



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 13

(South-west between Lidcombe, Granville, Bankstown & Liverpool)

Prior to 18 September 2006

**Routes 405, 484-486, 499, 655, 817, 818, 857-863,
902-908, 910, 915-921, 930, 932 & 935-937
(and 486A)**

As from 18 September 2006

**Routes 900-916, 925, 950, 999, M90-92 & S1-4
(and 902X)**

in the Sydney Region Route Number System

Includes routes in the same area prior to the creation of the contract regions in 2004.

A work in progress. Corrections and comments welcome – robkit.henderson@bigpond.com

■ denotes this route or this version of the route no longer operative.

Overview

Suburbs in contract region

(Suburbs with railway stations in bold)

Auburn	Condell Park	Lansvale	Regents Park
Bankstown	East Hills	Leightonfield	Revesby
Bankstown Aerodrome	Fairfield	Lidcombe	Rosehill
Bass Hill	Georges Hall	Milperra	Sandy Point
Berala	Granville	Moorebank	Sefton
Birrong	Greenacre	Old Guildford	South Granville
Cabramatta	Guildford	Padstow	Villawood
Carramar	Hammondville	Padstow Heights	Voyager Point
Chester Hill	Harris Park	Panania	Wattle Grove
Chipping Norton	Holsworthy	Picnic Point	Yagoona
Chullora	Lansdowne	Pleasure Point	

Some routes extend beyond the boundaries of the contract region to patronage generators such as Burwood, Liverpool, Parramatta & Strathfield.

Operators

In 2004, when the contract regions were established, the incumbent operator in Region 13 was Veolia Transport, now trading as Transdev.

After negotiations with the Government, Transdev retained the contract.

Regional review

Effective 18 September 2006 – complete Region 13. Also part of this review were Routes 922, 923, 924, 926 & 927, which are part of Region 10, and 925 which was transferred from Region 10 to Region 13 at that time.

(See “Regional reviews by Ministry of Transport – 2006-10” under the “Major Changes” tab on the main menu.)

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(A) Route Histories prior to 18 September 2006

Route 405

PARRAMATTA – AUBURN – LIDCOMBE ■

Timeline

15 December 1986: Parramatta – Auburn renumbered from 168 [1925 number]. Operated by Auburn Bus Services (Barry Briggs & Stephen Todd).

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

1990/1 (between May 1990 & March 1991): 59 [1925 number] & 405 amalgamated as 405, Parramatta – Auburn – Lidcombe.

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

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

2 October 1990: Retransferred to Auburn Bus Services (different proprietor?).

Mid October 1990 (or 1 February 1991?): Transferred to Auburn Coaches (John King of Nowra Coaches & John Cerezo).

February 1993: Transferred to Nowra Coaches (John King).

8 March 1993: Transferred to Baxter’s Bus Lines.

17 December 1995: Renumbered 904.

Streets

Parramatta – Auburn

From 15 December 1986

From Parramatta (Darcy St at station) via Darcy St, Church St, Argyle St, Marsden St, George St, Smith St, Station St, Parkes St, Wigram St, Una St (**Harris Park**), Harris St, Allen St, Good St, Cowper St, Rowell St, Bridge St (**Granville**), Good St, Parramatta Rd, Melton St, Adderley St, Station Rd, Rawson St to Auburn station.

From Auburn (Rawson St at station) via Northumberland Rd, Simpson St, Station Rd, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Allen St, Harris St, Una St (**Harris Park**), Wigram St, Parkes St, Station St, Darcy St to Parramatta station.

Parramatta – Auburn – Lidcombe

From 1990/1 (between May 1990 & March 1991):

Extended, ex Parramatta from Station Rd, Auburn via Hall St, Northumberland Rd, Rawson St, Dartbrook Rd, Parramatta Rd, John St, Dewrang St, Nyrang St, Boorea St, Yarram St, John St, Church St to Lidcombe station. Return via Station St, Swete St, Mary St, John St, Yarram St, then reverse route.

Alteration

From about 1992: To approach Auburn station in both directions via Station Rd, Rawson St, Northumberland Rd, Hall St, Station Rd.

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St (**Harris Park**), Harris St, Allen St, Good St, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Parramatta Rd, Melton St, Adderley St, Station Rd, Rawson St (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, Nyrang St, Hastings St, John St, Dewrang St, Nyrang St, Boorea St, Yarram St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Station St, Swete St, Mary St, John St, Yarram St, then reverse route to Dewrang St, then John St, Parramatta Rd, Station Rd, Rawson St (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Allen St, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Timetable Summary

15 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn	27	M-F	Auburn	6.10am	Parramatta	5.50pm	60*	
		Sat		8.20am		3.58pm	7 trips	
		Sun						

* More frequent in peak hours.

1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Lidcombe	Fr P'matta 23A 39L	M-F	Parramatta	6.35amL	Lidcombe	5.25pmP	75*	B
		Sat	Auburn	8.20amP	Parramatta	3.58pmA	7 trips	
		Sun						

* More frequent in peak hours.

A – To Auburn.

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

L – To Lidcombe.

P – To Parramatta.

Route 484

STRATHFIELD – GREENACRE ■

Timeline

18 September 1988: Renumbered from part of 27 [1925 number]. Shared route between Strathfield and Hume Hwy/Roberts Rd with 485 & 486. Operated by Bankstown-Strathfield Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: Replaced by 914, as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) **Route Histories as from 18 September 2006** below.

Streets

From 18 September 1988

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Liverpool Rd, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre).

From Greenacre (Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Acacia Av, Juno Pde, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Alterations

By 1 May 1995:

- Ex Strathfield from Liverpool Rd via Margaret St, Jean St. Unaltered ex Greenacre.
- From Greenacre via Waterloo Rd, Wangee Rd, Roberts Rd.

Timetable Summary

18 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Greenacre	20	M-F	Greenacre	5.00am	Strathfield	6.15pm	A	
		Sat						
		Sun						

A – 16 trips from Greenacre, 15 trips from Strathfield.

Route 485

STRATHFIELD – BANKSTOWN via Norfolk Rd

Timeline

18 September 1988: Renumbered from part of 27 [1925 number]. Shared route between Strathfield and Hume Hwy/Roberts Rd with 484 & 486 and then most of route between there & Bankstown with 486. Operated by Bankstown-Strathfield Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: Replaced by parts of 900 & 913 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) **Route Histories as from 18 September 2006** below.

Streets

From 18 September 1988

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Liverpool Rd, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Norfolk Rd, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Liverpool Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Alteration

By 1 May 1995: Ex Strathfield from Liverpool Rd via Margaret St, Jean St. Unaltered ex Bankstown.

Timetable Summary

18 September 1988

485, 486

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
485: Strathfield-Bankstown via Norfolk Rd	30	M-F	Bankstown	5.25am	Bankstown	7.35pm	60*	A
		Sat		6.15am		10.35pm	AM 45 PM 120	
		Sun		7.35am	Strathfield	8.04pm	120	
486: Strathfield-Bankstown via Waterloo Rd	30	M-F	Bankstown	5.55am	Bankstown	6.25pm	60*	B
		Sat		5.45am		9.35pm	AM 45 PM 120	C
		Sun	Strathfield	8.04am		7.35pm	120	

Average day frequencies along common route:

M-F Strathfield-Bankstown (485, 486) 30.

Sat AM: Strathfield-Bankstown (485, 486) 20-25.

PM: Strathfield-Bankstown (485, 486) 60.

Sun Strathfield-Bankstown (485, 486) 60.

* More frequent in peak hours.

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

B – Extra trips Thursday night.

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

Route 486

STRATHFIELD – BANKSTOWN via Waterloo Rd

Timeline

18 September 1988: Renumbered from part of 27 [1925 number]. Shared route between Strathfield and Hume Hwy/Roberts Rd with 484 & 485 and then most of route between there & Bankstown with 485. Operated by Bankstown-Strathfield Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: Amalgamated with 860 and extended from Strathfield to Burwood as 900, Liverpool – Bankstown – Strathfield – Burwood, as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

From 18 September 1988

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevard, Liverpool Rd, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Rawson Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Liverpool Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Timetable Summary

18 September 1988

See 485.

Route 486A

BANKSTOWN – CHULLORA Business Park■

Timeline

29 January 2002: Peak hour industrial service commenced on trial by Bankstown-Strathfield Bus Service (Treuer family).

28 March 2002: Ceased due to insufficient patronage.

Streets

From 29 January 2002

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, Hume Hwy, Muir Rd, Worth St (**Chullora Business Park**), Hume Hwy, Chapel Rd, The Mall, The Appian Way, North Tce to Bankstown station.

Timetable Summary

29 January 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora Business Park	Approx 28 round trip	M-F	Bankstown	6.00am	Chullora	6.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 499

AUBURN – REGENTS PARK – BERALA (bidirectional loop) (Sundays only)■

Timeline

28 October 1984: Commenced by Auburn Passenger Transport (part of Highway Tours group – JD (Jim) Hill). Bidirectional loop, running Sundays only, covering parts of 13, 14, 123 & 149 [1925 numbers].

31 July 1985: Ceased. Partly replaced by Sunday-only extension of 920 from Lidcombe to Auburn via Auburn Hospital & Cumberland Rd, as part of general reorganization of Auburn Passenger Transport's routes.

Streets

From 28 October 1984

Clockwise

From Auburn (South Pde at station) via South Pde, Auburn Rd, Norval St, Cockthorpe Rd, Water St, Graham St, Clarke St, Elizabeth St, Woodburn Rd (**Berala**), Kerrs Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (**Regents Park**), Park Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Wellington Rd, Chisholm Rd, private road into Japanese Gardens and return, Chisholm Rd, Elm Rd, Cumberland Rd, Normanby Rd, Park Rd, South Pde to Auburn station.

Anti-clockwise

From Auburn (South Pde at station) via South Pde, Park Rd, Queen St, Normanby Rd, then reverse of "clockwise" route to Auburn Rd, then Queen St, Park Rd, South Pde to Auburn station.

Timetable Summary

28 October 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park-Berala-Auburn	34 round trip	M-F						
		Sat						
		Sun	Auburn	9.25am	Regents Pk	5.14pm	45	A

A – Generally ran clockwise & anti-clockwise alternately.

Route 655

PARRAMATTA – NEWINGTON – STATE SPORTS CENTRE via Parramatta Rd■

Timeline

4 January 1999: New route commenced by Baxter's Bus Lines ahead of 2000 Olympic & Paralympic Games.

2 January 2001: Ceased & partly replaced by State Transit Authority (trading as Sydney Buses) 401 to Newington, after conclusion of 2000 Olympic & Paralympic Games.

Streets

From 4 January 1999

From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Arthur St, Hassall St, James Ruse Dr (**Rosehill**), Parramatta Rd, Hill Rd, Wing Pde, Newington Blvd (**Newington**), Oceania Av, Hill Rd, Australia Av, Dawn Fraser Av, Olympic Blvd, Sarah Durack Av to State Sports Centre.

From State Sports Centre (Sarah Durack Av) via Olympic Blvd, Herb Elliott Av, Australia Av, then reverse route to Hassall St, then Parkes St, Station St to Parramatta interchange.

Timetable Summary

4 January 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Newington-State Sports Centre	29	M-F	Parramatta	6.32am	S/Sports Cntr	7.00pm	60	
		Sat		7.35am		6.57pm	60	
		Sun						

Route 817

FAIRFIELD – LANSVALE – CABRAMATTA■

Timeline

1 November 1995: Renumbered from 81 [1925 number]. Operated by Katen & Heath (SC (Syd) Katen & AJ (Alf) Heath).

November 1996: Operator's name changed to Bustrans, upon retirement of Alf Heath.

6 April 2004: Transferred to Baxter's Bus Lines.

1 January 2005: Transferred to Transit First (Thelkeld family).

18 September 2006: Replaced by new 904 & S1 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 1 November 1995

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

From Cabramatta (Broomfield St at station) via Fisher St, Cumberland St, Cabramatta Rd, then reverse route to Fairfield station.

Huntingdale Av diversion: Ex Fairfield from Kurrara St via Bruce St, Silverwater Cr, Huntingdale Av, Hume Hwy, Lovoni St, Cabramatta Rd, Broomfield St to Cabramatta station. Returning via Fisher St, Cumberland St, Cabramatta Rd, then reverse route.

Timetable Summary

1 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	28	M-F	Cabramatta	6.00am	Fairfield	8.45pm	60*	A
		Sat		8.10am	Cabramatta	6.15pm	60	B
		Sun	Fairfield	9.00am		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.

Route 818

FAIRFIELD – VILLAWOOD – CHESTER HILL via various routes ■

Timeline

1 November 1995:

- Renumbered from 83 [1925 number].
- Routes were:
 - Fairfield – Chester Hill via Normanby St, Alcoomie St & Miller Rd
 - Fairfield – Chester Hill via River Av, Belar Av & Chester Hill Rd
- Operated by Katen & Heath (SC (Syd) Katen & AJ (Alf) Heath).

November 1996: Operator's name changed to Bustrans, upon retirement of Alf Heath.

6 April 2004: Transferred to Baxter's Bus Lines.

1 January 2005: Transferred to Transit First (Threlkeld family).

18 September 2006: Replaced by part of new 905 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) **Route Histories** as from 18 September 2006 below.

Streets

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

From 1 November 1995

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

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

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

From 1 November 1995

From Fairfield (Dale St at station) via Dale St, Vine St, Bland St, Mitchell St, Ruby St (**Carramar**), River Av, Woodville Rd (**Villawood**), Binnaburra St, Belar Av, Alcoomie St, Carrawatha St, Gundaroo St, Derribong St, Belar Av, Lowana St, Mundamatta St, Miller Rd, Hume Hwy (**Bass Hill**), Chester Hill Rd, Waldron St to Chester Hill station.

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

Alterations

By February 2003:

- Ex Fairfield from Bland St via Cooma St, River Av, Ruby St (**Carramar**), Mitchell St, Normanby St, River Av. Reverse on return.
- Both directions from Woodville Rd/Howatt St via Howatt St, Villawood Pl (**Villawood**), Villawood Rd to Woodville Rd.

Timetable Summary

1 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Chester Hill	25	M-F	Fairfield	5.57am	Fairfield	9.15pm	30	A
		Sat	Chester Hill	7.45am	Chester Hill	7.10pm	AM 20 PM 60	A
		Sun	Fairfield	8.00am		5.00pm	120	B

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

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

Route 857

LIVERPOOL – MOOREBANK ARMY CAMP

Timeline

16 March 1992: Renumbered from part of 42 [1925 number]. Limited peak hour service operated by Westway Bus & Coach Service (Threlkeld family).

18 September 1995: Replaced by diversions of 863.

Streets

From 16 March 1992

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Heathcote Rd, Moorebank Av to School of Military Engineering, approx at Jacquinet Rd (Moorebank Army Camp).

From Moorebank Army Camp (Moorebank Av at School of Military Engineering) via reverse route to Newbridge Rd, then Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Alteration

By 26 February 1994: Ex Liverpool from Moorebank Av via Litani Rd to Birr Cross Rd. Reverse on return.

Timetable Summary

16 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Moorebank Army Camp	10	M-F	Liverpool	6.40am	M'bank Camp	4.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Liverpool, afternoon from Moorebank Army Camp).

Route 858

LIVERPOOL – WARWICK FARM

See Contract Region 3.

Route 858

HOLSWORTHY – MOOREBANK – CHIPPING NORTON – WARWICK FARM

Timeline

16 March 1992: Limited service commenced by Westway Bus & Coach Service (Threlkeld family) over parts of existing 859 & 862.

By 26 February 1994: Ceased.

Streets

From 16 March 1992

From Holsworthy (station) via station approach road [now The Boulevard], Macarthur Dr, Heathcote Rd, Nuwarra Rd, Maddecks Av (**Moorebank**), Stockton Av, Newbridge Rd, Nuwarra Rd, Alfred Rd (**Chipping Norton**), Governor Macquarie Dr, Barry Rd, Ernest Av, Haddenham St, Central Av, Governor Macquarie Dr, Munday St, Scrivener [now Stroud] St, National St, Manning St to Munday St (Warwick Farm).

From Warwick Farm (Manning St at Munday St) via Munday St, Governor Macquarie Dr, then reverse route to Holsworthy station.

Timetable Summary

16 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Holsworthy-Warwick Farm	28	M-F	Warwick Fm	7.00am	Holsworthy	5.15pm	3 trips	
		Sat						
		Sun						

Combined Routes 858/859

LIVERPOOL – WARWICK FARM – CHIPPING NORTON■

Timeline

14 March 1988: 858 (Liverpool – Warwick Farm) & 859 amalgamated during off-peak & on Saturdays, running Liverpool – Warwick Farm (Lawrence Hargrave Rd) – Chipping Norton. Operated by Westway Bus & Coach Service (Threlkeld family).

14 June 1988: 858 & 859 resumed running separately.

Streets

From 14 March 1988

From Liverpool (interchange) via Moore St, Northumberland St, Elizabeth St, George St, Lachlan St, Bigge St, Hume Hwy, Homepride Av, Lawrence Hargrave Rd (**Warwick Farm**), Gallop St, Nicholls St, Lawrence Hargrave Rd, Station St, Nicholls St, Lawrence Hargrave Rd, Mannix St, Hume Hwy, Governor Macquarie Dr, Abingdon St, Ascot Dr, Central Av, Haddenham St, Ernest Av, Barry Rd, Governor Macquarie Dr, Alfred Rd (**Chipping Norton**), Challoner Av, Longstaff Av, Bon St, Epsom Rd, Governor Macquarie Dr, Hume Hwy, Mannix St, then reverse route to Bigge St, then Moore St to Liverpool interchange.

Route 859

LIVERPOOL – CHIPPING NORTON via Newbridge Rd (bidirectional loop)■

LIVERPOOL – WARWICK FARM – CHIPPING NORTON■

- **Extended from Chipping Norton to Milperra Bridge (selected trips)**

Timeline

27 February 1984: As part of reorganisation of Milperra Bus Service's routes & South Western's South Bankstown routes:

- Liverpool – Chipping Norton via Newbridge Rd bidirectional loop renumbered from part of 69 [1925 number].
- Selected trips extended to Milperra Bridge.
- Operated by Milperra Bus Service (DG Moore).

