith.

B – 3 trips from Warragamba, 2 trips from Penrith.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	57	M-F	Warragamba	5.33am	Penrith	6.43pm	A	
		Sat		8.45am		6.38pm	3 trips	
		Sun		10.45am		3.38pm	1 trip	

A – 9 trips from Warragamba, 8 trips from Penrith.

Route 796

PENRITH – JAMISONTOWN – GLENMORE PARK ■

PENRITH – SOUTH PENRITH – GLENMORE PARK WEST ■

Timeline

26 February 2001: Due to expansion of suburb of Glenmore Park, 794 replaced by 796 & 797. 796 was Penrith – South Penrith – Glenmore Park West. Operated by Westbus (National Express Group).

13 August 2001: Glenmore Park services further rearranged into 796, 797 & 798. 796 was Penrith – Jamisontown – Glenmore Park via York Rd & Glenbrook St. Service along Maxwell St & The Northern Rd, South Penrith provided by new 798.

18 November 2002:

- 796, 797 & 798 further rearranged as 796 & 797 only, which were both rerouted.
- 796 altered (a) from York Rd to Racecourse Rd (replacing part of 798) & (b) within Glenmore Park.
- Night service provided by on-demand Penrith South Move Zone, covering daytime 791, 796 & 797.

1 November 2004: In a further rearrangement of Glenmore Park routes, 796 & 797 replaced by 797 & 798.

Streets

Penrith – South Penrith – Glenmore Park West

From 26 February 2001

From Penrith (interchange) via Station St, Jamison Rd, The Northern Rd, Garswood Rd, St Andrews Dr, Glenmore Pkwy, Shearwater Dr, Woodlands Dr, Davison Av [now Town Tce], Glenmore park shopping centre internal road (?), Glenmore Pkwy, Floribunda Av, Acacia Av (**Glenmore Park**), Bursaria Cr, Camellia Av, Glenmore park shopping

centre internal road (?), Davison Av [now Town Tce], then reverse route to Station St, then High St, Riley St to Penrith interchange.

Penrith – Jamisontown – Glenmore Park via York Rd & Glenbrook St

From 13 August 2001

From Penrith (interchange) via Station St, Jamison Rd, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Park shopping centre internal road (?), Woodlands Dr, Shearwater Dr, Glenmore Pkwy, Muru Dr, Womra Cr (**Glenmore Park**), Bulu Dr, William Howell Dr, Morrison St, Luttrell St, Glenmore Park shopping centre internal road (?), Camellia Av, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Penrith – Jamisontown – Glenmore Park via Racecourse Rd & Glenbrook St

From 18 November 2002

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell Rd, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, Morrison St, William Howell Dr, Bulu Dr, Womra Cr, Muru Dr, Buyu Rd, Surveyors Creek Rd, Alston St (**Glenmore Park**), Kukundi Dr, Talara Av, The Lakes Dr, William Howell Dr, Morrison St, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

26 February 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park West	50 round trip	M-F	Glenmore Pk W	4.35am	Penrith	9.25pm	30	
		Sat	Penrith	7.09am	Glenmore Pk W	7.30pm	60	
		Sun		9.55am		6.16pm	120	

Route 797

PENRITH – GLENMORE PARK via Mulgoa Rd

Timeline

26 February 2001: Due to expansion of suburb of Glenmore Park, 794 replaced by 796 & 797. 797 was Penrith – Glenmore Park East via Mulgoa Rd. Operated by Westbus (National Express Group).

13 August 2001: Glenmore Park services further rearranged into 796, 797 & 798. 797 was Penrith – Glenmore Park via Mulgoa Rd, but rerouted within Glenmore Park.

18 November 2002:

- 796, 797 & 798 further rearranged into 796 & 797 only, which were both rerouted within Glenmore Park.
- 797 replaced parts of ceased 798 in eastern Glenmore Park.
- Night service provided by on-demand Penrith South Move Zone, covering daytime 791, 796 & 797.

1 November 2004: In a further rearrangement of Glenmore Park routes:

- 796 & 797 replaced by 797 & 798. 797 ran via Mulgoa Rd.
- Weekend & night service provided by N1, covering daytime 797 & 798, replacing Penrith South Move Zone.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- 797 & 798 rearranged as 797 & 799.
- Night & weekend trips on N1 replaced by trips on individual routes.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

Penrith – Glenmore Park East

From 26 February 2001

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, School House Dr, Jeanette Cr, Luttrell St, Allison Dr, Glenmore Pkwy, Davison Av [now Luttrell St], Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Morrison St, William Howell Dr, The Lakes Dr, Bija Dr, Muru Dr, Glenmore Pkwy, Surveyors Creek Rd (**Glenmore Park**), The Lakes Dr, William Howell Dr, Morrison St, Davison Av [now Luttrell St], Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Allison Dr, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Alteration

From 13 August 2001: Ex Penrith from Surveyors Creek Rd via Alston St, Kukundi Dr, Talara Av, The Lakes Dr.