1 July 1987: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 March 1988: Altered in peak hours to Liverpool – Warwick Farm (Hume Hwy) – Chipping Norton. Combined 858/859 ran during off-peak & on Saturdays.

14 June 1988: Combined 858/859 replaced by separate trips on each route. 859 continued to run via Hume Hwy in Warwick Farm and extended in Chipping Norton.

16 March 1992: Altered back to Liverpool – Chipping Norton via Newbridge Rd & rerouted in Chipping Norton.

26 February 1994: Sunday service provided by combined 859/862 ("Link Bus").

18 September 1995: Renumbered 861.

Streets

Liverpool – Chipping Norton via Newbridge Rd (selected trips extended to Milperra Bridge)

From 27 February 1984

Clockwise

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Epsom Rd, Abingdon St, Ascot Dr, Charlton Av [now part of Ascot Dr, but extended to the east] (**Chipping Norton**), Ernest Av, Governor Macquarie Dr, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Anti-clockwise

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, then reverse of “clockwise” trips to Newbridge Rd, then Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Milperra Bridge extension: From Chipping Norton (Newbridge Rd/Governor Macquarie Dr) via Newbridge Rd, Rickard Rd to Arthur St (Milperra Bridge). Reverse on return.

Liverpool – Warwick Farm – Chipping Norton

From 14 March 1988

Weekday peak hour

From Liverpool (interchange) via Moore St, Northumberland St, Elizabeth St, George St, Lachlan St, Hart St (**Warwick Farm**), Remembrance Av, Hume Hwy, Governor Macquarie Dr, Abingdon St, Ascot Dr, Central Av, Haddenham St, Ernest Av, Barry Rd, Governor Macquarie Dr, Alfred Rd (**Chipping Norton**), Chaldner Av, Longstaff Av, Bon St, Epsom Rd, Governor Macquarie Dr, then reverse route to Bigge St, then Moore St to Liverpool interchange.

From 14 June 1988

Until 3pm weekdays & Saturday mornings

From Liverpool (interchange) via Moore St, Northumberland St, Elizabeth St, George St, Lachlan St, Bigge St, Hume Hwy, Governor Macquarie Dr, Abingdon St, Ascot Dr, Central Av, Haddenham St, Ernest Av, Barry Rd, Governor Macquarie Dr, Alfred Rd (**Chipping Norton**), Nuwarra Rd, Newbridge Rd, Epsom Rd, Governor Macquarie Dr, Hume Hwy, Remembrance Av, Hart St (**Warwick Farm**), Lachlan St, Bigge St, Moore St to Liverpool interchange.

After 3pm weekdays

From Liverpool (interchange) via Moore St, Northumberland St, Elizabeth St, George St, Lachlan St, Hart St (**Warwick Farm**), Remembrance Av, Hume Hwy, Governor Macquarie Dr, Epsom Rd, then reverse route to Abingdon St, then Governor Macquarie Dr, Hume Hwy, Remembrance Av, Hart St (**Warwick Farm**), Lachlan St, Bigge St, Moore St to Liverpool interchange.

Liverpool – Chipping Norton via Newbridge Rd

From 16 March 1992

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Epsom Rd, Alfred Rd, Wendlebury Rd, Childs Rd, Governor Macquarie Dr, Barry Rd, Ernest Av, Haddenham St, Central Av, Homestead Av (**Chipping Norton**), Ascot Dr, Abingdon St, Epsom Rd, Childs Rd, Wendlebury Rd, Alfred Rd, Nuwarra Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Timetable Summary

27 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Chipping Norton via Newbridge Rd†	28 round trip	M-F	Chip Norton	5.17am	Liverpool	7.03pm	60*	†
		Sat		7.15am	Chip Norton	12.41pm	60	
		Sun						

Weekday morning & Saturday trips generally ran anti-clockwise and afternoon trips clockwise.

* More frequent in peak hours.

† – Selected trips extended to Milperra Bridge.

14 March 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Warwick Farm-Chipping Norton	45LCr	M-F	Chip Norton	5.15am	Liverpool	7.15pm	60*	A
	55LWCr	Sat		8.08am		1.30pm	60	A
		Sun						

* More frequent in peak hours.

A – Includes combined 858/859 in weekday off-peak & Saturdays.

LCr – Round trip Liverpool-Chipping Norton-Liverpool (via Hume Hwy, Warwick Farm) in peak hours.

LWCr – Round trip Liverpool-Chipping Norton-Liverpool (via Lawrence Hargrave Rd, Warwick Farm) combined 858/859 in off-peak & Saturdays.

16 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Chipping Norton via Newbridge Rd	37 round trip	M-F	Liverpool	6.00am	Liverpool	8.20pm	60*	A
		Sat	Chip Norton	7.00am	Chip Norton	4.11pm	60	
		Sun	Liverpool	8.45am		4.50pm	4 trips	

* More frequent in peak hours.

A – Includes diversions of 860 at night.

26 February 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Chipping Norton via Newbridge Rd	37 round trip	M-F	Liverpool	6.00am	Liverpool	8.20pm	60*	A
		Sat	Chip Norton	7.00am	Chip Norton	4.11pm	60	
		Sun	Liverpool	8.30am		4.41pm	60	B

* More frequent in peak hours.

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

B – Combined 859/862 (round trip 58 mins). Gap in service.

Combined Routes 859/862 (Link bus)

LIVERPOOL – CHIPPING NORTON – MOOREBANK – HOLSWORTHY – LIVERPOOL (bidirectional loop) ■

Timeline

26 February 1994: Combined route commenced by Westway Bus & Coach Service (Threlkeld family) on Sundays. Ran via Chipping Norton, then Holsworthy in morning & reverse in afternoon.

18 September 1995: Replaced by combined 861/862/863, when 859 renumbered 861 & new 863 commenced.

Streets

From 26 February 1994

Morning

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Epsom Rd, Governor Macquarie Dr (**Chipping Norton**), Childs Rd, Wendlebury Rd, Alfred Rd, Nuwarra Rd, Newbridge Rd, Stockton Av, Maddecks Av (**Moorebank**), Nuwarra Rd, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Bardia Pde, Labuan Rd, Australis Av (**Wattle Grove**), Conroy Rd, Village Way, Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevard] to **Holsworthy** station, then station approach road, Macarthur Dr, Heathcote Rd, Nuwarra Rd, Maddecks Av (**Moorebank**), Stockton Av, Junction Rd, Heathcote Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Afternoon

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Heathcote Rd, Junction Rd, Stockton Av, Maddecks Av (**Moorebank**), Nuwarra Rd, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevard] to **Holsworthy** station, then station approach road, Macarthur Dr, Heathcote Rd, Infantry Pde, Bardia Pde, Village Way, Conroy Rd, Australis Av, Labuan Rd, Bardia Pde, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Nuwarra Rd, Maddecks Av, Stockton Av, Newbridge Rd,

Epsom Rd, Governor Macquarie Dr (**Chipping Norton**), Childs Rd, Wendlebury Rd, Alfred Rd, Nuwarra Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Route 860

LIVERPOOL – BANKSTOWN (“RED ARROW”) ■

Timeline

27 February 1984: As part of reorganisation of Milperra Bus Service’s routes & South Western Coach Lines’ South Bankstown routes:

- New route commenced, being an amalgamation of:
 - 12 [1925 number] Bankstown – Milperra Bridge (previously run by South Western Coach Lines, but transferred on trial to Milperra Bus Service)
 - 69 [1925 number] Liverpool – Milperra Bridge via Newbridge Rd (run by Milperra Bus Service)
- Initially on 6 months’ trial. After the trial period, 12 was formally transferred from South Western Coach Lines to Milperra Bus Service.
- Unlike other “Red Arrow” routes, always ran all stops.
- After the initial timetable, the operator ceased to refer to the service as a “Red Arrow”.
- Operated by Milperra Bus Service (DG (Ray?) Moore).

1 July 1987: Transferred to Westway Bus & Coach Service (Threlkeld family).

By 5 August 1991: Rerouted via Macarthur Institute of Higher Education, Milperra campus [now University of Western Sydney, Bankstown campus], replacing 861.

7 July 2003: Operator’s name changed to Transit First.

18 September 2006: Amalgamated with 486 and extended from Strathfield to Burwood as 900, Liverpool – Bankstown – Strathfield – Burwood, as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 27 February 1984

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Milperra Rd (**Milperra**), Canterbury Rd, Chapel Rd, Greenfield Pde, Restwell St, South Tce to Bankstown interchange.

From Bankstown (interchange, South Pde) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, Milperra Rd (**Milperra**), Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Alterations

- **By 5 August 1991:** Ex Liverpool from Milperra Rd via Ashford Av, Bullecourt Av (**University of Western Sydney, Bankstown campus**), Horsley Rd, Amour St, Marigold St to Milperra Rd. Reverse on return.
- **By 18 September 1995:** From Liverpool interchange via Moore St, College St, Elizabeth St, George St. Unaltered ex Bankstown.
- **By 3 November 1996:** To approach Bankstown from Chapel Rd via Macauley Av, Restwell St, South Tce. Unaltered ex Bankstown.

Timetable Summary

27 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown via Milperra Rd	27	M-F	Liverpool	5.31am	Bankstown	6.30pm	60*	
		Sat		7.01am		1.36pm	60	
		Sun						

* More frequent in peak hours.

16 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown via UWS Bankstown	35	M-F	Liverpool	5.31am	Bankstown	8.50pm	60*	
		Sat		6.55am		3.30pm	60	
		Sun						

* More frequent in peak hours.

Route 861

LIVERPOOL – MACARTHUR INSTITUTE of HIGHER EDUCATION, Milperra campus ■

(Macarthur Institute of Higher Education Milperra campus later became University of Western Sydney Bankstown campus. University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

20 February 1989: New university-semester service commenced by Westway Bus & Coach Service (Threlkeld family).

By 5 August 1991: Replaced by rerouted 860.

Streets

From 20 February 1989

(Not shown in timetable, but likely route, based on later 860 when diverted via UWS.)

From Liverpool (interchange) via Moore St, George St, Scott St, Newbridge Rd, Milperra Rd (**Milperra**), Ashford Av, Bullecourt Av (Macarthur Institute of Higher Education, Milperra campus).

From Macarthur Institute of Higher Education, Milperra campus via Bullecourt Av, Ashford Av, Milperra Rd (**Milperra**), Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Timetable Summary

14 August 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Macarthur Inst of Higher Education	15	M-F	Liverpool	7.45am	Macarthur Inst	9.05pm	40	A
		Sat						
		Sun						

A – University semesters only.

Route 861

LIVERPOOL – CHIPPING NORTON via Newbridge Rd ■

Timeline

18 September 1995:

- Renumbered from 859.
- Saturday afternoon & Sunday services provided by combined 861/862/863 (Link Bus).
- Operated by Westway Bus & Coach Service (Threlkeld family).

7 July 2003: Operator's name changed to Transit First.

1 December 2003: Weeknight, all day Saturday & Sunday service provided by combined 861/862/863 (Loop bus).

18 September 2006: Renumbered 903 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 18 September 1995

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, Epsom Rd, Alfred Rd, Governor Macquarie Dr, Barry Rd, Ernest Av, Haddenham St, Central Av, Homestead Av (**Chipping Norton**), Ascot Dr, Abingdon St, Epsom Rd, Childs Rd, Wendlebury Rd, Alfred Rd, Nuwarra Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Alteration

By 10 June 2000: Ex Liverpool from Central Av via Faversham Cr, Chippenham St, Bent St, Ascot Dr.

Timetable Summary

18 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Chipping Norton	26 round trip	M-F	Liverpool	6.05am	Chip Norton	6.32pm	60*	
		Sat		6.55am		7.29pm	60	A
		Sun		8.13am		5.29pm	60	A

* More frequent in peak hours.

A – Includes combined 861/862/863 after 3.55pm Saturday & all day Sunday.

Combined Routes 861/862/863 (Link bus, later Loop bus)

LIVERPOOL – CHIPPING NORTON – MOOREBANK – HOLSWORTHY – LIVERPOOL **(bidirectional loop)■**

Timeline

18 September 1995: Combined route 861/862/863 (Link bus) commenced by Westway Bus & Coach Service (Threlkeld family) on Saturday afternoon & Sunday services. Ran alternately in each direction.

1 December 2003:

- Weeknight, all day Saturday & Sunday service provided by combined 861/862/863.
- Link bus renamed Loop bus.

18 September 2006: As a result of Ministry of Transport review of Region 13, Loop bus ceased and night and weekend services provided on individual routes.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Liverpool – Holsworthy Link Bus

From 18 September 1995

Via Chipping Norton, then Wattle Grove (alternate trips)

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, Heathcote Rd, Junction Rd, Stockton Av, Epsom Rd, Alfred Rd, Governor Macquarie Dr (**Chipping Norton**), Epsom Rd, Alfred Rd, Nuwarra Rd, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevard] to **Holsworthy** station, then station approach road, Macarthur Dr, Heathcote Rd, Infantry Pde, Bardia Pde, Labuan Rd, Australis Av, Wattle Grove Dr (**Wattle Grove**), Delfin Dr, Anzac Av, Moorebank Av, Heathcote Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Via Wattle Grove, then Chipping Norton (alternate trips)

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, then reverse of “via Chipping Norton, then Wattle Grove” route to Holsworthy station, then station approach road, Macarthur Dr, Heathcote Rd, Infantry Pde, Bardia Pde, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, then reverse of “via Chipping Norton, then Wattle Grove” route to Nuwarra Rd, then Alfred Rd, Governor Macquarie Dr (**Chipping Norton**), Epsom Rd, Newbridge Rd, Stockton Av, Junction Rd, Heathcote Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

From 3 November 1996

Via Chipping Norton, then Wattle Grove (alternate trips)

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, Heathcote Rd, Junction Rd, Stockton Av, Epsom Rd, Governor Macquarie Dr (**Chipping Norton**), Alfred Rd, Nuwarra Rd, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevard] to **Holsworthy** station, then station approach road, Macarthur Dr, Heathcote Rd, Infantry Pde, Bardia Pde, Village Way, Australis Av, Wattle Grove Dr (**Wattle Grove**), Delfin Dr, Anzac Av, Moorebank Av, Heathcote Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Via Wattle Grove, then Chipping Norton (alternate trips)

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, then reverse of “via Chipping Norton, then Wattle Grove” route to Holsworthy station, then station approach road [now The Boulevard], Macarthur Dr, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Nuwarra Rd, Alfred Rd, Governor Macquarie Dr (**Chipping Norton**), Epsom Rd, Newbridge Rd, Stockton Av, Junction Rd, Heathcote Rd, Newbridge Rd, Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Alterations

- **From 10 June 2000** (*via Chipping Norton, then Wattle Grove*): From Epsom Rd via Abingdon St, Ascot Dr, Bent St, Chippenham St, Faversham Cr, Central Av, Haddenham St, Ernest Av, Barry Rd, Governor Macquarie Dr.
- **From 10 June 2000** (*via Wattle Grove, then Chipping Norton*): Reverse of “Via Chipping Norton, then Wattle Grove.”
- **From 20 April 2002** (*via Wattle Grove, then Chipping Norton*): From Holsworthy station via station approach road [now The Boulevard], Macarthur Dr, Heathcote Rd, Keato Av, Stewart Av, Judd Av (**Hammondville**), Walder Rd, Heathcote Rd. Opposite direction unaltered.

Liverpool – Holsworthy Loop bus

Alterations

- **From 1 December 2003** (*via Chipping Norton, then Wattle Grove*): From Epsom Rd via Governor Macquarie Dr (*not* via Abingdon St, Ascot Dr, etc).
- **From 1 December 2003** (*via Wattle Grove, then Chipping Norton*): Reverse of “Via Chipping Norton, then Wattle Grove.”

Route 862

LIVERPOOL – HAMMONDVILLE – HOLSWORTHY ■

- **Extended from Holsworthy to East Hills Hostel [later Voyager Point] & Sandy Point (selected trips)**

Timeline

16 March 1992: Renumbered from part of 42 [1925 number] & rerouted through new suburb of Wattle Grove. Operated by Westway Bus & Coach Service (Threlkeld family).

26 February 1994: Sunday service provided by combined 859/862 (Link bus).

18 September 1995:

- Route split into:
 - 862 Liverpool – Moorebank – Hammondville – Holsworthy (incl selected trips to Sandy Point)
 - 863 Liverpool – Wattle Grove – Holsworthy
- Saturday afternoon & Sunday services provided by combined 861/862/863 (Link bus).

7 July 2003: Operator’s name changed to Transit First.

18 September 2006: As a result of Ministry of Transport review of Region 13:

- Liverpool – Hammondville – Holsworthy renumbered 902.
- Holsworthy – Voyager Point – Sandy Point renumbered 902X.
- Loop Bus replaced by night & weekend services on individual routes.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Liverpool – Holsworthy (selected trips extended to Sandy Point)

From 16 March 1992

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, Heathcote Rd, Junction Rd, Stockton Av, Maddecks Av, Nuwarra Rd, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Bardia Pde, Labuan Rd, Australis Av (**Wattle Grove**), Conroy Rd, Village Way, Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevard] to Holsworthy station.

From Holsworthy (station) via reverse route to Labuan Rd, Heathcote Rd, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Nuwarra Rd, then reverse route to Newbridge Rd, then Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Sandy Point extension: From Holsworthy (station) via station approach road [now The Boulevarde], Macarthur Dr, Heathcote Rd, Sirius Rd [now The Avenue], Challenger St, Pelorus Av, Cambrian Av (**Voyager Point**) [direction of loop ?, road layout in Voyager Point since altered], Sirius Rd [now The Avenue], Heathcote Rd, Pleasure Point Rd, Riverview Rd to Green St (**Pleasure Point**), then Riverview Rd, Pleasure Point Rd, Heathcote Rd, St George Cr to Bingara Dr (Sandy Point). Return from Sandy Point (St George Cr at Bingara Dr) via St George Cr, Heathcote Rd, Pleasure Point Rd, Riverview Rd to Green St (**Pleasure Point**), then Riverview Rd, Pleasure Point Rd, Heathcote Rd, Sirius Rd [now The Avenue], Challenger St, Pelorus Av, Cambrian Av (**Voyager Point**) [direction of loop ?], Sirius Rd [now The Avenue], Heathcote Rd, Macarthur Dr, station approach road [now The Boulevarde] to Holsworthy station.

Alterations

- **By 26 February 1994 (Sandy Point extension):** From Voyager Point (Sirius Rd [now The Avenue]) via Torch St, Orlando Cr, Challenger St [direction of loop ?].
- **From 18 September 1995:** Ex Liverpool from Australis Av via Village Way (*not* via Conroy Rd). Reverse on return.
- **From 18 September 1995 (Sandy Point extension):** From Voyager Point (Sirius Rd [now The Avenue]), via Orlando Cr, Challenger St, Sirius Rd [direction of loop ?].
- **By 10 June 2000 (Sandy Point extension):** From Voyager Point (Sirius Rd [now The Avenue]) via (left) Boronia Dr, Orlando Cr, Challenger St, Sirius Rd, Cambrian Av, (right) Pelorus Av, (right) Boronia Dr, Sirius Rd.
- **From 27 April 2002:** Ex Liverpool from Nuwarra Rd via Wattle Grove Dr, Australis Av, Village Way, Bardia Pde, Walder Rd, Judd Av (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevarde] to Holsworthy station. Reverse on return.
- **From 27 April 2002 (Sandy Point extension):** From Voyager Point (Cambrian Av) via (left) Pelorus Av, (right) Boronia Dr.

Timetable Summary

From 6 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy	33	M-F	Liverpool	5.40am	Liverpool	9.15pm	30	A
		Sat		6.40am	Holsworthy	6.33pm	60	
		Sun	Holsworthy	8.15am	Liverpool	5.15pm	90	B

Sandy Point trips not listed in timetable

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

B – Gap in service.

18 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy	33	M-F	Liverpool	5.33am	Liverpool	9.15pm	60*	
		Sat		6.15am	Holsworthy	7.07pm	60	A
		Sun	Holsworthy	8.13am	Liverpool	5.44pm	60	A
Holsworthy-Sandy Point	15	M-F	Voyager Pt	7.25am	Holsworthy	4.28pm	B	
		Sat		9.00am		1.15pm	1 trip	
		Sun						

Most Holsworthy-Sandy Point trips through-routed with 862 or 863 Liverpool-Holsworthy.

* More frequent in peak hours.

A – Includes combined 861/862/863 after 3.55pm Saturday & all day Sunday.

B – 2 trips from Voyager Point to Holsworthy via Sandy Point. 4 trips from Holsworthy to Sandy Point via Voyager Point.

Route 863

LIVERPOOL – WATTLE GROVE – HOLSWORTHY■

- **Diversion via Defence Storage/Moorebank Army Camp**

Timeline

18 September 1995:

- Liverpool – Wattle Grove (new suburb) – Holsworthy formed as a result of split of 862 into 862 & 863.
- Saturday afternoon & Sunday services provided by combined 861/862/863 (Link bus).
- Selected trips diverted via Moorebank Army Camp to replace 857.
- Operated by Westway Bus & Coach Service (Threlkeld family).

7 July 2003: Operator's name changed to Transit First.

1 December 2003: Weeknight, all day Saturday & Sunday service provided by combined 861/862/863 (Loop bus).

18 September 2006: As a result of Ministry of Transport review of Region 13:

- Renumbered 901.
- Loop bus ceased and night and weekend services provided on individual routes.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 18 September 1995

From Liverpool (interchange) via Moore St, College St, Elizabeth St, George St, Scott St, Newbridge Rd, Heathcote Rd, Moorebank Av, Anzac Rd, Delfin Dr, Wattle Grove Dr (**Wattle Grove**), Australis Av, Conroy Rd, Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, station approach road [now The Boulevard] to Holsworthy station.

From Holsworthy (station) via reverse route to Newbridge Rd, then Speed St, Pirie St, Bigge St, Moore St to Liverpool interchange.

Alteration

From 27 April 2002: Ex Liverpool from Australis Av via Village Way (*not* via Conroy Rd). Reverse on return.

Timetable Summary

18 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Wattle Grove-Holsworthy	33	M-F	Liverpool	6.15am	Liverpool	8.15pm	60*	A
		Sat		6.15am	Holsworthy	7.12pm	60	B
		Sun	Holsworthy	8.13am	Liverpool	5.44pm	60	B

* More frequent in peak hours.

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

B – Includes combined 861/862/863 after 3.55pm Saturday & all day Sunday.

Route 902

PARRAMATTA – GRANVILLE – VILLAWOOD – BANKSTOWN■

Timeline

29 July 1987: Parramatta – Granville – Villawood renumbered from 186 [1925 number]. Operated by Delwood Coaches.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993: Most trips rerouted between Parramatta & Granville via Harris Park instead of Church St.

17 December 1995: Amalgamated with 21 [1925 number], Villawood – Bankstown, as 902, Parramatta – Villawood – Bankstown. All trips via Harris Park.

1 January 2005: Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport.

18 September 2006: Renumbered 907 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Parramatta – Villawood

From 29 July 1987

From Parramatta (Market St) via Church St, George St, Smith St, Darcy St, Church St, Parramatta Rd, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, Milton St, Halsall St, Woodville Rd, Tangerine St, Mandarin St, River Av, Woodville Rd, Villawood Rd, Villawood Pl to Villawood station.

From Villawood (Villawood Pl at station) via reverse route to Milton St, then Railway Pde, South St, **Granville** interchange, Railway Pde, Bold St, Gt Western Hwy, Church St, Argyle St, Marsden St, Market St at Church St (Parramatta).

Trips direct via Woodville Rd: Direct via Woodville Rd (*not* via Tangerine St, Mandarin St & River Av).

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St (**Harris Park**), Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, Milton St, Halsall St, Woodville Rd, Tangerine St, Mandarin St, River Av, Woodville Rd, Villawood Rd, Villawood Pl to Villawood station.

From Villawood (Villawood Pl at station) via reverse route to Milton St, then Railway Pde, South St, **Granville** interchange, Railway Pde, Bold St, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Villawood – Bankstown

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St, Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, South St, William St, Woodville Rd, Villawood Rd, Villawood Pl (**Villawood**), Woodville Rd, Hume Hwy (**Yagoona**), Highland Av, Glassop St, Allum St, Melanie St, Brancourt Av, Carmen St, Meredith St, Marion St, Chapel Rd, The Mall, Jacobs St, Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherston St, The Mall, Chapel Rd, then reverse route to William St, then South St, Mary St, **Granville** interchange, Railway Pde, Bold St, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Alteration

From 19 February 2006 (opening of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St). (?) route to approach and leave Parramatta.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	33	M-F	Villawood	5.20pmP	Villawood	8.10pmP	25*	A
		Sat		6.45amP	Parramatta	7.45pmV	35**	
		Sun		8.25amG	Granville	7.40pmV	60	B

* More frequent in peak hours.

** Less frequent in afternoon.

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

B – Selected trips extended from Granville to Parramatta via Rosehill.

G – To Granville.

P – To Parramatta.

V – To Villawood.

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood-Bankstown	56	M-F	Parramatta	5.22am	Bankstown	8.10pm	30	A
		Sat		7.40am		6.35pm	60	A
		Sun		7.56am		5.35pm	60	A

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

Route 903

PARRAMATTA – GRANVILLE – SOUTH GRANVILLE via Excelsior St (also via Blaxcell St at various times)■

- **Merrylands – Granville – South Granville (Sundays only)**

Timeline

29 July 1987: Parramatta – Granville – South Granville via Excelsior St renumbered from 96 [1925 number]. Operated by Delwood Coaches.

28 May 1990: Weeknight, Saturday afternoon & Sunday services provided by combined 903/904.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993:

- Altered to run in loop south of Granville, outwards via Blaxcell St & in via Excelsior St, as part of a reorganisation of 903, 904, 905 & 910.
- Shared route along Excelsior St & Blaxcell St with 905.
- Sunday service, Merrylands – Granville – South Granville (loop from Granville via Blaxcell St & return via Excelsior St).

17 December 1995:

- Reverted to Parramatta – Granville – South Granville via Excelsior St.
- Shared route between Granville & Parramatta & along Excelsior St with 905.
- Sunday service provided by 905.

December 2002: Altered to run:

- **From Parramatta** to Granville, then via Blaxcell St to South Granville & return via Excelsior St to Granville.
- **From Granville** via Excelsior St to South Granville & return via Blaxcell St to Granville, then to Parramatta.
- Shared most of route with 905.

1 January 2005: Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Replaced by new 906 in Excelsior St, by 910 in Blaxcell St & by parts of 909 in Rosehill, as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Parramatta – Granville – South Granville via Excelsior St

From 29 July 1987

From Parramatta (Market St) via Church St, Phillip St, Smith St, George St, Alfred St, Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, The Avenue, Louis St, Excelsior St to Rawson Rd (South Granville).

From South Granville (Excelsior St/Rawson Rd) via Rawson Rd, Robertson St, Guildford Rd, Excelsior St, Louis St, The Avenue, William St, Lumley St, Mary St, **Granville** interchange, Railway Pde, Bold St, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Wigram St, Hassall St, Station St, Darcy St, Church St, Argyle St, Marsden St, Market St at Church St (Parramatta).

Parramatta – Granville – South Granville loop via Excelsior St & Blaxcell St

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Alfred St, Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, South St, William St, Blaxcell St, Rawson Rd (**South Granville**), Robertson St, Guildford Rd, Excelsior St, Louis St, Blaxcell St, William St, Mary St, **Granville** interchange, Railway Pde, Bold St, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Granville – South Granville via Excelsior St

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Alfred St, Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, The Avenue, Louis St, Excelsior St, Guildford Rd, Robertson St to Rawson Rd (South Granville).

From South Granville (Robertson St/Rawson Rd) via Rawson Rd, Excelsior St, Louis St, The Avenue, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, Bold St, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Granville – South Granville – Granville via Blaxcell St & Excelsior St Alterations

- **From December 2002:** Ex Parramatta from Granville interchange via Raliway Pde, South St, William St, Blaxcell St, Rawson Rd (**South Granville**), Excelsior St, Louis St, The Avenue, Railway Pde, South St, Mary St to Granville interchange. Return via Railway Pde & reverse route.
- **From 19 February 2006** (opening of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St). ? route to approach and leave Parramatta.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville	Fr Sth Gran 13G 30P	M-F	Sth Granville	5.20amG	Parramatta	5.58pmS	A	
				6.25amP	Granville	8.30pmS		
		Sat		7.45amP	Parramatta	1.13pmS	B	
					Granville	7.30pmS		
Sun	Granville	11.00amP	Parramatta	4.32pmG	C			

* More frequent in peak hours.

A – Early morning & night, Granville-South Granville. Day, Parramatta-South Granville 30*. Extra trips Thursday night.

B – Morning, Parramatta-South Granville 60. Afternoon, Granville-South Granville 60. Plus short-working/s before first trip shown.

C – 3 trips from Granville, 4 trips from Parramatta.

G – To Granville.

P – To Parramatta.

S – To South Granville.

28 May 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville	Fr Sth Gran 13G 30P	M-F	Sth Granville	5.18amG	Parramatta	5.30pmS	A	
				6.20amP	Granville	8.45pmS		
		Sat		7.40amP	Parramatta	12.55pmS	B	
					Granville	6.45pmS		
Sun	Granville	7.37amS	Sth Granville	6.57pmG	60	C		

* More frequent in peak hours.

A – Early morning & night, Granville-South Granville. Day, Parramatta-South Granville 30*.

B – Morning, Parramatta-South Granville 60. Afternoon, Granville-South Granville 60 (from Granville via 904, return via 903). Plus short-working/s before first trip shown.

C – Morning, from Granville via 903, return via 904. Afternoon, from Granville via 904, return via 903.

G – To Granville.

P – To Parramatta.

S – To South Granville.

1 August 1993

See also 905

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville loop†	26GSr 50PSr	M-F	Granville	5.30amS	Parramatta	6.40pmS	30	
			Sth Granville	6.02amP	Granville	9.20pmS		
		Sat		6.23amG 7.02amP	Parramatta	3.40pmS	60	
			Granville	7.27amS	Sth Granville	5.37pmG		
Sun					120	A		

† Most Sunday trips extended from Granville to Merrylands.

A – Blaxcell St also served by 910 loop from Granville via Blaxcell St, then Clyde St. Most Sunday trips extended from Granville to Merrylands.

G – To Granville.

GSr – Round trip Granville-South Granville-Granville via Excelsior St, then Blaxcell St.

P – To Parramatta.

PSr – Round trip Parramatta-South Granville-Parramatta via Excelsior St, then Blaxcell St.

S – To South Granville.

17 December 1995

See also 905

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville	Fr Sth Gran 13G 30P	M-F	Sth Granville	5.39amG	Parramatta	5.36pmS	30	A
				6.59amP	Granville	9.47pmS		
		Sat		7.00amG 7.56amP	Parramatta	5.28pmS	30	A
			Granville	7.43pmS				
		Sun		8.29amP	Parramatta	5.21pmS	60	B
			Granville	7.13pmS				

A – Selected trips between Parramatta & Granville provided by 905. Includes on-demand service Granville-South Granville at night.

B – All service provided by 905. Plus short-working/s before first trip shown. Includes on-demand service Granville-South Granville at night.

G – To Granville.

P – To Parramatta.

S – To South Granville via Blaxcell St, then via Excelsior St, 905 loop (day) or on-demand at night.

December 2002

See also 905

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville-Granville	Fr P'matta 32S 45Gb	M-F	Granville	5.34amGe	Parramatta	3.32pmGb	60*	A
				6.55amP	Granville	9.47pmS		
		Sat	Sth Granville	6.41amG 7.55amP	Parramatta	5.18pmS	60	B
				Granville	7.43pmS			
		Sun		7.26amG 8.31amP	Parramatta	5.21pmS	60	B
			Granville	7.13pmS				

* More frequent in peak hours.

A – Includes on-demand service from Granville at night.

B – All service provided by 905. Includes on-demand service Granville-South Granville at night.

Gb – To Granville via Blaxcell St, then Excelsior St.

Ge – To Granville via Excelsior St, then Blaxcell St.

P – To Parramatta via Excelsior St, then Blaxcell St.

S – To South Granville via Blaxcell St, then via Excelsior St (day) or on-demand at night.

Route 904

GRANVILLE – SOUTH GRANVILLE (Campbell Hill Rd) via Blaxcell St■

Timeline

29 July 1987: Renumbered from 98 [1925 number]. Sunday services provided by combined 904/905. Operated by Delwood Coaches.

28 May 1990: Weeknight, Saturday afternoon & Sunday services provided variously by combined 903/904 or combined 904/905.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993: Amalgamated with 903 to form 903, Parramatta – Granville – South Granville (loop south of Granville, outwards via Blaxcell St & in via Excelsior St) as part of a reorganisation of 903, 904, 905 & 910.

Streets

From 29 July 1987

From Granville (interchange) via Railway Pde, South St, William St, Blaxcell St, Rawson Rd, Campbell Hill Rd to Barbers Rd (South Granville).

From South Granville (Campbell Hill Rd at Barbers Rd) via reverse route to South St, then Mary St to Granville interchange.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville	12	M-F	Sth Granville	5.20am	Granville	9.45pm	30*	
		Sat		6.45am		8.15pm	30	
		Sun		7.45am		8.15pm	30	A

* More frequent in peak hours.

A – Service provided by combined 904/905.

28 May 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville	12	M-F	Sth Granville	5.17am	Granville	9.16pm	30*	A
		Sat		6.30am		7.45pm	30	A
		Sun		7.45am		7.45pm	30	A

* More frequent in peak hours.

A – Includes service provided by either combined 904/905 or combined 903/904 early weekdays, weeknights, Saturday afternoon & all day Sunday.

Route 904

PARRAMATTA – AUBURN – LIDCOMBE■

Timeline

17 December 1995: Renumbered from 405. Rerouted via Church St between Parramatta & Granville, instead of Harris Park. Service in Harris Park provided by 902 instead. Operated by Baxter's Bus Lines.

4 January 1999: Ceased & replaced by:

- 655 Parramatta – Homebush Bay via Parramatta Rd
- 906 Auburn – Lidcombe – Homebush Bay

20 December 2000: Route reinstated, but via Rosehill instead of Church St between Parramatta & Granville, in anticipation of cessation of 655 & 906 from 4 January 2001, following conclusion of 2000 Olympic & Paralympic Games. Peak hour & Saturday trips diverted via Carter St industrial area.

1 January 2005: Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Parramatta – Auburn part replaced by part of new 909 as a result of Ministry of Transport review of Region 13. Remainder of route not replaced.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parramatta Rd, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, Bold St, Cowper St, Good St, Parramatta Rd, Melton St, Adderley St, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, John St, Boorea St, Yarram St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Yarram St, Boorea St, John St, Parramatta Rd, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, then reverse route to Church St, then Argyle St to Westfield (Parramatta).

From 20 December 2000

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Alfred St, Hassall St, James Ruse Dr, Parramatta Rd, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, John St, Boorea St, Yarram St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Yarram St, Boorea St, John St, Parramatta Rd, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, James Ruse Dr, Hassall St, Parkes St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Carter St Industrial Area diversion: From Parramatta Rd/John St via Parramatta Rd, Birnie Av, Carter St, Hill Rd, Parramatta Rd to John St.

Alteration

From 19 February 2006 (opening of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St). (?) route to approach and leave Parramatta.

Timetable Summary

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Lidcombe	42	M-F	Parramatta	6.32am	Parramatta	4.55pm	60*	A
		Sat	Lidcombe	9.06am	Lidcombe	4.52pm	B	
		Sun						

* More frequent in peak hours.

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

B – 4 trips from Parramatta, 5 trips from Lidcombe. Plus short-working/s before first trip shown.

20 December 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Lidcombe	29	M-F	Parramatta	6.32am	Lidcombe	5.58pm	60	
		Sat		7.35am		4.51pm	60	
		Sun						

Route 905

GRANVILLE – SOUTH GRANVILLE (Boundary Rd) – MERRYLANDS via Clyde St

Timeline

29 July 1987: Granville – South Granville (Boundary Rd) renumbered from 105 [1925 number]. Shared route with 910. Operated by Delwood Coaches.