Penrith – Glenmore Park

From 18 November 2002

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Allison Dr, Glenmore Pkwy, Woodlands Dr, Shearwater Dr, Glenmore Pkwy, Blue Hills Dr, Kingsfield Av, Ridgetop Dr, Glengarry Dr, Glenmore Pkwy, St Andrews Dr to Garswood Rd (**Glenmore Park**), then St Andrews Dr, Glenmore Pkwy, Surveyors Creek Rd, Bujan Dr, Kiber Dr, Muru Dr, Womra Cr, Bulu Dr, William Howell Dr, Morrison St, Luttrell St, Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Allison Dr, Luttrell St, Kenneth Slessor Dr, Harwood Cct, Jeanette St, School House Rd, Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith interchange.

From 1 November 2004

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Allison Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, Morrison St, William Howell Dr, Bija Dr, Muru Dr, Glenmore Pkwy, Alston St (**Glenmore Park**), Kukundi Dr, Talara Av, The Lakes Dr, William Howell Dr, Morrison St, Glenmore Pkwy, Camellia Av, then reverse route to Harwood Cct, then Jeanette St, School House Rd, Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith interchange.

From 11 October 2009

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, Glenmore Pkwy, Floribunda Rd, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, William Howell Dr, The Lakes Dr, Bija Dr, Muru Dr, Glenmore Pkwy, Surveyors Creek Rd (**Glenmore Park**), Alston St, Kukundi Dr, Talara Av, The Lakes Dr, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

26 February 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park East	50 round trip	M-F	Glenmore Pk E	4.30am	Penrith	9.10pm	30	
		Sat	Penrith	7.39am	Glenmore Pk E	8.01pm	60	
		Sun	Glenmore Pk E	8.55am		5.13pm	120	

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith- Glenmore Park	58 round trip	M-F	Glenmore Pk	4.23am	Glenmore Pk	10.58pm	30	A
		Sat	Penrith	6.42am		9.57pm	60	A
		Sun		8.42am		7.57pm	60	A

A – Includes N1 on weeknights, all day Saturday & Sunday.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith- Glenmore Park	58 round trip	M-F	Glenmore Pk	4.31am	Penrith	10.31pm	30	
		Sat		6.30am		11.07pm	60	
		Sun		8.30am		8.07pm	60	

Route 798

PENRITH – SOUTH PENRITH – GLENMORE PARK ■

Timeline

13 August 2001: Commenced by Westbus (National Express Group) due to expansion of suburb of Glenmore Park, when 796 & 797 expanded into three routes, 796, 797 & 798. 798 terminated in a loop at Blue Hills (locality name within eastern Glenmore Park).

18 November 2002: Replaced along Racecourse Rd by rerouted 796 & in eastern Glenmore Park by rerouted 797 as part of further rearrangement of Glenmore Park routes.

1 November 2004: In a further rearrangement of Glenmore Park routes:

- 796 & 797 replaced by 797 & 798. Compared with route before 18 November 2002, 798 was extended from Blue Hills to Glenmore Park shops.
- Night & weekend service provided by N1, covering daytime 797 & 798.

August 2005: Westbus transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: As a result of Ministry of Transport review of Region 1:

- 797 & 798 rearranged as 797 & 799 (both routes now running via Mulgoa Rd, *not* South Penrith).
- Night & weekend trips on N1 replaced by trips on individual routes.

Streets

Penrith – South Penrith – Glenmore Park (Blue Hills)

From 13 August 2001

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), The Northern Rd, Garswood Rd, St Andrews Dr, Glenmore Pkwy, Blue Hills Dr, Kingsfield Av, Ridgetop Dr (**Glenmore Park (Blue Hills)**), Glengarry Dr, Windora Av, Glenmore Pkwy, St Andrews Dr, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Penrith – South Penrith – Glenmore Park via The Northern Rd

From 1 November 2004

From Penrith (interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), The Northern Rd to Wentworth Rd, then The Northern Rd, Garswood Rd, St Andrews Dr, Glenmore Pkwy, Glengarry Dr, Ridgetop Dr, Kingsfield Av, Blue Hills Dr, Glenmore Pkwy, Shearwater Dr, Woodlands Dr, Town Tce to Glenmore Park shops.

From Glenmore Park (Town Tce at shops) via Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Woodlands Dr, then reverse route to Garswood Rd, then The Northern Rd, then reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park (Blue Hills)	58 round trip	M-F	Glenmore Pk	5.00am	Glenmore Pk	7.40pm	30	
		Sat	Penrith	7.20am		5.40pm	120	
		Sun						

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith-Glenmore Park shops	31	M-F	Glenmore Pk	6.04am	Glenmore Pk	10.58pm	60	A
		Sat	Penrith	6.42am		9.57pm	60	A
		Sun		8.42am		7.57pm	60	A

A – Includes N1 on weeknights, all day Saturday & Sunday.

Route 799

PENRITH – GLENMORE PARK (St Andrews Dr) via Mulgoa Rd

Timeline

11 October 2009: 797 & 798 rearranged as 797 & 799 (799 running via Mulgoa Rd, *not* South Penrith as did 798), as a result of Ministry of Transport review of Region 1. Operated by Westbus (Comfort Delgro Cabcharge).