28 May 1990:

- Peak hour trips remained as Granville – Boundary Rd, South Granville.
- Previously unnumbered off-peak trips Granville – South Granville – Merrylands (via Clyde, Blaxcell & Excelsior Sts) numbered 905.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993: Ceased as part of reorganisation of 903, 904, 905 & 910. All service along Clyde St provided by 910.

Streets

Granville – South Granville (Boundary Rd) via Clyde St

From 29 July 1987

From Granville (interchange) via Railway Pde, South St, William St, Clyde St, Ferndell St, Boundary St to Dorothy St (South Granville).

From South Granville (Boundary St at Dorothy St) via Dorothy St, Everley Rd, Ferndell St, Clyde St, William St, South St, Mary St to Granville interchange.

Granville – South Granville – Merrylands via Clyde St

From 28 May 1990

From Granville (interchange) via Railway Pde, South St, William St, Clyde St, Rawson Rd (South Granville), Blaxcell St, Adam St, Excelsior St, Farnell St, Blaxcell St, Louis St, The Avenue, William St, Mombri St, Neil St, Treves St, Merrylands Rd to Merrylands station.

From Merrylands via Pitt St, Neil St, then reverse route to South St, then Mary St to Granville interchange.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville	12	M-F	Sth Granville	5.45am	Granville	8.30pm	30*	
		Sat		6.30am		7.00pm	AM 30 PM 60	
		Sun		11.08am		7.10pm	60	A

* More frequent in peak hours.

A – Service provided by combined 904/905.

28 May 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-South Granville-Merrylands	27	M-F	Granville	7.00am	Granville	5.00pm	60	
		Sat		8.30am	Merrylands	12.06pm	60	
		Sun						
Granville-South Granville	12	M-F	Sth Granville	5.30am	Granville	6.35pm	Ph	
		Sat		6.57am		7.15pm	60	A
		Sun		8.42am		7.15pm	60	A

* More frequent in peak hours.

A – Saturday morning service provided by 910. Saturday afternoon & Sunday service provided by combined 904/905.

Ph – Peak hours only. Weekday off-peak service provided by 910.

Route 905

PARRAMATTA – GRANVILLE – SOUTH GRANVILLE – MERRYLANDS via Blaxcell St & Excelsior St

Timeline

1 August 1993: As part of reorganisation of 903, 904, 905 & 910, 905 became Merrylands – Granville – South Granville (loop, out via Excelsior St & return via Blaxcell St). Operated by Baxter's Bus Lines.

17 December 1995: Altered to Parramatta – Granville – South Granville – Merrylands, in a further reorganisation of 903 & 905.

1 January 2005: Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Replaced by 906 along Excelsior St & 910 along Blaxcell St as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

Merrylands – Granville – South Granville (loop via Excelsior St, then Blaxcell St)

From 1 August 1993

From Merrylands (interchange) via Pitt St, Neil St, Mombri St, William St, South St, Mary St, **Granville** interchange, Railway Pde, The Avenue, Louis St, Excelsior St, Rawson Rd, Campbell Hill Rd, Davidson Rd (**South Granville**), Dudley Rd, Rawson Rd, Blaxcell St, William St, Mary St to **Granville** interchange, Railway Tce, South St, William St, Mombri St, Neil St, Pitt St, Terminal Pl to Merrylands interchange.

Parramatta – Granville – South Granville – Merrylands via Blaxcell St & Excelsior St

From 17 December 1995

From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Alfred St, Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, South St, William St, Blaxcell St, Rawson Rd, Dudley Rd, Davidson Rd (**South Granville**), Campbell Hill Rd, Rawson Rd, Excelsior St, Louis St, The Avenue, William St, Mombri St, Neil St, Pitt St, Terminal Pl to Merrylands interchange.

From Merrylands (interchange) via Pitt St, then reverse route to Blaxcell St, then William St, South St, Mary St, **Granville** interchange, Railway Pde, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Station St to Parramatta interchange.

Alteration

From 19 February 2006 (opening of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St). ? route to approach and leave Parramatta.

Timetable Summary

1 August 1993

See also 903

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Granville-South Granville	10GS 42MGSr	M-F	Sth Granville	5.20amG	Sth Granville	8.32pmG	A	
			Granville	6.55amM	Merrylands	5.21pmS		
		Sat	Granville	6.55amM	Merrylands	12.45pmS	B	
					Sth Granville	7.09pmG		
Sun								

* More frequent in peak hours.

A – Early morning & night, Granville-South Granville. Day, Granville-Merrylands 60*.

B – Morning, Granville-Merrylands 60. Afternoon service provided by 910. Plus short-wrking/s before frist trip shown.

G – To Granville via Blaxcell St.

GS – Granville-South Granville via Blaxcell St.

M – To Merrylands via South Granville.

MGSr – Round trip Merrylands-Granville-South Granville-Granville-Merrylands.

S – To Granville via South Granville.

17 December 1995

See also 903

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville-Merrylands	Fr P'matta 27S 46M	M-F	Sth Granville	5.16amG	Merrylands	5.25pmP	A	
			Parramatta	6.41amM	Granville	9.47pmS		
		Sat	Sth Granville	6.39amG	Parramatta	4.25amM	B	
			Parramatta	8.22amM	Granville	7.43pmS		
		Sun	Merrylands	8.20amP	Parramatta	5.21amM	60	C

* More frequent in peak hours.

A – Early morning & night, Granville-South Granville. Day, Parramatta-South Granville 30, Parramatta-Merrylands 60. Selected trips required connection at Granville. Includes on-demand service Granville-South Granville at night.

B – Early morning & night, Granville-South Granville. Day, Parramatta-South Granville 60. Includes on-demand service from Granville at night.

C – Plus short-working/s before first trip shown. Includes on-demand service Granville-South Granville at night.

G – To Granville.

M – To Merrylands.

P – To Parramatta.

S – To South Granville.

December 2002

See also 903

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville-South Granville-Merrylands	Fr P'matta 27S 46M	M-F	Sth Granville	5.18amG	Merrylands	5.25pmP	60*	A
			Parramatta	7.13amM	Granville	9.47pmS		
		Sat	Sth Granville	6.41amG	Parramatta	5.18pmM	60	A
			Parramatta	8.18amM	Granville	7.43pmS		
		Sun	Merrylands	8.20amP	Parramatta	5.21pmM	60	B

* More frequent in peak hours.

A – Includes on-demand service from Granville at night.

B – Plus short-working/s before first trip & after last trip shown. Plus on-demand service Granville-South Granville at night (last trip 7.13pm from Granville).

G – To Granville.

M – To Merrylands.

P – To Parramatta.

S – To South Granville.

Route 906

AUBURN – LIDCOMBE – NEWINGTON – OLYMPIC PARK station ■

Timeline

4 January 1999: Commenced by Baxter's Bus Lines, partly replacing 904.

2 January 2001: Following conclusion of 2000 Olympic & Paralympic Games, replaced by:

- Extension of State Transit Authority (trading as Sydney Buses) 401 from Sydney Olympic Park to Newington & Sydney Olympic Park Wharf.
- Reinstatement of 904 from 20 December 2000.

Streets

From 4 January 1999

From Auburn (Rawson St at station) via Northumberland Rd, Hall St, Dartbrook Rd, Rawson Rd, Boorea St, Yarram St, John St, Mary St, Swete St, Church St (**Lidcombe**), John St, Parramatta Rd, Hill Rd, Wing Pde, Newington Blvd, Oceania Av, Hill Rd to Sydney Olympic Park ferry wharf, then Hill Rd, Bennelong Rd, Sarah Durack Av to State Sports Centre, then Sarah Durack Av, Olympic Blvd, Herb Elliott Av, Australia Av, Dawn Fraser Av to Olympic Park station.

From Olympic Park station (Dawn Fraser Av) via Dawn Fraser Av, Olympic Blvd, then reverse route to Parramatta Rd, then John St, Mary St, Swete St, Church St (**Lidcombe**), John St, Yarram St, Boorea St, Rawson Rd to Auburn station.

Timetable Summary

4 January 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe-Olympic Park station	Fr O Pk stn 29L 37A	M-F	Lidcombe	7.32amO	Olymp Pk stn	5.00pmL	60*	B
		Sat	Olymp Pk stn	8.00amL	Lidcombe	6.32pmO	60	
		Sun						

* More frequent in peak hours.

A – To Auburn.

B – Off-peak & selected peak hour trips extended from Lidcombe to Auburn. Plus short-working/s Lidcombe-Newington before first trip & after last trip shown (last trip 6.42pm from Lidcombe).

L – To Lidcombe.

O – To Olympic Park station.

Route 907

GUILDFORD – CHESTER HILL ■

Timeline

July 1996: Renumbered from 84 [1925 number]. Selected off-peak and Saturday trips through-routed with 908. Operated by Crossley Bus Lines (Colin Crossley & Eddie Hayman).

26 November 2001: Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Replaced partly by new 916 & parts of 906 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

Guildford – Chester Hill

From July 1996

Peak hour

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

From Chester Hill (Waldron Rd at station) via Campbell Hill Rd, then reverse route to Guildford Rd, then Railway Tce to Guildford station.

Ian Cr diversion: Ex Guildford from Gurney Rd via Miller Rd, Ian Cr to Gurney Rd. Reverse on return.

Alteration

By June 1997: Ex Chester Hill via Bent St, Virgil Av, Campbell Hill Rd, Curtis Rd, Miller Rd, Gurney Rd (*not* via Ian Cr). Ex Guildford from Gurney Rd via Miller Rd.

Off-peak & Saturday

From Guildford (Railway Tce at station) via Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St, Woodville Rd, Gurney Rd, Miller Rd, Ian Cr, Gurney Rd, Miller Rd, Curtis Rd, Campbell Hill Rd, Wolumba St, Boundary Rd, Hector St, Elliston St, Priam St, Waldron Rd to Chester Hill station.

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

Alteration

By June 1997: Ex Guildford from Woodville Rd, Gurney Rd, Miller Rd, to Barbers Rd, then Miller Rd, Curtis Rd. Reverse on return.

Chester Hill-Barbers Rd

By November 1996

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

Timetable Summary

July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Chester Hill	18	M-F	Chester Hill	6.30am	Guildford	6.00pm	60*	A
		Sat		8.15am	Chester Hill	3.00pm	120	A
		Sun						

* More frequent in peak hours.

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

Route 908

BANKSTOWN – SEFTON – CHESTER HILL (Pipeline)■

Timeline

July 1996: Renumbered from 73 [1925 number]. Selected off-peak & Saturday trips through-routed with 907. Operated by Crossley Bus Lines (Colin Crossley & Eddie Hayman).

26 November 2001: Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport.

18 September 2006: Replaced by part of 910 between Bankstown & Chester Hill, part of 908 in Sefton area & part of 911 between Chester Hill & Boundary Rd as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

From July 1996

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, Meredith St, Hume Hwy (**Yagoona**), Church Rd, Auburn Rd, Brodie St, Rose St, Buist St, Hector St, Batt St, Rose St, Wellington Pde (**Sefton**), Helen St, Kerrinea St, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Boundary Rd to Ferndell St (Chester Hill Pipeline).

From Chester Hill Pipeline (Boundary Rd at Ferndell St) via Hector St, Elliston St, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, then reverse route to Chapel Rd, then The Mall, Jacobs St to Bankstown Square bus terminal.

Sunday trips: Ex Bankstown from Waldron Rd via Campbell Hill Rd, Gurney Rd East, Miller Rd, Curtis Rd, Campbell Hill Rd, Wolumba Rd, Boundary Rd to Pipeline. Ex Pipeline unaltered.

Alteration

By August 2002: Ex Chester Hill from Meredith St via Marion St, Chapel Rd, The Mall.

Timetable Summary

July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Sefton-Chester Hill	30	M-F	Chester Hill	5.30am	Bankstown	9.11pm	20	
		Sat		7.20am		6.05pm	AM 30 PM 60	
		Sun		8.45am		5.15pm	60	A

* More frequent in peak hours.

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

Route 910

PARRAMATTA – CHESTER HILL – BANKSTOWN via Clyde St ■

- **Merrylands – Granville – South Granville (Sundays only)**

General note: 320, the predecessor of 910, started life as a “Red Arrow” route with limited stops. However, timetables suggest that it had become an “all stops” route by 1987. By the early 1990s, it was no longer regarded as a “Red Arrow” route.

Timeline

29 July 1987:

- Parramatta – Bankstown renumbered from 320 [Red Arrow number].
- Operated jointly by Delwood Coaches & Auburn Bus Service (Stephen Todd).
- Shared with 905 between Granville & Boundary Rd, South Granville until 1 August 1993.

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

25 July 1990: Auburn Bus Service transferred its half share to Delwood, leaving Delwood the sole owner, with travelling restrictions between Chester Hill & Bankstown.

2 April 1992: Transferred to Baxter’s Bus Lines.

By 1 August 1993:

- 910 became sole route between Granville & South Granville via Clyde St.
- Saturday afternoon trips ran Granville – South Granville (Boundary Rd), connecting at Boundary Rd with 73 Chester Hill – Bankstown.
- Sunday trips ran Merrylands – Granville – South Granville (loop, out via Blaxcell St & return via Clyde St).

17 December 1995: Shortened to Parramatta – Chester Hill. 908 continued to run Bankstown – Chester Hill.

1 January 2005: Transferred to Connex NSW.

18 April 2006: Operator’s name changed to Veolia Transport.

18 September 2006: Replaced by parts of 908, new 910 (*see 910 in (B) Route Histories as from 18 September 2006 below*) & 911 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Parramatta – Chester Hill – Bankstown via Clyde St

From 29 July 1987

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, Market St, Church St, Phillip St, Smith St, George St, Purchase St, Hassall St, Alfred St, Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, South St, William St, Clyde St, Ferndell St, Boundary Rd (**South Granville**), Hector St, Elliston St, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Hector St, Buist St, Rose St, Brodie St, Auburn Rd, Church Rd, Hume Hwy (**Yagoona**), Meredith St, Marion St, Chapel Rd, The Mall, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherston St, The Mall, Chapel Rd, Rickard Rd, Meredith St, then reverse route to Waldron Rd (**Chester Hill**), then Bent St, Virgil Av, Priam St, Wolumba St, Boundary Rd (**South Granville**), Ferndell St, Clyde St, William St, South St, Mary St, **Granville** interchange, Railway Pde, then reverse route to Alfred St, then Hassall St, Parkes St, Wigram St, Hassall St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Alterations

By 28 May 1990:

- Ex Parramatta from George St into Hassall St. Ex Bankstown from Alfred St via Noller Pde, Purchase St, Hassall St, Station St.
- Ex Bankstown from Hume Hwy via Auburn Rd (*not* via Church Rd). Unaltered Ex Parramatta.

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St, Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, Memorial Dr, Clyde St, Ferndell St, Boundary Rd (**South Granville**), Hector St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Hector St, Buist St, Rose St, Brodie St, Auburn Rd, Hume Hwy (**Yagoona**), St, Rickard Rd, Jacobs St, Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to **Granville** interchange, then Railway Pde, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Chester Hill via Clyde St

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parramatta Rd, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, Memorial Dr, Clyde St, Ferndell St, Boundary Rd (**South Granville**), Hector St, Elliston St, Priam St, Waldron Rd to Chester Hill station.

From Chester Hill (Waldron Rd at station) via Bent St, Virgil Av, Priam St, then reverse route to **Granville** interchange, then Railway Pde, Bold St, Parramatta Rd, Church St, Argyle St to Westfield (Parramatta).

Alterations

- *By 4 January 1999:* Ex Parramatta from Parramatta Rd via Bold St. Ex Chester Hill unaltered.
- *By July 2002:* Ex Parramatta from Hector St via Elliston St, Priam St, Waldron Rd. Reverse on return.
- *From 19 February 2006 (opening of new Parramatta interchange):* Parramatta terminus at new interchange (Argyle St). ? route to approach and leave Parramatta.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown	50	M-F	Bankstown	7.49am	Parramatta	5.03pm	60	
		Sat						
		Sun						

14 December 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown	55	M-F	Bankstown	6.00am	Parramatta	7.30pm	60	
		Sat		8.00am		1.30pm		
		Sun						

1 August 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
Parramatta-Chester Hill-Bankstown	46PB 12GS	M-F	Bankstown	6.48amP	Bankstown	5.50pmP	60*	A		
		Sat	Parramatta	7.10amB	Parramatta	1.05pmB			60	C
			Bankstown		Bankstown	6.35pmG				
		Sun								

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown (last trip 8.32pm from South Granville to Granville).

B – To Bankstown.

C – Service between Chester Hill & Bankstown provided by 73 (change buses at Boundary Rd).

G – To Granville.

GS – From Granville to South Granville.

P – To Parramatta.

PB – From Parramatta to Bankstown.

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill	30	M-F	Chester Hill	6.29amP	Parramatta	5.05pmC	A	
					Granville	9.47pmS		
		Sat	Parramatta	9.00amC	Chester Hill	4.30pmP	60	B
					Granville	7.43pmS		
		Sun	Sth Granville	9.25amP	Parramatta	5.26pmS	60	D

A – Day, Granville-South Granville 30, Parramatta-Chester Hill 60. Plus short-working/s before first shown.

Includes on-demand trips from Granville at night. Connections required at Granville on selected trips.

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

C – To Chester Hill.

D – Connections required on selected trips at Granville. Plus on-demand trips from Granville at night (last trip 7.13pm from Granville).

P – To Parramatta.

S – To South Granville.

Route 915

LIDCOMBE – CUMBERLAND COLLEGE [now University of Sydney, Cumberland campus]

Timeline

1 February 1990: Unnumbered route given number in Sydney Region Route Number System & transferred from Westlink to E Street Bus Lines (Bob Taylor). Shared route with 920 from 26 September 1996.

Mid February 1991: Transferred to Crossley Bus lines.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

7 July 2003: Operator's name changed to Transit First.

For details of Route 915 as from 18 September 2006, see **(B) Route Histories as from 18 September 2006 below.**

Streets

Timetables prior to 1993 did not specify the route, but it is unlikely to have varied much over the years of operation.