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Glenmore Pkwy, Woodlands Dr, Shearwater Dr, Ridgetop Dr, Glengarry Dr, Glenmore Pkwy, St Andrews Dr to Garswood Rd (Glenmore Park).

From Glenmore Park (St Andrews Dr) (at Garswood Rd) via reverse route to Station St, then High St, Riley St to Penrith interchange.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park (St Andrews Dr)	29	M-F	Glenmore Pk	5.50am	Penrith	7.01pm	60*	
		Sat		7.09am		7.35pm	60	
		Sun						

* More frequent in peak hours.

Route N1

PENRITH – GLENMORE PARK ■

Timeline

1 November 2004: Night & weekend service covering weekday daytime 797 & 798, replacing part of Penrith South Move Zone. Operated by by Westbus (National Express Group).

August 2005: Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Region 1.

Streets

From 1 November 2004

From Penrith (interchange) via Station St, Jamison Rd, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, Blue Hills Dr to Kingsfield Av roundabout (**Glenmore Park**), then Blue Hills Dr, Surveyors Creek Rd, The Lakes Dr, William Howell Dr, Morrison St, Glenmore Pkwy, Mulgoa Rd, Jamison Rd, Station St to Penrith interchange.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	42 round trip	M-F	Penrith	7.54pm	Glenmore Pk	11.05pm	Ns	
		Sat		6.42am		10.04pm	60	
		Sun		8.42am		8.04pm	60	

Ns – Night service.

Route N2

PENRITH – SOUTH PENRITH – JAMISONTOWN ■

Timeline

1 November 2004: Night & weekend service covering weekday daytime 791 & 794, replacing part of Penrith South Move Zone. Operated by by Westbus (National Express Group).

August 2005: Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Region 1.

Streets

From 1 November 2004

From Penrith (interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd, Tukara Rd (**South Penrith**), (right) York Rd, Birmingham Rd, York Rd, Ikin St, Glenbrook St (**Jamisontown**), Mulgoa Rd, Jamison Rd, Station St to Penrith interchange.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith- Jamisontown	35 round trip	M-F	Penrith	7.54pm	Sth Penrith	11.00pm	Ns	
		Sat		6.22am		9.39pm	60	
		Sun		9.22am		7.39pm	60	

Ns – Night service.

Route N3

PENRITH – CRANEBROOK – CAMBRIDGE GARDENS – CAMBRIDGE PARK

Timeline

1 November 2004: Night service covering daytime 782-786, replacing part of Penrith North Move Zone. Operated by Westbus (National Express Group).

August 2005: Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Region 1.

Streets

From 1 November 2004

From Penrith (interchange) via Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, The Northern Rd, Andrews Rd, Greygums Rd, McHenry Rd, Sherringham Rd, Borrowdale Way, Laycock St, Grays Lane, Vincent Rd (**Cranebrook**), Andromeda Dr, (first) Goldmark Dr, Marrett Way, Callisto Dr, Borrowdale Way, The Northern Rd, Trinity Dr (**Cambridge Gardens**), Pasturegate Av, Greenbank Dr, Dunheved Rd, Francis St, William St (**Cambridge Park**), Oxford St, Coreen Av, Lemongrove Rd, Macquarie Av, Henry St, Station St to Penrith interchange.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith- Cranebrook- Cambridge Park	52 round trip	M-F	Penrith	8.12pm	Cranebrook	10.44pm	Ns	
		Sat		9.13pm		10.29pm	Ns	
		Sun		6.12pm		8.29pm	Ns	

Ns – Night service.

Route N4

ST MARYS – WILLMOT – MT DRUITT

Timeline

1 November 2004: Night service covering daytime 766 & 769, replacing Mt Druitt North Move Zone. Operated by Westbus (National Express Group).

August 2005: Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

16 October 2006: N4 split into N4 (Mt Druitt – Willmot) and N6 (St Marys – Tregear). N4 then covered daytime 766.

11 October 2009: Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Region 1.

Streets

St Marys – Willmot – Mt Druitt

From 1 November 2004

From St Marys (interchange) via Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Ellsworth Dr (**Tregear**), Rymill Rd, Hatherton Rd, Forrester Rd, Palmyra Av, Captain Cook Dr, Discovery Av (**Willmot**), Van Diemen Av, Captain Cook Dr, Palmyra Av, Luxford Rd, Gasmata Cr (**Whalan**), Luxford Rd, Belmore Rd, Kurrajong Av, Carlisle Av, North Pde to Mt Druitt interchange. Reverse on return.

Mt Druitt – Willmot

16 October 2006

From Mt Druitt (interchange) via North Pde, (?) Belmore Av, Luxford Rd, Gasmata Cr, Luxford Rd, Palmyra Av, Captain Cook Dr, Van Diemen Av, Discovery Av (**Willmot**), Captain Cook Dr, Palmyra Av, Forrester Rd, Hatherton Rd, Rymill Rd, Ellsworth Dr (**Tregear**), Luxford Rd, Belmore Rd, Kurrajong Av, Carlisle Av, North Pde to Mt Druitt interchange.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Willmot-Mt Druitt	35	M-F	Mt Druitt	8.30pm	St Marys	10.43pm	Ns	
		Sat		7.34pm	Mt Druitt	10.14pm	Ns	
		Sun		7.31pm	St Marys	8.16pm	Ns	

Ns – Night service.