From January 1993

From Lidcombe (Mark St ? at station) via Railway St, East St to within grounds of Cumberland College.

From Cumberland College via East St, Davey St, Marsden St, Mark St (?) to Lidcombe station.

By December 1997

From Lidcombe (Railway St at station) via Railway St, East St to within grounds of Cumberland College.

From Cumberland College via East St, Victoria St, Joseph St, Bridge St, Tooheys Lane, Railway St to Lidcombe station.

Timetable Summary

May 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Cumberland College (<i>semester</i>)	5	M-F	Lidcombe	7.15am	Cumb college	6.00pm	20*	A
		Sat						
		Sun						
Lidcombe-Cumberland College (<i>vacation</i>)	5	M-F	Lidcombe	7.50am	Cumb college	5.25pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Mondays-Thursdays.

Ph – Peak hours only.

10 June 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Uni of Sydney, Cumb'land campus	5	M-F	Lidcombe	7.15am	Cumb campus	6.07pm	15*	A
		Sat						A
		Sun						

* More frequent in peak hours during semester.

A – 920 also provided service Mondays-Saturdays.

Route 916

AUBURN – SOUTH GRANVILLE (Blaxcell St) ■

Timeline

31 July 1985: Renumbered from 239 [1925 number]. Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Rerouted via Park, Chiswick & Chisholm Rds, replacing part of 918, as part of reorganisation of 916-9.

7 July 2003: Operator's name changed to Transit First.

27 July 2003: Replaced by rerouting of 917 in a general reorganisation of 916-920.

Streets

From 31 July 1985

From Auburn (South Pde at station) via Park Rd, Normanby Rd, Cumberland Rd, Sheffield St, Chisholm Rd, Mona St, Clyde St, Redfern St, Blaxcell St to Hudson St (South Granville).

From South Granville (Blaxcell St at Hudson St) via Hudson St, Clyde St, then reverse route to Normanby St, then Queen St, Auburn Rd, South Pde to Auburn station.

From 14 December 1997

From Auburn (South Pde at station) via Auburn Rd, Mary St, Park Rd, Chiswick Rd, Chisholm Rd, Mona St, Clyde St, Redfern St, Blaxcell St to Hudson St (South Granville).

From South Granville (Blaxcell St at Hudson St) via Hudson St, Clyde St, then reverse route to Park Rd, then South Pde to Auburn station.

Timetable Summary

31 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Granville	10	M-F	Auburn	6.06am	Sth Granville	5.45pm	60*	
		Sat		8.33am		12.42pm	60	
		Sun						

* More frequent in peak hours.

14 December 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Granville	18	M-F	Sth Granville	6.37am	Auburn	6.20pm	60*	
		Sat	Auburn	7.30am	Sth Granville	2.47pm	60	
		Sun						

* More frequent in peak hours.

Route 917

AUBURN – BERALA – GUILDFORD ■

AUBURN – GUILDFORD via Park, Wellington & Chisholm Rds ■

LIDCOMBE – REGENTS PARK – AUBURN – GUILDFORD ■

Timeline

31 July 1985: Lidcombe – Regents Park – Auburn – Guildford renumbered from an amalgamation of 5, 116, 123 & 149 [1925 numbers]. Service provided by extended 920 on Sundays. Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

January 1993: Altered to Auburn – Berala – Guildford in a reorganisation of 917 & 918. Lidcombe – Berala – Regents Park replaced by extension of 921.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Late Saturday afternoon & all-day Sunday services on part of route provided by combined 919/920 (later 918/919) (Link bus).

7 July 2003: Operator's name changed to Transit First.

28 July 2003: Rerouted as Auburn – Guildford via Park, Wellington & Chisholm Rds, replacing 916, in a general reorganisation of 916-920. Link bus ceased.

18 September 2006: Replaced by part of 911 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Lidcombe – Berala – Auburn – Guildford

From 31 July 1985

From Lidcombe (Railway St at station) via Joseph St, Kerrs Rd, Brixton Rd, Hyde Park Rd, Nottingham Rd, Kibo Rd, Fourth Av, Walters Rd, Kingsland Rd, Amy St (**Regents Park**), Park Rd, Lidbury St, Elizabeth St, Woodburn Rd (**Berala**), Tilba St, Graham St, Water St, Cockthorpe Rd, Norval St (**Auburn Hospital**), Auburn Rd, South Pde (**Auburn**), Park Rd, Queen St, Normanby Rd, Cumberland Rd, Northcote St, Chisholm Rd, Wellington Rd, Clyde St, Chiswick Rd, Blaxcell St, Guildford Rd, Robertson St, Rawson Rd (**South Granville**), Excelsior St, Guildford Rd, Railway Tce to Guildford station.

From Guildford (Railway Tce at station) via Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Tilba St, then The Crescent, Crawford St, Woodburn Rd, then reverse route to Kerrs Rd, then Joseph St, James St, Mark St, Railway St to Lidcombe station.

Alteration

By 12 March 1986: Ex Guildford from Tilba St via Woodburn Rd (*not* via The Crescent, Crawford St). Ex Lidcombe unaltered.

Auburn – Berala – Guildford

From January 1993

From Auburn (South Pde at station) via Park Rd, Queen St, Auburn Rd, Norval St, Cockthorpe Rd, Water St, Graham St, Tilba St, Woodburn Rd (**Berala**), Elizabeth St, Lidbury St, Park Rd, Wellington Rd, Clyde St, Chiswick Rd, Blaxcell St, Guildford Rd, Robertson St, Rawson Rd (**South Granville**), Excelsior St, Guildford Rd, Railway Tce to Guildford station.

From Guildford (Railway Tce at station) via Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Auburn Rd, then South Pde to Auburn station.

Alterations

- **By 1997:** To depart from Auburn (railway side of South Pde) via Auburn Rd.
- **From 14 December 1997:** Ex Auburn from Cockthorpe Rd via Woodburn Rd, Vaughan St, Graham St. Reverse on return.

Auburn – Guildford via Park, Wellington & Chisholm Rds

Alteration

From 28 July 2003: From Auburn via South Pde, Auburn Rd, Mary St, Park Rd, Wellington Rd, Chisholm Rd, Mona St, Clyde St. Reverse on return.

Timetable Summary

31 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala-Auburn-Guildford	Fr Guild 21A 36B 55L	M-F	Berala	6.10amG	Guildford	4.15pmL	60*	C
			Guildford	8.43amL		5.35pmB		
		Sat	Berala	8.17amA		1.02pmB	60	D
			Auburn	8.23amG				
Sun						E		

* More frequent in peak hours.

A – To Auburn.

B – To Berala.

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

D – *Eastwards* ran Guildford-Auburn-Berala. *Westwards* ran separately Berala-Auburn & Auburn-Guildford.

E – Service over part of route provided by 920.

G – To Guildford.

L – To Lidcombe.

January 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Berala-Guildford	27	M-F	Guildford	6.17am	Auburn	6.15pm	60*	A
		Sat	Auburn	8.30am	Guildford	3.30pm	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.

Route 918

AUBURN – SOUTH AUBURN – AUBURN (bidirectional loop via Chisholm & Cumberland Rds)■

AUBURN – SOUTH AUBURN via Cumberland Rd■

Timeline

31 July 1985: Auburn – South Auburn via Cumberland Rd renumbered from 14 [1925 number]. Service provided by combined 918/919 on weeknights & extended 920 on Sundays. Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

By January 1993: Altered to Auburn – South Auburn – Auburn loop (mornings out via Chisholm Rd, return via Cumberland Rd; afternoons the reverse) in a reorganisation of 917 & 918.

By July 1996: Weeknight service replaced by diversion of 919.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Replaced by rerouting of 916 & 919 in a reorganisation of 916-9.

Streets

Auburn – South Auburn via Cumberland Rd

From 31 July 1985

From Auburn (South Pde at station) via Alice St, Northcote St, Cumberland Rd, Albert Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn station.

Auburn – South Auburn – Auburn (bidirectional loop via Chisholm & Cumberland Rds)

From January 1993

Anti-clockwise (mostly morning)

From Auburn (South Pde at station) via Park Rd, Queen St, Auburn Rd, Mary St, Alice St, Northcote St, Chisholm Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn station.

Clockwise (mostly afternoon)

From Auburn (South Pde at station) via Park Rd, Queen St, Auburn Rd, Mary St, Alice St, Northcote St, Cumberland Rd, St Johns Rd (**South Auburn**), Chisholm Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn station.

Alteration

By 1997: To depart from Auburn (railway side of South Pde) via Auburn Rd.

Timetable Summary

31 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Auburn via Cumberland Rd	12	M-F	Sth Auburn	5.34am	Auburn	9.05pm	30*	A
		Sat		8.07am	Sth Auburn	5.15pm	60	
		Sun		9.30am	Auburn	5.25pm	80	B

* More frequent in peak hours.

A – Includes combined 918/919 at night.

B – Part of 920.

January 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Sth Auburn via Cumberland & Chisholm Rds	25 round trip	M-F	Auburn	5.27am	Auburn	9.07pm	30*	A
		Sat	Sth Auburn	7.55am	Sth Auburn	5.22pm	60	
		Sun		8.40am	Auburn	5.25pm	90	B

* More frequent in peak hours.

A – Morning, clockwise. Afternoon, anti-clockwise. Includes combined 918/919 at night.

B – Combined 918/919.

Route 918

AUBURN – REGENTS PARK – LIDCOMBE – AUBURN (bidirectional loop) ■

28 July 2003: Replaced parts of 917, 919 & 920, as a large bidirectional loop in a general reorganisation of 916-920. Operated by Transit First (Thelkeld family). Combined 918/919 ran on Sundays.

18 September 2006: Ceased but partly replaced by part of 909, as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) **Route Histories as from 18 September 2006** below.

Streets

From 28 July 2003

Clockwise

From Auburn (South Pde at station) via Auburn Rd, Norval St, Cockthorpe Rd, Woodburn Rd, Vaughan St, Joseph St, Bridge St, Tooheys Lane, Railway St (**Lidcombe**), Mark St, James St, Joseph St, Georges Av, East St, Weeroona Rd, Amy St (**Regents Park**), Park Rd, Mt Auburn Rd, Graham St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St, Auburn Rd, Mary St, Park Rd, South Pde to Auburn station.

Anti-clockwise

From Auburn (South Pde at station) via Auburn Rd, Norval St, Cockthorpe Rd, Woodburn Rd, Vaughan St, Graham St, Mt Auburn Rd, Park Rd, Amy St (**Regents Park**), Weeroona Rd, East St, Georges Av, Joseph St, Bridge St,

Tooheys Lane, Railway St (**Lidcombe**), Mark St, James St, Joseph St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St, Auburn Rd, Mary St, Park Rd, South Pde to Auburn station.

Timetable Summary

28 July 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park-Lidcombe-Auburn	38 round trip	M-F	Auburn	5.50am	Regents Pk	6.04pm	60*	A
		Sat		6.50am		6.14pm	60	A
		Sun		8.17am		4.51pm	120	B

* More frequent in peak hours.

A – Ran alternately clockwise & anti-clockwise.

B – Link bus, combined 918/919.

Combined Routes 918/919

AUBURN – SOUTH AUBURN – AUBURN loop■

Timeline

31 July 1985: Combined loop renumbered from combined 13 & 14 [1925 numbers] on weekday nights. Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

By July 1996: Replaced by diversion of 919 at night.

Streets

From 31 July 1985

From Auburn (South Pde at station) via South Pde, Alice St, Northcote St, Chisholm Rd, Phillips St, Cumberland Rd, St Johns Rd (**South Auburn**), Park Rd, Chiswick Rd, Water St, Cockthorpe Rd, Norval St, Auburn Rd, South Pde to Auburn station.

See also Link bus, Combined Routes 919/920, & later Combined Routes 918/919(below)

Combined Routes 918/919

AUBURN – SOUTH AUBURN – LIDCOMBE■

Timeline

January 1993: Combined route commenced by Transit First (Threlkeld family) on Sundays & Public Holidays.

Through-routed with 920 Lidcombe – Bansktonwn.

14 December 1997: Replaced by combined 919/920 (Link Bus).

Streets

From January 1993

From Auburn (South Pde at station) via (?), Cumberland Rd, Phillips St, Chisholm Rd, Wellington Rd, St Johns Rd (**South Auburn**), Park Rd, Chiswick Rd, (?) (**Auburn Hospital**), (?), Vaughan St, (?) to Lidcombe station.

From Lidcombe (Railway St at station) via same/similar route to Cumberland Rd, then Normanby Rd, (?) to Auburn station.

Route 919

AUBURN – REGENTS PARK – BANKSTOWN■

Timeline

31 July 1985: Renumbered from an amalgamation of 13 & part of 125 south of Amy St [1925 numbers], connected between Regents Park & Rookwood Rd via Amy St. Service provided by combined 918/919 on weeknights.

Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

By July 1996: Weeknight diversion covered 918.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997:

- Rerouted via Cumberland, Albert, Chisholm & St Johns Rds, replacing part of 918 in a reorganisation of 916-919.
- Late Saturday afternoon & all-day Sunday services provided by Link bus, combined 919/920.

7 July 2003: Operator's name changed to Transit First

28 July 2003:

- Rerouted in Berala & Regents Park, replacing parts of 917 & 920.
- Rerouted via Potts Hill, replacing ceased 920 in a general reorganisation of 916-920.
- Link bus ceased, but combined 918/919 ran on Sundays.

18 September 2006: Partly replaced by parts of 908 & 909 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

From 31 July 1985

From Auburn (South Pde at station) via Auburn Rd, Beatrice St, Park Rd, Amy St (**Regents Park**), Joseph St, Rookwood Rd, Chapel Rd, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Auburn Rd, then Queen St, Park Rd, South Pde to Auburn station.

Alteration

By 14 November 1988: Ex Auburn from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal.

From 14 December 1997

From Auburn (South Pde at station) via Auburn Rd, Mary St, Park Rd, Queen St, Normanby Rd, Cumberland Rd, Albert Rd, Chisholm Rd, St Johns Rd, Park Rd, Amy St (**Regents Park**), Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Park Rd, then South Pde to Auburn station.

Kibo Rd diversion: From Amy St via Kingsland Rd, Walters Rd, Fourth Av, Kibo Rd, Kingsland Rd to Amy St (direction of loop?).

From 28 July 2003

From Auburn (South Pde at station) via Auburn Rd, Mary St, Cumberland Rd, Albert Rd, Chisholm Rd, St Johns Rd, Lidbury St, Woodburn Rd (**Berala**), Kerrs Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Amy St (**Regents Park**), Joseph St, Rookwood Rd, Bruncker Rd, Powell St, McMillan St, Ashby Av, Woodbine St (**Potts Hill**), Avoca St, George St, Rookwood Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Mary St, then Park Rd, South Pde to Auburn station.

Trips not via Potts Hill: Direct via Rookwood Rd (*not* via Potts Hill).

Timetable Summary

31 July 1985

See also 920

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park-Bankstown	27	M-F	Auburn	6.28am	Auburn	5.27pmB 9.05pmS	60*	A
		Sat		8.35am	Bankstown	4.05pm	60	A
		Sun	Sth Auburn	9.28am	Auburn	5.25pm	6 trips	C

* More frequent in peak hours.

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

B – To Bankstown.

C – Service provided by extended 920.

S – To South Auburn

[Combined Routes 918/919 \(Link bus\)](#)
[Combined Routes 919/920 \(Link bus\)](#)

AUBURN – LIDCOMBE – BANKSTOWN ■

AUBURN – REGENTS PARK – BANKSTOWN ■

Timeline

14 December 1997: Combined routes 919/920 (Link Bus) commenced by Westway Bus & Coach Service (Threlkeld family) on Sundays & Public Holidays. Link Bus comprised two legs:

- Auburn – Lidcombe – Bankstown
- Auburn – Regents Park – Bankstown

7 July 2003: Operator's name changed to Transit First

28 July 2003: Altered to combined routes 918/919, when 920 ceased and partly replaced by extended 918.

18 September 2006: Link Bus ceased & replaced by parts of new 908, 909 & 912, as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Auburn – Lidcombe – Bankstown

From 14 December 1997

From Auburn (South Pde at station) via Park Rd, Mary St, Auburn Rd, Norval St, Cockthorpe Rd, Woodburn Rd, Vaughan St, Joseph St, Bridge St, Tooheys Lane, Railway St (**Lidcombe**), Mark St, James St, Joseph St, Rookwood Rd, then 920 to Bankstown station.

From Bankstown (North Tce at station) via reverse route to Joseph St, then Bridge St, Tooheys Lane, Railway St (**Lidcombe**), Mark St, James St, Joseph St, Vaughan St, then reverse route to Auburn Rd, then South Pde to Auburn station.

Alterations

- *By 10 June 2002:* Route through Potts Hill same as alteration to 920.
- *From 6 April 2002:* Ex Auburn from James St via Joseph St, Georges Av, East St, Weeroona Rd to Joseph St. Reverse on return.

Auburn – Regents Park – Bankstown

From 14 December 1997

As for 919.

Alteration

From 28 July 2003

Selected trips diverted via Potts Hill.

Route 920

LIDCOMBE – POTTS HILL – BANKSTOWN ■

- **Extended from Lidcombe to Auburn via South Auburn (*Sundays & Public Holidays*)**

Timeline

31 July 1985:

- Renumbered from 125 [1925 number], but rerouted through Potts Hill (part of 123 [1925 number]).
- Extended from Lidcombe to Auburn via South Auburn on Sundays & Public Holidays, covering parts of 918 & 919.
- Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

By January 1993: Extension from Lidcombe to Auburn on Sundays & Public Holidays replaced by combined 918/919.

26 September 1996: Rerouted via University of Sydney Cumberland campus following closure of Lidcombe State Hospital. Shared Lidcombe – University of Sydney Cumberland campus with 915.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Late Saturday afternoon & all-day Sunday services provided by Link bus, combined routes 919/920.

7 July 2003: Operator's name changed to Transit First

27 July 2003: Ceased. Partly replaced in general reorganisation by parts of 918 & 919.

General note: 912 commenced running over a very similar route from 18 September 2006.