16 October 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot	30 round trip	M-F	Mt Druitt	8.10pm	Mt Druitt	10.30pm	Ns	
		Sat		7.39pm		9.59pm	Ns	
		Sun		6.50pm		8.00pm	Ns	

Ns – Night service.

Route N5

ST MARYS – COLYTON – ST CLAIR – ERSKINE PARK

Timeline

1 November 2004: Night service covering daytime 771, 772 & 773, replacing St Marys South Move Zone. Operated by by Westbus (National Express Group).

August 2005: Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

11 October 2009: Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Region 1.

Streets

From 1 November 2004

From St Marys (interchange) via Queen St, Saddington St, Monfarville St, Carpenter St (**Colyton**), Hewitt St, Desborough Rd, Bennett Rd, Endeavour Av, Moore St, Melville Rd, Banks Dr, Cook Pde, Solander Dr, Mamre Rd, McIntyre Av, Cook Pde (**St Clair**), Blackwell Av, Banks Dr, Bennett Rd, Erskine Park Rd, Peppertree Dr, Swallow Dr (**Erskine Park**), Erskine Park Rd, Coonawarra Dr, Bennett Rd, St Clair Av, Banks Dr, Mamre Rd, Queen St to St Marys interchange.

Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair-Erskine Park	46 round trip	M-F	St Marys	8.03pm	Erskine Pk	10.45pm	Ns	
		Sat		7.03pm		10.30pm	Ns	
		Sun		6.03pm		8.30pm	Ns	

Ns – Night service.

Route N6

ST MARYS – TREGEAR

Timeline

16 October 2006: N4 split into N4 (Mt Druitt – Willmot) and N6 (St Marys – Tregear). N6 covered daytime 769. Operated by Westbus (Comfort Delgro Cabcharge).

11 October 2009: Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Region 1.

Streets

From 16 October 2006

From St Marys (interchange) via Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Luxford Rd, Ellsworth Dr (**Tregear**), Aurora Dr, then reverse route to St Marys interchange.

Timetable Summary

10 December 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Tregear	15 round trip	M-F	St Marys	8.30pm	Tregear	9.50pm	Ns	
		Sat		8.15pm		9.30pm	Ns	
		Sun		7.24pm			Ns	

Ns – Night service.

Route S7

BLACKTOWN – STANHOPE GARDENS (Parklea Garden Village)

2 May 2007: Shopper hopper route commenced by Busways Blacktown (Rowe family). Number “7” was allocated on the basis that other routes in the area commence with that digit.

Streets

From 2 May 2007

From Blacktown (Westpoint tunnel) via bus tunnel, bus bridge, Blacktown interchange, George St, Sunnyholt Rd, Stanhope Pkwy, Majestic Dr to Ponytail Dr (Parklea Garden Village, Stanhope Gardens). Reverse on return.

Alterations

- **From 4 November 2007** (opening of North West (Blacktown-Parklea) T-way) (likely alteration): Via North West (Blacktown-Parklea) T-way instead of Sunnyholt Rd.
- **From 16 November 2011:** Curtailed to start from Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Parklea Garden Village	19	M-F	Parklea G/Vlg	9.00am	Blacktown	2.05pm	A	
		Sat						
		Sun						

A – 3 trips from Parklea Garden Village, 2 trips from Blacktown.

Route S11

ST MARYS – OXLEY PARK – COLYTON – ST CLAIR

Timeline

11 October 2009: Shopper hopper route commenced by Westbus (Comfort Delgro Cabcharge), as a result of Ministry of Transport review of Region 1. Replaced parts of 770 & 772.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

From 11 October 2009

From St Marys (interchange) via Station St, Lethbridge St, Phillip St, Glossop St, Brisbane St (**Oxley Park**), Melbourne St, Adelaide St, Sydney St, Great Western Hwy, Bennett Rd (**Colyton**) to St Clair shops. Reverse on return.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair	20	M-F	St Clair	8.45am	St Marys	2.15pm	90	
		Sat						
		Sun						

Route S12

QUAKERS HILL Loop ■

Timeline

11 October 2009: Shopper hopper route commenced by Busways Blacktown (Rowe family), as a result of Ministry of Transport review of Region 1.

3 June 2018: Ceased due to low demand.

Streets

From 11 October 2009

From Quakers Court shops (Quakers Rd, Quakers Hill) via Quakers Rd, Quakers Hill Pkwy, Tallagandra Dr, Falmouth Rd, Brook St, Tambaroora Cr, Terrigal St, Breakfast Rd, Quakers Rd (**Marayong**), Railway Rd, Arnott Rd, Warrimoo Rd, Narrabri St, Quakers Rd to Quakers Court shops (Quakers Hill).

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Quakers Hill Loop	20 round trip	M-F	Quakers Court	9.30am	Quakers Court	1.50pm	3 trips	
		Sat						
		Sun						

Route S13

PENRITH – MULGOA ROAD via Mountainview Retreat Retirement Village

Timeline

11 October 2009: Shopper hopper route commenced by Westbus (Comfort Delgro Cabcharge), as a result of Ministry of Transport review of Region 1. Replaced diversions of 794 to Mountainview Retreat Retirement Village.

6 October 2013: Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Region 1.

Streets

Penrith – Mulgoa Road via Mountainview Retreat Retirement Village

From 11 October 2009

From Penrith (interchange) via Station St, Ransley St, Mulgoa Rd (outside **Mountainview Retreat Retirement Village**), High St, Riley St (?) to Penrith interchange.

Penrith – Mountainview Retreat Retirement Village

From 19 April 2010

From Penrith (interchange) via Station St, Ransley St, into **Mountainview Retreat Retirement Village**, then Ransley St, Mulgoa Rd, Jamison Rd, Woodriff St, Derby St, Station St to Penrith interchange.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Mulgoa Rd	12 round trip	M-F	Penrith	9.45am	Mulgoa Rd	2.22pm	90	
		Sat						
		Sun						

Route T70

BLACKTOWN – GLENWOOD – BELLA VISTA – CASTLE HILL via North West T-way

Timeline

4 November 2007 (*opening of North West (Blacktown-Parklea) T-way*): Transitway (T-way) route renumbered from 740 and rerouted via T-way & through Bella Vista. Operated by Busways Blacktown (Rowe family).

26 May 2019: Renumbered 730, coincident with opening of Sydney Metro North West line (Chatswood-Tallawong).

Streets

From 4 November 2007

From Blacktown (Westpoint tunnel) via bus tunnel, bus bridge, Blacktown interchange, George St, North West (Blacktown-Parklea) T-way, Meurants Lane, Glenwood Park Dr (full loop) (**Glenwood**), Meurants Lane, Greenhill Dr, Norwest Blvd, Westwood Way, Bella Vista Dr (south leg), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Victoria Av, Carrington Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Pennant St, Showground Rd, then reverse route to Westpoint Blacktown.

Alterations

- **From 11 October 2009**: Ex Blacktown from Greenhill Dr via Norwest Blvd, Windsor Rd. Reverse on return.
- **Circa 2010**: To approach Castle Hill from Showground Rd via Pennant St, Castle St, Old Castle Hill Rd to Castle Towers shops. Return unaltered.
- **From 16 November 2011**: Curtailed to start from Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)
- **From 3 February 2019**: To approach Castle Hill from Showground Rd via Old Northern Rd, Castle Hill Ring Road [Cecil St, Terminus St], Castle Hill interchange. Return via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil St], Old Northern Rd.

Timetable Summary

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Blacktown-Bella Vista-Castle Hill	Fr Black 19V 45C	M-F	Blacktown	6.11amC	Castle Hill	6.13pmB	A		
					Blacktown	11.35pmV			
		Sat			7.05amV 8.35amC	Castle Hill	5.34pmB	D	
						Bella Vista	11.34pmB		
		Sun			7.25amV 8.10amC	Castle Hill	5.25pmB	E	
						Blacktown	9.10pmV		

* More frequent in peak hours.

A – Day, Blacktown-Bella Vista 30*, Blacktown-Castle Hill 60. Night, Blacktown-Bella Vista. Plus short-working/s before first trip shown.

B – To Blacktown.

C – To Castle Hill.

D – Early morning, Blacktown-Bella Vista. Day, Blacktown-Bella Vista 30, Blacktown-Castle Hill 60. Night, Blacktown-Bella Vista. Plus short-working/s before first trip shown.

E – Early morning, Blacktown-Bella Vista. Day, Blacktown-Castle Hill 60. Night, Blacktown-Bella Vista. Plus short-working/s after last trip shown.

V – To Bella Vista

Route T71

BLACKTOWN – STANHOPE GARDENS – ROUSE HILL Town Centre – CASTLE HILL **via North West T-way**■

Timeline

4 November 2007 (*opening of North West (Blacktown-Parklea) T-way*): Transitway (T-way) route renumbered from 741 and rerouted via North West (Blacktown-Parklea) T-way and via Rouse Hill Town Centre. Operated by Busways Blacktown (Rowe family).

26 May 2019: Renumbered 731, coincident with opening of Sydney Metro North West line (Chatswood-Tallawong).

Streets

From 4 November 2007

From Blacktown (Westpoint tunnel) via bus tunnel, bus bridge, Blacktown interchange, George St, North West (Blacktown-Parklea) T-way, Wilson Rd, (**Acacia Gardens**), Quakers Hill Pkwy, Sentry Dr, Stanhope Pkwy to Perfection Av (**Stanhope Gardens**), then Stanhope Pkwy, Conrad Rd, Merriville Rd (**Kellyville Ridge**), North West (Parramatta-Rouse Hill) T-way to **Rouse Hill Town Centre**, then North West (Parramatta-Rouse Hill) T-way, Windsor Rd, Acres Rd (**Kellyville**), Greenwood Rd, President Rd, Glenrowan Av, Wrights Rd, Green Rd, Victoria Av, Carrington Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Old Castle Hill Rd to Castle Towers shops) via Old Castle Hill Rd, Pennant St, Showground Rd, then reverse route to Westpoint Blacktown.