Streets

From 31 July 1985

From Lidcombe (Railway St at station) via Joseph St, Rookwood Rd, Lidcombe Hospital internal roads, Bruncker Rd, Powell St, McMillan St, Ashby Av, Woodbine St (**Potts Hill**), Avoca St, George St, The Boulevarde, Meredith St, French Av, Chapel Rd, The Mall, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Joseph St, then James St, Mark St, Railway St to Lidcombe station.

Sundays & Public Holidays route: Ex Lidcombe direct via Joseph St (*not* via Lidcombe Hospital internal roads).

Extension from Lidcombe to Auburn (*Sundays & Public Holidays*): From Lidcombe station via Joseph St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St, Auburn Rd, Chiswick Rd, Park Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Phillips St, Chisholm Rd, Northcote St, Alice St, Queen St, Auburn Rd, South Pde to Auburn station. Return via Alice St, then reverse route to Vaughan St, then Joseph St, James St, Park St, Railway St to Lidcombe station.

Alterations

- **From 26 September 1996** (*weekdays & Saturdays*): From Lidcombe station via Joseph St, Georges Av, East St, Weeroona Rd, Joseph St. Return from Joseph St via James St, Mark St, Railway St to Lidcombe station.
- **From 26 September 1996** (*Sundays & Public Holidays*): Direct via Joseph St, Rookwood Rd.
- **By 14 December 1997:** To approach Lidcombe from Joseph St via Bridge St, Tooheys Lane, Railway St. From Lidcombe via Mark St, James St, Joseph St.
- **By 19 June 2000:** Ex Lidcombe from George St via Rookwood Rd. Reverse on return.

Timetable Summary

31 July 1985

See also 919

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Potts Hill-Bankstown	25	M-F	Lidcombe	5.50am	Lidcombe	6.10pm	60*	
		Sat		8.07am		6.07pm	60	
		Sun	Bankstown	9.00am	Auburn	5.25pm	80	A

* More frequent in peak hours.

A – Link bus, combined 919/920.

Route 921

LIDCOMBE – BERALA – REGENTS PARK – BANKSTOWN ■

Timeline

12 March 1986: Berala – Regents Park – Bankstown commenced by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

January 1993: Extended from Berala to Lidcombe, replacing part of 917.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

By 14 December 1997: Rerouted through Potts Hill.

7 July 2003: Operator's name changed to Transit First.

18 September 2006: Partly replaced by part of 909 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

Berala – Regents Park – Bankstown

From 12 March 1986

From Berala (Walters & Nottinghill Rds) via Walters Rd, Kingsland Rd, Kibo Rd, Nottinghill Rd, Amy St (**Regents Park**), Auburn Rd, Bagdad St, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Walters & Nottinghill Rds, Berala.

From January 1993

Lidcombe – Berala – Regents Park – Bankstown

From Lidcombe (Railway St at station) via Joseph St, Kerrs Rd, Brixton Rd, London Rd, Campbell St (**Berala**), Burke Av, Hyde Park Rd, Nottinghill Rd, Kibo Rd, Fourth Av, Walters Rd, Kingsland Rd, Amy St (**Regents Park**), Auburn Rd, Bagdad St, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Kerrs Rd, then Joseph St James St, Mark St, Railway St to Lidcombe station.

Alterations

- **From 14 December 1997:** Ex Lidcombe from Cooper Rd via Palomar Pde, Woodbine St, Ashby Av (**Potts Hill**), McMillan St, Powell St, George St, The Boulevarde, Meredith St. Reverse on return.
- **From 14 December 1997:** To approach Lidcombe from Joseph St via Bridge St, Tooheys Lane, Railway St. From Lidcombe via Mark St, James St, Joseph St.
- **From 28 July 2003:** From Lidcombe via Mark St, James St, Joseph St, Victoria St, East St, Georges Av, Nottinghill Rd, Walters Rd, Kingsland Rd, Amy St. Reverse on return.

Timetable Summary

12 March 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berala-Regents Park-Bankstown	20	M-F	Berala	7.30am	Bankstown	3.00pm	2 trips	
		Sat						
		Sun						

January 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala-Regents Park-Bankstown	28	M-F	Bankstown	7.55am	Bankstown	3.00pm	A	
		Sat						
		Sun						

A – 2 trips from Lidcombe, 3 trips from Bankstown. Plus short-working/s (mostly Lidcombe-Regents Pk) before first trip, between peaks & after last trip shown.

Route 930

BANKSTOWN – BANKSTOWN SHOWGROUND ■

Timeline

17 December 1995: Renumbered from 20 [1925 number]. Operated by Baxter's Bus Lines.

1 January 2005: Transferred to Transit First (Thelkeld family).

18 September 2006: Replaced by parts of new 925 & 926 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 17 December 1995

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Greenfield Pde, Chapel Rd, Brandon Av, Oxford Av, Macauley Av, Pringle Av, Lancelot St, Market St, Gleeson Av, Eldridge Rd, Gallipoli St, Claribel St, Arteggall St (**Bankstown Hospital**), Eldridge Rd to Bankstown Showground.

From Bankstown Showground (Eldridge Rd) via Ethel St, Yanderra St, Simmat Av, Eldridge Rd, Gallipoli St, Claribel St, Arteggall St (**Bankstown Hospital**), Eldridge Rd, Gleeson Av, then reverse route to Greenfield Pde, then Restwell St to Bankstown bus terminal.

Timetable Summary

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bankstown Showground	11	M-F	Banks Showgr'd	5.43am	Bankstown	6.33pm	30	
		Sat		8.28am		6.14pm	30	
		Sun	Bankstown	8.58am	Banks Showgr'd	6.09pm	60	

Route 932

BANKSTOWN – GEORGES HALL (Denman Rd)■

Timeline

17 December 1995: Renumbered from part of 21 [1925 number]. Operated by Baxter's Bus Lines.

1 January 2005: Transferred to Transit First (Threlkeld family).

18 September 2006: Replaced by parts of 902 & 911 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 17 December 1995

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Meredith St, Carmen St, Brancourt Av, Melanie St, Allum St, Glassop St, Highland Av (**Yagoona**), Hume Hwy, William St, Glassop St (**Yagoona West**), Bertram St, Warringa St, Georgina St, Thornton Av, Sussman Av, Carysfield Rd, (right) Johnston Rd, (left) Hume Hwy, (left) Johnston Rd, Denman Rd (**Georges Hall**), Henry Lawson Dr, Flinders Rd, Johnston Rd, Bass Hill Plaza internal road (**Bass Hill**), (right) Hume Hwy, (right) Johnston Rd, Carysfield Rd, then reverse route to Chapel Rd, then The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

Alteration

By July 2002: From Denman Rd via Athel St, Jacaranda Dr, Ash St, Oak Dr, Bangalay St, Flinders Rd.

Timetable Summary

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Georges Hall	57 round trip	M-F	Georges Hall	5.56am	Bankstown	5.40pm	60*	A
		Sat		8.34am		5.10pm	60	
		Sun						

* More frequent in peak hours.

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

Route 935

BANKSTOWN – CONDELL PARK (bidirectional loop)■

Timeline

12 January 1992:

- Renumbered from part of 25 [1925 number].
- Weeknight, Saturday afternoon and Sunday service provided by combined 935/936/937.
- Operated by West Bankstown Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: As a result of Ministry of Transport review of Region 13, replaced by part of new 925, which was allocated to Region 10.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

From 12 January 1992

Anti-clockwise (via Townsend St, then Yanderra St)

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Hunter St, Lancelot St, Simmat Av, Townsend St (**Condell Park**), Fourth Av, Yanderra St, Edgar St, Augusta St, Cragg St, Lancelot St, Hunter St, Marion St, Chapel Rd, The Mall, Jacobs St to Bankstown Square bus terminal.

Clockwise (via Yanderra St, then Townsend St)

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Hunter St, Lancelot St, Cragg St, Augusta St, Edgar St, Yanderra St, Fourth Av, Townsend St (**Condell Park**), Simmat Av, Lancelot St, Hunter St, Marion St, Chapel Rd, The Mall, Jacobs St to Bankstown Square bus terminal.

Timetable Summary

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Condell Park	25 round trip	M-F	Bankstown	5.33am	Condell Pk	9.20pm	30	A
		Sat		6.51am		6.19pm	AM 30 PM 45	A
		Sun		8.40am		5.22pm	11 trips	A

A – On weekdays (other than at night) & Saturday mornings, trips generally ran alternately clockwise & anti-clockwise. Includes combined loop 935/936/937 on weeknights, Saturday afternoons and all day Sunday.

Combined Routes 935/936/937

BANKSTOWN – CONDELL PARK – GEORGES HALL – YAGOONA WEST ■

Timeline

12 January 1992: Weeknight, Saturday afternoon and Sunday combined trips renumbered from part of 25 [1925 number]. Operated by West Bankstown Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: As a result of Ministry of Transport review of Region 13, replaced by new routes 905, 911 & 925. From that time 925 was transferred to Region 10.

For details of routes as from 18 September 2006, see **(B) Route Histories as from 18 September 2006** below.

Streets

From 12 January 1992

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Hunter St, Lancelot St, Edgar St, Augusta St, Edgar St, Yanderra St, Fourth Av, Manahan St (**Condell Park**), Marion St, Owen Rd, Birdwood Rd, Georges Cr (**Georges Hall**), Rex Rd, Bambil St, Amaroo Av, Ballina St, Rex Rd, Bellevue Av, Georgina St, Warringa Rd, Glassop St (**Yagoona West**), Colechin St, Cantrell St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Jacobs St to Bankstown Square bus terminal.

Route 936

BANKSTOWN – YAGOONA WEST – GEORGES HALL (Rex Rd & Bambil St)■

Timeline

12 January 1992:

- Renumbered from part of 25 [1925 number].
- Saturday morning service provided by combined 936/937.
- Weeknight, Saturday afternoon and Sunday service provided by combined 935/936/937.
- Operated by West Bankstown Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: Replaced by part of 911 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 12 January 1992

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Edgar St, Waruda St, Saltash St, Glassop St (**Yagoona West**), Bertram St, Warringa Rd, Georgina St, Bellevue Av, Rex Rd, Bambil St (**Georges Hall**), Amaroo Av, Ballina St, Rex Rd, then reverse route to Glassop St, then Colechin St, Cantrell St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Jacobs St to Bankstown Square bus terminal.

Timetable Summary

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Yagoona West-Georges Hall	35 round trip	M-F	Georges Hall	5.30am	Georges Hall	9.30pm	40*	A
		Sat	Bankstown	6.40am		6.28pm	40	B
		Sun		8.40am		5.31pm	35	A

* More frequent in peak hours.

A – Includes combined 935/936/937 on weeknights & Sundays.

B – Includes combined 936/937 (morning) & combined 935/936/937 (afternoon).

Combined Routes 936/937

BANKSTOWN – GEORGES HALL – YAGOONA WEST■

Timeline

12 January 1992: Saturday morning combined trips renumbered from part of 25 [1925 number]. Operated by West Bankstown Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: As a result of Ministry of Transport review of Region 13, replaced by trips on new routes 905 & 911.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 12 January 1992

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Owen Rd, Birdwood Rd, Georges Cr, Beale St, Henry Lawson Dr (**Georges Hall**), Haig Av, Georges Cr, Rex Rd, Bambil St, Amaroo Av, Ballina St, Rex Rd, Bellevue Av, Georgina St, Warringa Rd, Glassop St (**Yagoona West**), Colechin St, Cantrell St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Jacobs St to Bankstown Square bus terminal.

Route 937

BANKSTOWN – GEORGES HALL (Henry Lawson Dr)■

Timeline

12 January 1992:

- Renumbered from part of 25 [1925 number].
- Saturday morning service provided by combined 936/937.
- Weeknight, Saturday afternoon & Sunday service provided by combined 935/936/937.
- Operated by West Bankstown Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

July 2003: Operator's name changed to Transit First.

18 September 2006: Replaced by part of 905 as a result of Ministry of Transport review of Region 13.

For details of routes as from 18 September 2006, see (B) Route Histories as from 18 September 2006 below.

Streets

From 12 January 1992

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Owen Rd, Birdwood Rd, Georges Cr, Beale St, Henry Lawson Dr (**Georges Hall**), Haig Av, Birdwood Rd, then reverse route to Chapel Rd, then The Mall, Jacobs St to Bankstown Square bus terminal.

Timetable Summary

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Georges Hall	35 round trip	M-F	Bankstown	5.49am	Georges Hall	9.28pm	40*	A
		Sat		6.40am		6.26pm	40	B
		Sun		8.40am		5.29pm	35	A

* More frequent in peak hours.

A – Includes combined 935/936/937 on weeknights & Sundays.

B – Includes combined 936/937 (morning) & combined 935/936/937 (afternoon).

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(B) Route Histories as from 18 September 2006

Route 900

LIVERPOOL – BANKSTOWN – BURWOOD■

Timeline

18 September 2006: 486 & 860 amalgamated as 900 and extended from Strathfield to Burwood, as a result of Ministry of Transport review of Region 13. Shares part of route with 913 & 914. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

6 December 2010: Renumbered M90 as part of the introduction of the Government's Metrobus network. First privately operated route to be so classified.

Streets

From 18 September 2006

From Liverpool (interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Milperra Rd (**Milperra**), Ashford Av, Bullecourt Av (**University of Western Sydney, Bankstown campus**), Horsley Rd, Amour St, Marigold St, Milperra Rd, Canterbury Rd, Chapel Rd South, Brandon Av, Greenwood Av, Marion St, Chapel Rd, The Mall, The Appian Way, North Tce (**Bankstown**), Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd, Hume Hwy, Boronia Rd, Noble Rd, Cardigan Rd (**Greenacre**), Waterloo Rd, Hume Hwy, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd, Victoria St East to Burwood Westfield.

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Hume Hwy, then reverse route to Rickard Rd, then Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce

(**Bankstown**), Fetherstone St, The Mall, Chapel Rd, Marion St, then reverse route to Newbridge Rd, then Bigge St, Campbell St, George St, Moore St to Liverpool interchange.

Alteration

From 8 December 2008:

- From Liverpool interchange via College St, Elizabeth St, Bigge St, Campbell St. To approach Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool interchange.
- Ex Liverpool from Chapel Rd South via Macauley Av, Restwell St, South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd. Ex Burwood from Bankstown Square bus terminal via The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce, Restwell St, Macauley Av, Chapel Rd South.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown-Burwood	Fr Liv 46K 83S 94B	M-F	Liverpool	5.15amS 6.30amB	Liverpool	7.15pmB	30*	A
		Sat		6.17amS 7.17amB		4.15pmB 7.35pmK	C	
			Sun	Bankstown	8.31amB		6.35pmK	60

* More frequent in peak hours.

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

B – To Burwood.

C – Burwood-Bankstown 30, Burwood-Liverpool 60. Plus short-working/s before first trip shown.

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

K – To Bankstown.

S – To Strathfield.

Route 900

PARRAMATTA Free Shuttle

Timeline

14 March 2011: Free shuttle (loop) service transferred from control of Parramatta City Council to that of the NSW Government & given a route number. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 14 March 2011

From Parramatta (Darcy St at station) one-way loop via Church St, Argyle St, Marsden Rd, Macquarie St, O'Connell St, Grose St, Church St, Phillip St, Charles St, Macquarie St, Smith St, Darcy St to Parramatta station.

Alteration

From 13 February 2017: From Charles St via Macquarie St, O'Connell St (*not* via Smith St, Darcy St, Church St, Argyle St, Marsden Rd).

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		
Parramatta free shuttle	23 round trip	M-F	Parramatta	7.00am	Parramatta	6.30pm	12	
		Sat		8.00am		4.00pm	12	
		Sun		8.00am		4.00pm	12	

(?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta free shuttle	25 round trip	M-F	Parramatta	7.00am	Parramatta	6.30pm	10	
		Sat		8.00am		4.00pm	10	
		Sun		8.00am		4.00pm	10	

Route 901

LIVERPOOL – WATTLE GROVE – HOLSWORTHY

Timeline

18 September 2006: Renumbered from 863 as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Liverpool (interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Heathcote Rd, Moorebank Av (**Moorebank Village**), Anzac Rd, Delfin Dr, Wattle Grove Dr, Australis Av (**Wattle Grove**), Village Way, Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, The Boulevard to Holsworthy station.

From Holsworthy (The Boulevard at station) via reverse route to Newbridge Rd, then Bigge St, Campbell St, George St, Moore St to Liverpool interchange.

Alteration

From 8 December 2008: To approach Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool interchange. Return from Liverpool (George St at Westfield) via George St, Moore St, Liverpool interchange, Moore St, George St.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Wattle Grove-Holsworthy	36	M-F	Liverpool	6.10am	Holsworthy	8.12pm	60*	A
		Sat		7.10am		6.12pm	60	A
		Sun		8.10am		5.12pm	120	

* More frequent in peak hours.

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

Route 902

LIVERPOOL – HAMMONDVILLE – HOLSWORTHY

Timeline

18 September 2006: Renumbered from main service of 862 as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Liverpool (interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Heathcote Rd, Junction Rd, Stockton Av, Maddecks Av (**Moorebank**), Nuwarra Rd, Heathcote Rd, Walder Rd (**Hammondville**), Judd Av, Stewart Av, Keato Av, Heathcote Rd, Macarthur Dr, The Boulevard to Holsworthy station.

From Holsworthy (The Boulevard at station) via reverse route to Newbridge Rd, then Bigge St, Campbell St, George St, Moore St to Liverpool interchange.

Alterations

- **From 8 December 2008:** To approach Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool interchange. Return from Liverpool interchange via College St, Elizabeth St, Bigge St, Campbell St.
- **From 29 June 2015:** Ex Liverpool from Maddecks Av via Christiansen Blvd, Brickmakers Dr, Nuwarra Rd. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy	35	M-F	Holsworthy	5.16am	Holsworthy	7.46pm	60*	A
		Sat	Liverpool	6.35am		6.46pm	60	
		Sun		8.35am		4.46pm	120	

* More frequent in peak hours.