Alterations

- **Circa 2010**: To approach Castle Hill from Showground Rd via Pennant St, Castle St, Old Castle Hill Rd to Castle Towers shops. Return unaltered.
- **From 29 October 2011** (*most trips*): Ex Blacktown from Stanhope Pkwy via Conrad Rd (*not* via Perfection Av roundabout). Reverse on return.
- **From 16 November 2011**: Curtailed to start from Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Rouse Hill-Castle Hill	Fr Black 24R 54C	M-F	Blacktown	5.50amC	Castle Hill	6.28pmB	A	
					Rouse Hill TC	11.29pmB		
		Sat		7.45amC	Castle Hill	5.24pmB	D	
					Rouse Hill TC	10.57pmB		
		Sun		8.20amC	Castle Hill	4.55pmB	E	
					Rouse Hill TC	10.04pmB		

A – Day, Blacktown-Rouse Hill Town Centre 30, Blacktown-Castle Hill 60. Night, Blacktown-Rouse Hill Town Centre. Plus short-working/s before first trip shown.

B – To Blacktown.

C – To Castle Hill.

D – Day, Blacktown-Rouse Hill Town Centre 30, Blacktown-Castle Hill 60. Night, Blacktown-Rouse Hill Town Centre. Plus short-working/s before first trip & after last trip shown.

E – Day, Blacktown-Castle Hill 60. Night, Blacktown-Rouse Hill Town Centre. Plus short-working/s after last trip shown.

R – To Rouse Hill Town Centre.

Route T72

BLACKTOWN – QUAKERS HILL – ROUSE HILL Town Centre via North West T-way & Pye Rd■

Timeline

20 October 2013: New Transitway (T-way) route, Blacktown – Quakers Hill (Burdekin Rd), replacing part of 751 in a rearrangement of 751 & 752. Operated by Busways Blacktown (Rowe family).

28 May 2017: Extended from Quakers Hill (Burdekin Rd) to Rouse Hill Town Centre.

26 May 2019: Renumbered 732, coincident with opening of Sydney Metro North West line (Chatswood-Tallawong).

Streets

Blacktown – Quakers Hill (Burdekin Rd)

From 20 October 2013

From Blacktown (interchange) via George St, North West (Blacktown-Parklea) T-way, Wilson Rd, Pye Rd, Highfield Rd, Lalor Rd to Quakers Hill station, then Lalor Rd, Hambledon Rd, Bali Dr, Walker St, Burdekin Rd to Alex Av (Quakers Hill). Reverse on return.

Blacktown – Quakers Hill – Rouse Hill Town Centre

Alteration

From 28 May 2017: Extended from Quakers Hill (Burdekin Rd/Alex Av) via Alex Av, Schofields Rd, Windsor Rd, White Hart Dr, Tempus St to Rouse Hill Town Centre. Return via Rouse Hill Dr, Schofields Rd, then reverse route.

Timetable Summary

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Quakers Hill (Burdekin Rd)	24	M-F	Burdekin Rd	5.10am	Blacktown	11.11pm	30	
		Sat	Blacktown	6.03am	Burdekin Rd	11.52pm	30	
		Sun	Burdekin Rd	8.51am	Blacktown	10.02pm	30	

28 May 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Quakers Hill-Rouse Hill Town Centre	38	M-F	Rouse Hill TC	4.58am	Rouse Hill TC	11.20pm	30	A
		Sat	Blacktown	6.00am	Blacktown	12.33am	30	
		Sun	Rouse Hill TC	8.51am	Rouse Hill TC	10.13pm	30	

A – Extra trip Friday night.

Route T74

BLACKTOWN – THE PONDS – RIVERSTONE via North West T-way

Timeline

29 June 2009: New Transitway (T-way) route, Blacktown – The Ponds, commenced by Busways Blacktown (Rowe family) to new suburb.

29 October 2011: Extended from The Ponds to Riverstone via Schofields, coincident with the opening of the relocated Schofields station.

26 May 2019: Renumbered 734, coincident with opening of Sydney Metro North West line (Chatswood-Tallawong).

Streets

Blacktown – The Ponds

From 29 June 2009

From Blacktown (Westpoint tunnel) via bus tunnel, bus bridge, Blacktown interchange, George St, North West (Blacktown-Parklea) T-way, Stanhope Pkwy (**Stanhope Gardens**), The Ponds Blvd to Riverbank Dr (The Ponds). Reverse on return.

Alteration

By 2011: Turning movement at The Ponds from The Ponds Blvd/Riverbank Dr via Riverbank Dr, Fyfe Rd, Braemont Av, The Ponds Blvd.

Blacktown – The Ponds – Riverstone

Alterations

- From 29 October 2011:** Extended from The Ponds (The Ponds Blvd/Riverbank Dr) via The Ponds Blvd, Stanhope Pkwy, Burdekin Rd, Railway Tce (**Schofields**), Advance St, Junction Rd, St Albans Rd, Railway Tce to Riverstone station. Reverse on return.
- From 16 November 2011:** Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

- **From 26 March 2012** (temporary pending completion of local road network): Ex Blacktown from The Ponds Blvd via Riverbank Dr, Waterfall Blvd, Stanhope Pkwy. Reverse on return.
- **By 6 October 2013:** Ex Blacktown from Riverbank Dr via Ridgeline Dr, Stanhope Pkwy. Reverse on return.
- **From 28 May 2017:** Ex Blacktown from Riverbank Dr via Hambledon Rd, Burdekin Rd. Reverse on return.