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

Route 902X

HOLSWORTHY – VOYAGER POINT – SANDY POINT

Timeline

18 September 2006: Renumbered from equivalent part of 863, as a result of Ministry of Transport review of Region 13. Limited service operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Holsworthy (The Boulevard at station) via Macarthur Dr, Heathcote Rd, The Avenue, (left) Boronia Dr, Orlando Cr, Challenger St, Sirius Rd (**Voyager Point**), Boronia Dr, The Avenue, Heathcote Rd, Pleasure Point Rd to Riverview Rd (**Pleasure Point**), then Pleasure Point Rd, Heathcote Rd, St George Cr to Bingara Dr (Sandy Point).

From Sandy Point (St George Cr at Bingara Dr) via St George Cr, Heathcote Rd, Pleasure Point Rd to Riverview Rd (**Pleasure Point**), then Pleasure Point Rd, Heathcote Rd, The Avenue, (left) Boronia Dr, Orlando Cr, Challenger St, Sirius Rd (**Voyager Point**), Boronia Dr, The Avenue, Heathcote Rd, Macarthur Dr, The Boulevard to Holsworthy station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Holsworthy-Sandy Point	20	M-F	Sandy Pt	7.25am	Holsworthy	5.45pm	3 trips	
		Sat		9.53am	Sandy Pt	1.23pm	A	
		Sun						

A – 1 trip from Holsworthy, 2 trips from Sandy Point.

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Holsworthy-Sandy Point	20	M-F	Sandy Pt	7.25am	Holsworthy	6.16pm	2 trips	A
		Sat						
		Sun						

A – Morning from Sandy Point, afternoon from Holsworthy. Plus school trips.

Route 903

LIVERPOOL – CHIPPING NORTON

Timeline

18 September 2006: Renumbered from 861 as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Liverpool (interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Epsom Rd, Alfred Rd, Governor Macquarie Dr, Barry Rd, Ernest Av, Haddenham St, Central Av, Faversham Cr, Chippenham St, Bent St (**Chipping Norton**), Ascot Dr, Abingdon St, Epsom Rd, Alfred Rd, Nuwarra Rd, Newbridge Rd, Bigge St, Campbell St, George St, Moore St to Liverpool interchange.

Alteration

From 8 December 2008: To approach Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool interchange. Return from Liverpool interchange via College St, Elizabeth St, Bigge St, Campbell St.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Chipping Norton	43 round trip	M-F	Liverpool	6.25am	Liverpool	6.55pm	60*	
		Sat		6.55am	Chip Norton	6.21pm	60	
		Sun		7.55am	Liverpool	5.55pm	120	

* More frequent in peak hours.

Route 904

LIVERPOOL – LANSVALE – FAIRFIELD

Timeline

18 September 2006: New route, replacing most of old 817, as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Liverpool (interchange) via Moore St, Bigge St, Elizabeth St, George St, Lachlan St, Bigge St, Hume Hwy, Cutler Rd, Kurrara St (**Lansvale**), Hollywood Dr, Chadderton St, Ralph St, Longfield St, Vale St, Lansdowne Rd, Hume Hwy, The Horsley Dr, Mitchell St, Bland St, Vine St, Fairfield St, The Horsley Dr, Alan St, Court Rd, The Crescent to Fairfield interchange.

From Fairfield (interchange) via Smart St, Nelson St, The Horsley Dr, then reverse route to Liverpool interchange.

Alterations

From 8 December 2008:

- From Liverpool interchange via College St, Elizabeth St, George St, Campbell St, Bigge St, Hume Hwy, Cutler Rd, Kurrara St.
- Ex Fairfield from Kurrara St via Silverwater Cr, Huntingdale Av, Hume Hwy, Bigge St, Campbell St, George St, Moore St to Liverpool interchange.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield	38	M-F	Liverpool	5.45am	Fairfield	7.28pm	60*	
		Sat		7.45am		5.28pm	60	A
		Sun		8.45am	Liverpool	4.45pm	120	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.

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield	Fr Fair 28N 42L	M-F	Fairfield	6.25amL	Liverpool	6.39pmF	60*	A
		Sat		8.25amL		4.39pmF	60	A
		Sun	Lansvale	8.52amF	Lansvale	3.52pmF	120	B

* More frequent in peak hours.

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

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

F – To Fairfield.

L – To Liverpool.

N – To Lansvale.

Route 905

BANKSTOWN – GEORGES HALL – VILLAWOOD – FAIRFIELD

Timeline

18 September 2006: New route, replacing 937 along Marion St, part of 818 between Bass Hill & Fairfield & part of 817 between Villawood & Fairfield, as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Owen Rd, Birdwood Rd, George St, Rex Rd (**Georges Hall**), Johnston Rd, Bass Hill Plaza internal road (**Bass Hill**), Hume Hwy, Miller St, Mundamatta St, Lowana St, Alcoomie St, Belar Av, Binna Burra St, Howatt St, Villawood Pl (**Villawood**), Villawood Rd, Woodville Rd, Tangerine St, The Horsley Dr, Alan St, Court Rd, The Crescent to Fairfield interchange.

From Fairfield (interchange) via Smart St, Nelson St, The Horsley Dr, then reverse route to Chapel Rd, then The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St, to Bankstown Square bus terminal.

Alterations

From 8 December 2008: To approach Bankstown from Chapel Rd via The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown interchange. Return via South Tce, bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Villawood-Fairfield	44	M-F	Fairfield	5.28am	Fairfield	7.28pm	30*	A
		Sat		6.28am	Bankstown	6.40pm	30	B
		Sun	Bankstown	7.40am		5.40pm	60	B

* More frequent in peak hours.

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

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

Route 906

PARRAMATTA – GUILDFORD – FAIRFIELD via Excelsior St

Timeline

18 September 2006: New route, replacing part of 903 & 905 along Excelsior St & part of 907 in Guildford as a result of Ministry of Transport review of Region 13. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Parramatta (interchange, Argyle St) via Church St, Parkes St, Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, **Granville** interchange, Mary St, South St, William St, The Avenue, Louis St, Excelsior St, Guildford Rd, Railway Tce (**Guildford**), Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St (**Old Guildford**), Donald St, Fairfield St, The Horsley Dr, Alan St, Court Rd to Fairfield interchange.

From Fairfield (interchange) via Smart St, Nelson St, The Horsley Dr, then reverse route to Bolton St, then Guildford Rd, Railway Tce (**Guildford**), Mountford Av, Talbot Rd, Guildford Rd, Excelsior St, then reverse route to Parramatta interchange.

Alteration

By 2 April 2007: Ex Parramatta from Parkes St via Wigram St, Una St, Harris St. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford-Fairfield	Fr P'matta 350 43F	M-F	Fairfield	5.42amP	Fairfield	7.47pmP	60*	A
				Parramatta	8.30pmO			
		Sat	Parramatta	7.05amF		6.45pmF	60	
		Sun						

* More frequent in peak hours.

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

F – To Fairfield.

O – To Old Guildford.

P – To Parramatta.

Route 907

PARRAMATTA – VILLAWOOD – BANKSTOWN

Timeline

18 September 2006: Renumbered from 902, but with some route alterations, as a result of Ministry of Transport review of Region 13. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Parramatta (interchange, Argyle St) via Church St, Woodville Rd (**Villawood**), Hume Hwy, Johnston Rd, Bass Hill Plaza internal road (**Bass Hill**), Hume Hwy (**Yagoona**), Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Parramatta.

Alterations

From 8 December 2008 (opening of Bankstown bus lane):

- Ex Bankstown from Chapel Rd via Hume Hwy, Arundle Rd, Johnston Rd. Unaltered ex Parramatta.
- To approach Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown interchange. From Bankstown (interchange, South Tce) via bus lane over railway bridge, Fetherstone St, The Mall to Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood-Bankstown	52	M-F	Parramatta	5.30am	Bankstown	8.20pm	30	A
		Sat		7.50am		7.20pm	30	A
		Sun		8.10am		6.20pm	60	A

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

Route 908

BANKSTOWN – AUBURN – MERRYLANDS

Timeline

18 September 2006: New route, replacing parts of 908, 910, 919 & 921, as a result of Ministry of Transport review of Region 13. Operated by Veolia Transport.

By 14 March 2011: Rerouted via Powell St, instead of Woodbine St, Potts Hill, to cover part of 925, which was rerouted via Muir Rd & Hume Hwy at that date. 909 continues to serve Woodbine St area, Potts Hill.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, Meredith St, The Boulevard, George St, Avoca St, Palomar Pde (**Potts Hill**), Woodbine St, Ashby Av, Bruncker Rd, Ferrier Rd, Rose St, Wellington Rd, Woods Rd, Carlingford St, Amy St (**Regents Park**), Nottingham Rd, Kibo Rd, Fourth Av, Hyde Park Rd, Bourke Av, Campbell St (**Berala**), London Rd, Brixton Rd, Kerrs Rd, Tilba St, Graham St, Vaughan St, Woodburn Av, Cockthorpe Rd, Norval St (**Auburn Hospital**), Auburn Rd, Mary St, Park Rd, South Pde (**Auburn**), Auburn Rd, Mary St, Park Rd, Queen St, Normanby Rd, Cumberland Rd, Mona St, Clyde St, Rawson Rd (**South Granville**), Excelsior St, Louis St, The Avenue, William St, Mombri St, Neil St, Pitt St, Merrylands interchange.

From Merrylands (interchange) via reverse route to Normanby Rd, then Park Rd, South Pde (**Auburn**), Auburn Rd, Norval St, then reverse route to Chapel Rd, then The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

Alterations

- *From 8 December 2008 (opening of Bankstown bus lane):* To approach Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown interchange. From Bankstown (interchange, South Tce) via bus lane over railway bridge, Fetherstone St, The Mall to Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.
- *By 14 December 2009:* Ex Bankstown from Woodburn Av via Water St, Hargrave Rd, Norval St. Reverse on return.

- **By 14 March 2011:** Ex Bankstown from Chapel Rd via Rookwood Rd, George St, Powell St, Bruncker Rd. Ex Parramatta from Bruncker Rd, Rookwood Rd, Chapel Rd.
- **From 28 November 2011:** Ex Bankstown from Norval St via Auburn Rd, Beatrice St, Susan St, Queen St, Civic Rd, South Pde (**Auburn**), Park Rd, Queen St, Normanby St, Kerr Pde. Unaltered ex Merrylands.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Auburn-Merrylands	Fr Banks 38A 67M	M-F	Bankstown	5.50amA 6.50amM	Merrylands Auburn	5.35pmB 7.02pmB	60*	
		Sat		7.50amM	Merrylands	3.35pmB	60	C
		Sun						

* More frequent in peak hours.

A – To Auburn.

B – To Bankstown.

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

M – To Merrylands.

6 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Auburn-Merrylands	Fr Banks 34A 73M	M-F	Bankstown	7.42amM	Merrylands	4.30pmB	60	C
		Sat		7.47amM		3.35pmB	60	C
		Sun	Auburn Hosp	8.21amM		3.35pmH	60	D

* More frequent in peak hours.

A – To Auburn.

B – To Bankstown.

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

D – Sunday service on trial for 6 months, later made permanent. Plus short-working/s before first trip & after last trip shown.

H – To Auburn Hospital.

M – To Merrylands.

Route 909

PARRAMATTA – AUBURN – REGENTS PARK – BANKSTOWN

Timeline

18 September 2006: New route, replacing parts of 904, 918, 919 & 921 as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thekeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Parramatta (interchange, Argyle St) via Church St, Parkes St, Hassall St, Alfred St, Parramatta Rd, Station Rd, Rawson St (**Auburn**), railway bridge, South Pde, Auburn Rd, Mary St, Cumberland Rd, St Johns Rd (**South Granville**), Chisholm Rd, Princes Rd, Jenkins St, Kingsland Rd, Amy St (**Regents Park**), Auburn Rd, Ferrier Rd, Bruncker Rd, Ashby Av, Woodbine St, Palomar Pde (**Potts Hill**), Avoca St, George St, Meredith St, Rickard Rd, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Mary St, then Park Rd, South Pde (**Auburn**), Auburn Rd, Mary St, Park Rd, South Pde, railway bridge, then reverse route to Parramatta interchange.

Alterations

- **From 8 December 2008** (*opening of Bankstown bus lane*): To approach Bankstown from Rickard Rd via Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown interchange. From Bankstown (interchange, South Tce) via bus lane over railway bridge, Fetherstone St, The Mall to Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.
- **From 8 December 2008**: To approach Parramatta from Parkes St via Valentine Av, Church St, Argyle St. Unaltered ex Parramatta.
- **From 28 November 2011**: Ex Parramatta from Station St via Kerr Pde, South Pde (**Auburn**), Park Rd, Mary St, Cumberland Rd. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Bankstown	57	M-F	Bankstown	5.31am	Parramatta	7.33pm	30	A
		Sat		6.31am		7.33pm	30	B
		Sun		8.29am		4.33pm	60	C

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

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

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

Route 910

PARRAMATTA – GRANVILLE – CHESTER HILL – BANKSTOWN via Blaxcell St ■

Timeline

18 September 2006: New route, replacing parts of 903, 905, 908 & previous 910 as a result of Ministry of Transport review of Region 13. Operated by Veolia Transport.

7 February 2011: Amalgamated with 948 as M91, Parramatta – Chester Hill – Bankstown – Padstow – Hurstville.

Streets

From 18 September 2006

From Parramatta (interchange, Argyle St) via Church St, Parramatta Rd, Bold St, Railway Pde, South St, Mary St, **Granville** interchange, Railway Pde, South St, William St, Blaxcell St, Rawson Rd (**South Granville**), Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Hector St, Buist St, Rose St, Brodie St, McMahon Rd, Church Rd, Hume Hwy (**Yagoona**), Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Chester Hill Rd, then Waldron Rd (**Chester Hill**), Campbell Hill Rd, then reverse route to South St, then Mary St, **Granville** interchange, Railway Pde, Bold St, Parramatta Rd, Church St, Argyle St to Parramatta interchange.

Alterations

- **By 2 April 2007**: Ex Parramatta from Church St via Woodville Rd, Halsall St, Milton St, Railway Pde. Ex Bankstown unaltered.
- **From 8 December 2008** (*opening of Bankstown bus lane*): To approach Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown station. From Bankstown (interchange via bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown	51	M-F	Bankstown	6.00am	Parramatta	11.30pm	30*	A
		Sat		7.30am		8.00pm	30	B
		Sun		9.00am	Bankstown	7.00pm	60	B

* More frequent in peak hours.

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

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

Route 911

AUBURN – CHESTER HILL – GEORGES HALL – BANKSTOWN

Timeline

18 September 2006: New route, replacing parts of 910, 917 & 936, as a result of Ministry of Transport review of Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Auburn (South Pde at station) via Auburn Rd, Mary St, Park Rd, Wellington Rd (**South Granville**), Ferndell St, Boundary Rd, Hector St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Hume Hwy (**Bass Hill**), Bass Hill Plaza internal road, Johnston Rd, Denman Rd, Athel St, Jacaranda Dr, Ash St, Oak Dr, Bangalay St, Flinders Rd, Amaroo Av, Bambil St (**Georges Hall**), Rex Rd, Bellevue Av, Georgina St, Warringa St, Bertram St, Glassop St (**Yagoona West**), Melanie St, Carmen St, Meredith St, Rickard Rd, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Park Rd, then South Pde to Auburn station.

Alterations

- From 8 December 2008 (opening of Bankstown bus lane):** To approach Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown interchange. From Bankstown (interchange, South Tce) via bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.
- From 8 December 2008 (Bankstown – Georges Hall trips):** Ex Bankstown from Rex Rd via Ashcroft St to Beale St. Return via Haig Av, Georges Cr, Rex Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Chester Hill-Bankstown	53	M-F	Auburn	6.00am	Auburn	6.00pm	60*	A
		Sat		7.00am		5.00pm	60	A
		Sun						

* More frequent in peak hours.

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

Route 912

LIDCOMBE – BANKSTOWN via Botanica Estate & Rookwood Rd

General note: Similar to 920, which ceased 27 July 2003.

Timeline

18 September 2006: New route, replacing parts of 918 & 919 as a result of Ministry of Transport review of Region 13. Operated by Veolia Transport.

14 December 2009: Amalgamated with 925 as 925, Lidcombe – Bankstown – East Hills.

Streets

From 18 September 2006

From Lidcombe (Railway St at station) via Mark St, James St, East St, Georges Av, Joseph St, Botanica Dr, Main Av (**Botanica Estate**), Joseph St, Rookwood Rd, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Rookwood Rd, then Joseph St, Botanica Dr, Main Av (**Botanica Estate**), Betty Cuthbert Dr, Palm Circ, Botanica Dr, Joseph St, then reverse route to James St, then Joseph St, Bridge St, Tooheys Lane, Railway St to Lidcombe station.

Alterations

- **By 2 April 2007:** From Lidcombe station via Railway St, East St.
- **From 8 December 2008** (*opening of Bankstown bus lane*): To approach Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown interchange. From Bankstown (interchange, South Tce) via bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	25	M-F	Bankstown	5.37am	Lidcombe	8.35pm	60*	
		Sat		6.37am		7.05pm	60	
		Sun	Lidcombe	8.50am		4.50pm	60	A

* More frequent in peak hours.

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

Route 913

STRATHFIELD – BANKSTOWN via Norfolk Rd & Hillcrest Av

Timeline

18 September 2006: New route, replacing parts of 485 & 486, as a result of Ministry of Transport review of Region 13. Shares part of route with 900 & 914. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevard (**Enfield**), Hume Hwy, Roberts Rd, Norfolk Rd, Waterloo Rd, Shellcote Rd, Noble Av, Cardigan Rd (**Greenacre**), Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Alteration

From 8 December 2008: To approach Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown interchange. Return

via South Tce, bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown	41	M-F	Bankstown	5.56am	Strathfield	5.40pm	60	
		Sat						
		Sun						

Route 914

STRATHFIELD – GREENACRE

Timeline

18 September 2006: Renumbered from 484, as a result of Ministry of Transport review of Region 13. Shares part of route with 900 & 913. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Strathfield (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevardde (**Enfield**), Hume Hwy, Roberts Rd, Juno Pde, Waterloo Rd to Greenacre shops.