Timetable Summary

29 June 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-The Ponds	22	M-F	Blacktown	6.03am	Blacktown	6.45pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

29 October 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-The Ponds-Riverstone	45	M-F	Riverstone	4.58am	Blacktown	11.11pm	30	
		Sat		6.57am		11.11pm	60	
		Sun		7.58am		10.11pm	60	

Route T75

BLACKTOWN – ROUSE HILL Town Centre – RIVERSTONE via North West T-way & Rouse Hill Caravan Park■

BLACKTOWN – ROUSE HILL Town Centre – RIVERSTONE via North West T-way & Schofields■

Timeline

4 November 2007 (opening of North West (Blacktown-Parklea) T-way):

- Transitway (T-way) route renumbered from 742, 742R & 742S, other than trips entirely between Riverstone and Rouse Hill Town Centre.
- Rerouted via North West (Blacktown-Parklea) T-way.
- Between Rouse Hill Town Centre & Riverstone ran *either* via Rouse Hill Caravan Park *or* via Schofields.
- Operated by Busways Blacktown (Rowe family).

11 October 2009: As a result of Ministry of Transport review of Region 1:

- Separate “via Rouse Hill Caravan Park” and “via Schofields” routes merged into a single route.
- The few remaining trips on 742 (including Riverstone Township trips) renumbered T75.

3 June 2018: Curtailed to run Blacktown – Rouse Hill (Aberdour Av). Rouse Hill – Riverstone replaced by 742, 747 & 749.

26 May 2019: Renumbered 735, coincident with opening of Sydney Metro North West line (Chatswood-Tallawong).

Streets

Blacktown – Rouse Hill – Riverstone via Rouse Hill Caravan Park

Blacktown – Rouse Hill – Riverstone via Schofields

From 4 November 2007

From Blacktown (Westpoint tunnel) via bus tunnel, bus bridge, Blacktown interchange, George St, North West (Blacktown-Parklea) T-way (**Parklea**), North West (Parramatta-Rouse Hill) T-way, **Rouse Hill Town Centre**, Rouse Hill Dr, Caddies Blvd, Commercial Rd, Withers Rd, Milford Dr, Mile End Rd, Clower Av, Aberdour Av, Adelphi St, Mile End Rd, then:

- *either* via Rouse Rd, Terry Rd to **Rouse Hill Caravan Park**, then Terry Rd, Rouse Rd, Worcester Rd, Guntawong Rd, Cudgegong Rd, Macquarie Rd, Tallawong Rd, Guntawong Rd, Clarke St, Riverstone Rd,
- *or* via Windsor Rd, Schofields Rd, Hambledon Rd, Burdekin Rd, Alex Av, Schofields Rd, Boundary Rd, St Albans Rd, Junction Rd, Advance St, Railway Tce (**Schofields**), Riverstone Rd,

then Piccadilly St, Garfield Rd, Hamilton St, Crown St, Riverstone Pde to Riverstone station. Reverse on return.

Blacktown – Rouse Hill – Schofields – Riverstone via Rouse Hill Caravan Park

From 11 October 2009

From Blacktown (Westpoint tunnel) via bus tunnel, bus bridge, Blacktown interchange, George St, North West (Blacktown-Parklea) T-way (**Parklea**), North West (Parramatta-Rouse Hill) T-way, **Rouse Hill Town Centre**, Rouse Hill Dr, Caddies Blvd, Commercial Rd, Withers Rd, Mile End Rd, Clower Av, Aberdour Av, Adelphi St, Mile End Rd, Rouse Rd, Terry Rd to **Rouse Hill Caravan Park**, then Terry Rd, Rouse Rd, Cudgegong Rd, Guntawong Rd, Tallawong Rd, Schofields Rd, Boundary Rd, St Albans Rd, Junction Rd, Advance St, Railway Tce (**Schofields**), Riverstone Rd, Piccadilly St, Garfield Rd, Hamilton St, Crown St, Riverstone Pde to Riverstone station. Reverse on return.

Alteration

By 2011: Curtailed to start from Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Blacktown – Rouse Hill (Aberdour Av)

From 3 June 2018

From Blacktown (interchange) via George St, North West (Blacktown-Parklea) T-way (**Parklea**), North West (Parramatta-Rouse Hill) T-way, **Rouse Hill Town Centre**, Windsor Rd, Commercial Rd, Withers Rd, Mile End Rd, Clower Av, Aberdour Av to Windsor Rd (Rouse Hill).

From Rouse Hill (Aberdour Av) (at Windsor Rd) via Windsor Rd, Mile End Rd, Adelphi St, Aberdour Av, then reverse route to Blacktown interchange.

Rouse Hill Loop (*Sundays*): Ex Blacktown from Rouse Hill Town Centre via Windsor Rd, Mile End Rd, Adelphi St, then return to Rouse Hill Town Centre via normal route.

Timetable Summary

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Rouse Hill-Riverstone	Fr Black 22R 55V	M-F	Rouse Hill TC	5.45amB	Riverstone	5.50pmB	A	
			Riverstone	7.32amB	Rouse Hill TC	9.25pmB		
		Sat	Riverstone	7.58amB	Blacktown	7.20pmR	C	
			Riverstone		Riverstone	3.58pmB		
Sun	Blacktown	8.30amR	Blacktown	7.30pmR	60			

Day trips between Rouse Hill Town Centre & Riverstone generally run alternately via Rouse Hill Caravan Park & Schofields.

* More frequent in peak hours.

A – Day, Blacktown-Rouse Hill Town Centre 30*, Blacktown-Riverstone 60*. Night, Blacktown-Rouse Hill Town Centre.

B – To Blacktown.

C – Day, Blacktown-Rouse Hill Town Centre 30, Blacktown-Riverstone 60. Night, Blacktown-Rouse Hill Town Centre. Plus short-working/s before first trip shown.

R – To Rouse Hill Town Centre.

V – To Riverstone.

3 June 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Rouse Hill (Aberdour Av)	Fr Black 27R 38A	M-F	Blacktown	5.17am	Aberdour Av	11.09pm	B	
		Sat		7.01am		11.00pm	C	
		Sun	Aberdour Av	7.51am		8.49pm	D	

* More frequent in peak hours.

A – To Rouse Hill (Aberdour Av).

B – Peak hours & night, Blacktown-Rouse Hill (Aberdour Av). Day, Blacktown-Rouse Hill Town Centre 30*, Blacktown-Rouse Hill (Aberdour Av) 60*.

C – Day, Blacktown-Rouse Hill Town Centre 30, Blacktown-Rouse Hill (Aberdour Av) 60. Night, Blacktown-Rouse Hill (Aberdour Av).

D – Day, Blacktown-Rouse Hill Town Centre 30, Blacktown-Rouse Hill Loop 60. Night, Blacktown-Rouse Hill (Aberdour Av). Plus short-working/s before first trip shown.

R – To Rouse Hill Town Centre.

Penrith North Move Zone

PENRITH – suburbs in North Penrith area ■

Timeline

18 November 2002: On-demand service commenced by Westbus (National Express Group), replacing night service on 782, 785 (part) & 787.

1 November 2004: Replaced by N3 (Penrith – Cranebrook – Cambridge Gardens – Cambridge Park), covering daytime 782-786.

Area served

From 18 November 2002

Any Move Zone bus stop in Cranebrook, Mt Pleasant, Werrington Downs & Cambridge Gardens.

Timetable Summary

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith North Move Zone		M-F	Penrith	7.25pm	Penrith	10.55pm	5 trips	
		Sat		6.15pm		9.15pm	4 trips	
		Sun		6.45pm		7.45pm	2 trips	

Penrith South Move Zone

PENRITH – suburbs in South Penrith area ■

Timeline

18 November 2002: On-demand service commenced by Westbus (National Express Group), replacing night service on 790 (part), 791, 796 & 797.

1 November 2004: Replaced by:

- N1 (Penrith – Glenmore Park), covering daytime 797 & 798.
- N2 (Penrith – South Penrith – Jamisontown), covering daytime 791 & 794.

Area served

From 18 November 2002

Any Move Zone bus stop in Kingswood, Glenmore Park, Jamisontown, South Penrith & Regentville.

Timetable Summary*18 November 2002*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith South Move Zone		M-F	Penrith	7.25pm	Penrith	10.55pm	5 trips	
		Sat		7.15pm		9.15pm	3 trips	
		Sun		6.00pm		7.00pm	2 trips	

Mt Druitt North Move Zone**MT DRUITT – suburbs in North Mt Druitt area****Timeline**

18 November 2002: On-demand service commenced by Westbus (National Express Group), replacing night service on 767 & 769.

1 November 2004: Replaced by N4 (St Marys – Willmot – Mt Druitt), covering daytime 766 & 769.

Area served*From 18 November 2002*

Any Move Zone bus stop in North St Marys, Whalan, Tregear, Lethbridge Park & Willmot.

Timetable Summary*18 November 2002*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt North Move Zone		M-F	Mt Druitt	7.30pm	Mt Druitt	10.30pm	5 trips	
		Sat		6.30pm		9.30pm	4 trips	
		Sun		6.30pm		8.30pm	3 trips	

St Marys South Move Zone**ST MARYS – suburbs in South St Marys area****Timeline**

18 November 2002: On-demand service commenced by Westbus (National Express Group), replacing night service on 771-774.

1 November 2004: Replaced by N5 (St Marys – Colyton – St Clair – Erskine Park), covering daytime 771-774.

Area served*From 18 November 2002*

Any Move Zone bus stop in St Marys South, Oxley Park, Colyton, St Clair & Erskine Park.

Timetable Summary*18 November 2002*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys South Move Zone		M-F	St Marys	7.35pm	St Marys	10.35pm	5 trips	
		Sat		7.05pm		9.05pm	3 trips	
		Sun		7.05pm		8.05pm	2 trips	