From Greenacre (Waterloo Rd at shops) via Wangee Rd, Roberts Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Greenacre	24	M-F	Greenacre	6.00am	Strathfield	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 915

For details of Route 915 prior to 18 September 2006, see (A) Route Histories prior to 18 September 2006 above.

LIDCOMBE – UNIVERSITY of SYDNEY Cumberland campus

Timeline

As at 18 September 2006: Being operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

14 March 2011: Shares Lidcombe – University of Sydney, Cumberland campus with M92 (with 915 continuing to run all day on weekdays during semesters till early 2013, when it was reduced to peak hours only).

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

By 22 September 2014: Reduced to operate in peak hours Mondays to Thursdays during semesters.

Streets

From 18 September 2006

From Lidcombe (Railway St at station) via Mark St, James St, East St to within grounds of University of Sydney, Cumberland campus.

From University of Sydney (within grounds of Cumberland campus) via East St, James St, Joseph St, Bridge St, Tooheys Lane, Railway St to Lidcombe station.

Alteration

By 2 April 2007: From Lidcombe station via Railway St, East St.

By 22 September 2014

Morning

From Lidcombe (Church St at station) via railway bridge, Railway St, East St (**University of Sydney, Cumberland campus**), Weeroona Rd, Joseph St, Olympic Dr, Church St to Lidcombe station.

Afternoon

Reverse route.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Uni of Sydney Cumb'land campus	5	M-F	Lidcombe	7.15am	Cumb campus	6.15pm	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Semesters 15*. Stuvac & exams 15.

22 September 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Uni of Sydney Cumb'land campus	16 round trip	M-F	Lidcombe	7.28am	Cumb campus	4.58pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only, Monday-Thursday.

Route 916

CHESTER HILL – BARBERS RD

- **Extended from Barbers Rd to Guildford (*selected trips*)**

Timeline

18 September 2006: Renumbered from 907, as a result of Ministry of Transport review of Region 13. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

Chester Hill – Barbers Rd

From 18 September 2006

From Chester Hill (Waldron Rd at station) via Campell Hill Rd, Curtis Rd, Miller Rd, **Barbers Rd**, Woodville Rd, Gurney Rd, Miller Rd, Curtis Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd to Chester Hill station.

Chester Hill – Guildford

From 18 September 2006

From Chester Hill (Waldron Rd at station) via Campell Hill Rd, Curtis Rd, Miller Rd, Gurney Rd, Woodville Rd, Orchardleigh St, Broughton St, Bolton St, Guildford Rd, Railway Tce to Guildford station.

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

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Barbers Rd†	Fr C Hill 8B 16G	M-F	Chester Hill	10.15am	Barbers Rd	2.03pm	3 trips	A
		Sat						
		Sun						

† Limited service extended to Guildford.

A – Plus 1 trip Chester Hill-Guildford & return. Plus school trips.

B – To Barbers Rd.

G – To Guildford.

Route 925

For details of Route 925 prior to 18 September 2006, see *Private Route Histories – Contract Region 10*.

LIDCOMBE – BANKSTOWN – CONDELL PARK – PANANIA – EAST HILLS

Timeline

18 September 2006:

- New route, Bankstown – Condell Park – Panania – East Hills, replacing parts of 924, 925, 926, 930 & 935 as a result of Ministry of Transport review of Region 13.
- Selected trips ran Bankstown – Bankstown Hospital.
- Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

14 December 2009: 912 & 925 amalgamated as 925, Lidcombe – Bankstown – Condell Park – Panania – East Hills. Selected trips continue to run Bankstown – Bankstown Hospital or Lidcombe – Bankstown – Bankstown Hospital.

14 March 2011: Rerouted via Muir Rd & Hume Hwy instead of part of Rookwood Rd. Rerouted 908 serves part of missed section of Rookwood Rd.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

Bankstown – Condell Park – Panania – East Hills

From 18 September 2006

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Oxford Av, Chertsey Av, Pringle Av, Lancelot St, Simmat Av (**Condell Park**), Townsend St, Fourth Av, Yanderra St, Simmat Av, Eldridge Rd, Edgar St, Queen St, Bransgrove Rd, Benfield Pde, Horsley Rd, Anderson Av (**Panania**), Braesmere Rd, Park Rd to East Hills station.

From East Hills (Park Rd at station) via reverse route to Chapel Rd, then The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

Bankstown Hospital trips: Ex Bankstown from Eldridge Rd via Gallipoli St, Claribel St, Artagall St (Hospital), Eldridge Rd, then back to Bankstown.

Alterations

- **By 17 December 2007:** Ex Bankstown from Yanderra St via Ethel St instead of Simmat Av. Reverse on return.
- **From 8 December 2008 (opening of Bankstown bus lane):** From Bankstown Square bus terminal via The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce, Restwell St, Macauley Av, Chapel Rd, Chelmsford Av, Northam Av, Chertsey Av. Ex East Hills from Chertsey Av via Northam Av, Chelmsford Av, Chapel Rd, Greenfield Pde, Restwell St, South Tce, bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St to Bankstown Square terminal.

Lidcombe – Bankstown – Condell Park – Panania – East Hills

From 14 December 2009

From Lidcombe (Railway St at station) via 912 to South Tce, Bankstown, then via 925 as above to East Hills (both routes as from 8 December 2008).

From East Hills (Park Rd at station) via 925 as above to South Tce, Bankstown, then 912 to Lidcombe (both routes as from 8 December 2008).

Bankstown Hospital trips: Unaltered.

Alterations

- **From 14 March 2011:** Ex Lidcombe from Rookwood Rd via Muir Rd, Hume Hwy, Chapel Rd. Reverse on return.
- **From 20 November 2016:** Ex Lidcombe from Botanica Dr via Main Av, Weeroona Rd, Rookwood Rd. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Condell Park-East Hills	Fr Banks 22H 34E	M-F	Bankstown	6.04amE	East Hills	5.45pmB	30	A
					Bankstown	9.02pmG		
		Sat	East Hills	7.45amB	East Hills	5.45pmB	60	C
		Sun	Bankstown	9.02amH	Bankstown	5.02pmH	60	D

* More frequent in peak hours.

A – Day, Bankstown-East Hills. Night, Bankstown-Georges Hall, with selected trips extended to Bankstown Hospital. Plus short-working/s before first trip shown.

B – To Bankstown.

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

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

E – To East Hills.

G – To Georges Hall.

H – To Bankstown Hospital.

14 December 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown-Condell Park-East Hills	Fr Lid 38H 55E	M-F	Georges Hall	5.35amL	East Hills	4.48pmL	A	
			East Hills	6.18amL	Lidcombe	8.37pmH		
		Sat	Lidcombe	7.20amE	East Hills	5.17pmL	60	B
		Sun	Bankstown	7.55amL	Bankst'n Hosp	5.10pmB	C	
Lidcombe	8.27amH		Lidcombe	5.27pmH				

* More frequent in peak hours.

A – Day, Lidcombe-East Hills 60, plus Bankstown-Bankstown Hospital 60. Night, Lidcombe-Bankstown-Bankstown Hospital.

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

C – **Southbound** runs Lidcombe-Bankstown-Bankstown Hospital 60. **Northbound** runs separately Bankstown Hospital-Bankstown 60 & Bankstown-Lidcombe 60.

E – To East Hills.

H – To Bankstown Hospital.

L – To Lidcombe.

Route 950

BANKSTOWN FREE SHUTTLE ■

Timeline

14 March 2011: Free shuttle (loop) service commenced by Veolia Transport on behalf of the NSW Government.

4 August 2013: Ceased without replacement, due to low patronage.

Streets

From 14 March 2011

From Bankstown (interchange, South Tce) one-way loop via bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Meredith St, Marion St, Greenwood Av, Brandon Av, Chapel Rd, Greenfield Pde, Restwell St, South Tce to Bankstown 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		
Bankstown free shuttle	17	M-F	Bankstown	9.13am	Bankstown	2.23pm	20	
		Sat		9.13am		5.33pm	20	
		Sun		9.13am		5.33pm	20	

Route 999

LIVERPOOL FREE SHUTTLE

Timeline

31 January 2011: Free shuttle (loop) service commenced by Veolia Transport on behalf of the NSW Government.

4 August 2013: Ceased without replacement, due to low patronage.

Streets

From 31 January 2011

From Liverpool (interchange) one-way loop via College St, Elizabeth St, Goulburn St, Campbell St, Forbes St, Lachlan St, Bigge St, Campbell St, George St, Scott St, Northumberland St, Moore St to Liverpool interchange.

Timetable Summary

31 January 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool free shuttle	20	M-F	Liverpool	9.00am	Liverpool	2.30pm	22	
		Sat		9.00am		5.48pm	22	
		Sun		9.00am		5.48pm	22	

Route M90

LIVERPOOL – BANKSTOWN – STRATHFIELD – BURWOOD (METROBUS)

Timeline

6 December 2010:

- Renumbered from 900 as part of a Government pre-election programme of “high frequency” Metrobus routes.
- First privately operated route to be so classified.
- Operated by Veolia Transport.

1 July 2013: Operator’s name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 6 December 2010

From Liverpool (interchange) via College St, Elizabeth St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Milperra Rd (**Milperra**), Ashford Av, Bullecourt Av (**University of Western Sydney, Bankstown campus**), Horsley Rd, Amour St, Marigold St, Milperra Rd, Canterbury Rd, Chapel St, Macauley Av, Restwell St, South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd, Hume Hwy, Boronia Rd, Noble Rd, Cardigan Rd, Waterloo Rd, Hume Hwy, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd, Victoria St East to Burwood Westfield.

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Hume Hwy, then reverse route to Rickard Rd, then Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce (**Bankstown**), Restwell St, Macauley Av, Chapel Rd, then reverse route to Newbridge Rd, then Bigge St, Elizabeth St, George St, Moore St to Liverpool interchange.

Timetable Summary

6 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown-Strathfield-Burwood	Fr Liv 21M 83S 94B	M-F	Milperra	4.56amL	Burwood	8.10pmL	A	
			Liverpool	5.10amS 6.00amB	Strathfield	10.52pmK		
		Sat		6.20amS 7.15amB	Burwood	7.30pmL	C	
					Strathfield	10.57pmK		
		Sun		7.55amB	Burwood	7.30pmL	C	
					Liverpool	8.52pmM		

* More frequent in peak hours.

A – Early morning & night, various short-workings. Day, Liverpool-Burwood 15*.

B – To Burwood.

C – Day, Liverpool-Burwood 20. Night, various short-workings. Plus short-working/s before first trip shown.

K – To Bankstown.

L – To Liverpool.

M – To Milperra.

S – To Strathfield.

Route M91

PARRAMATTA – CHESTER HILL – BANKSTOWN – PADSTOW – HURSTVILLE (METROBUS)

Timeline

7 February 2011:

- 910 & 948 amalgamated and renumbered M91, as part of a Government pre-election programme of “high frequency” Metrobus routes, originally using buses in a distinctive red livery, running to a standard timetable.
- Operated by Veolia Transport.

1 July 2013: Operator’s name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 7 February 2011

From Parramatta (interchange) via Church St, Woodville Rd, Halsall St, Milson St, Railway Pde, **Granville** interchange, Railway Pde, South St, William St, Blaxcell St (**South Granville**), Rawson Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Buist St, Rose St, McMahon St, Church Rd, Hume Hwy (**Yagoona**), Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce (**Bankstown**), Restwell St, Macauley Av, Stacey St, Fairford Rd, Watson Rd, Cahors Rd, Memorial Dr, Howard Rd (**Padstow**), Faraday Rd, Alma Rd, Chamberlain Rd, Clancy St, Henry Lawson Dr, Hall Cr, Dilke Rd, Henry Lawson Dr, Forest Rd, George St, Cambridge St, Forest Rd to Hurstville station.

From Hurstville (Cross St at Westfield) via Crofts Av, Hurstville interchange*, Forest Rd, McMahon St, Dora St, Queens Rd, Forest Rd, Cambridge St, George St, Henry Lawson Dr, Hall Cr, Dilke Rd, Henry Lawson Dr, Clancy St, then reverse route to Restwell St, then South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, then reverse route to Chester Hill Rd, then Waldron Rd (**Chester Hill**), Campbell Hill Rd, then reverse route to South St, then Mary St, **Granville** interchange, Railway Pde, Bold St, Parramatta Rd, Church St to Parramatta interchange.

(* This list reflects the route after Hurstville interchange was opened on 11 April 2011. Small variations in the vicinity of Hurstville interchange would have applied before that date.)

Timetable Summary

7 February 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown-Hurstville	97	M-F	Parramatta	5.25am	Hurstville	9.30pm	15*	A
		Sat		6.40am		7.35pm	20	B
		Sun		6.40am		7.35pm	20	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.

Route M92

PARRAMATTA – LIDCOMBE – BANKSTOWN – PADSTOW – SUTHERLAND via University of Sydney Cumberland campus (METROBUS)

Timeline

14 March 2011:

- Commenced as part of a Government pre-election programme of “high frequency” Metrobus routes, originally using buses in a distinctive red livery, running to a standard timetable.
- Shares Lidcombe – University of Sydney, Cumberland campus with 915 (all day weekdays till early 2013, then peak hours only).
- Shares most of Bankstown – Padstow – Sutherland with 962.
- Operated by Veolia Transport.

1 July 2013: Operator’s name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 14 March 2011

From Parramatta (interchange, Argyle St) via bus tunnel, Station St, Parkes St, Hassall St, James Ruse Dr (Rosehill), Parramatta Rd, John St, Church St (Lidcombe), railway bridge, Railway St, East St (University of Sydney, Cumberland campus), Weeroona Rd, Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce (Bankstown), Restwell St, Macauley Av, Chapel Rd, Gibson Av, Cahors Rd, Memorial Dr, Howard Rd (Padstow), Ryan Rd, Davies Rd, Alford’s Point Rd, Old Illawarra Rd, Menai Rd (Menai), Akuna Av, Menai Bypass, River Rd, Linden St, Leonay Av, Jannali Av, East Pde to Sutherland station.

From Sutherland (East Pde at station) via Adelong St, Linden St, then reverse route to Restwell St, then South Tce (Bankstown), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, then reverse route to Parramatta interchange.

Alteration

From May 2014 (opening of new Sutherland interchange): To approach Sutherland from East Pde to (new) Sutherland interchange. From (new) Sutherland interchange via Adelong St.

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		
Parramatta-Bankstown-Sutherland	105	M-F	Parramatta	6.00am	Parramatta	8.00pm	15*	A
		Sat		7.30am		7.30pm	20	A
		Sun		7.30am		7.30pm	20	A

* More frequent in peak hours.

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

Route S1

CABRAMATTA – LANSVALE (SHOPPER HOPPER)

Timeline

18 September 2006: Commenced by Transit First as a result of Ministry of Transport review of Region 13. Replaced part of 817.

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 18 September 2006

From Cabramatta (Railway Pde at station) via Railway Pde, McBurney Rd, Hill St, Cabramatta Rd, Broomfield St, Fisher St, Cumberland St, Longfield St, Vale St, Chancery St, Lansdowne Rd, Hume Hwy, Hollywood Dr, Willis St, Day St, Hollywood Dr, Kurrara St, Silverwater Cr, Huntingdale Av to Hume Hwy (Lansvale)

From Lansvale (Huntingdale Av at Hume Hwy) via Huntingdale Av, Silverwater Cr, Kurrara St, Hollywood Dr, Willis St, Day St, Hollywood Dr, Hume Hwy, then reverse route to Cumberland St, then Cabramatta Rd, Church St, Boundary La, Railway Pde to Cabramatta station.

From 8 December 2008

From Cabramatta (Railway Pde at station) via Railway Pde, McBurney Rd, Hill St, Cabramatta Rd, Broomfield St, Longfield St, Vale St, Chancery St, Lansdowne Rd, Hume Hwy, Huntingdale Av (**Lansvale**), Silverwater Cr, Kurrara St, Hollywood Dr, Willis St, Day St, Hollywood Dr, Hume Hwy, Chancery St, Vale St, Longfield St, Cabramatta Rd, Church St, Boundary Lane, Railway Pde to Cabramatta station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Lansvale	32	M-F	Lansvale	8.55am	Cabramatta	3.30pm	5 trips	
		Sat						
		Sun						

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Lansvale	40 round trip	M-F	Lansvale	7.47am	Cabramatta	3.27pm	60	
		Sat						
		Sun						

Route S2

AUBURN – AUBURN BOTANIC GARDENS – GRANVILLE (SHOPPER HOPPER)■

Timeline

18 September 2006: Auburn – Botanic Gardens commenced by Transit First (Threlkeld family) as a result of Ministry of Transport review of Region 13. Replaced part of 917.

1 February 2007: Transferred to Veolia Transport.

12 February 2007: Extended from Auburn Botanic Gardens to Granville.

8 December 2008: Western leg of S2 amalgamated with S3 (Sefton – Chester Hill) as S2 – *see next entry*. Eastern leg of S2 renumbered S3.

Streets

Auburn – Auburn Botanic Gardens

From 18 September 2006

From Auburn (South Pde at station) via Auburn Rd, Mary St, Chisholm Rd to Chiswick Rd (Auburn Botanic Gardens).

From Auburn Botanic Gardens (Chisholm Rd at Chiswick Rd) via Chisholm Rd, Mary St, Park Rd, South Pde to Auburn station.

Auburn – Auburn Botanic Gardens – Granville

Alteration

From 12 February 2007: From Auburn Botanic Gardens via Wellington Rd, Clyde St, William St, South St, Mary St to Granville interchange. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Botanic Gardens	10	M-F	Auburn	9.25am	Botanic Gdns	3.10pm	3 trips	
		Sat						
		Sun						

12 February 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Botanic Gardens-Granville	25	M-F	Granville	9.15am	Auburn	1.42pm	4 trips	A
		Sat						
		Sun						

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

Route S2

GRANVILLE – CHESTER HILL – SEFTON (SHOPPER HOPPER)

Timeline

8 December 2008: Western leg of S2 amalgamated with S3 (Sefton – Chester Hill) and rerouted as Granville – Chester Hill – Sefton. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 8 December 2008

From Granville (interchange) via Mary St, South St, William St, Clyde St, Ferndell Rd (**South Granville**), Boundary Rd, Hector St, Elliston St, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Kerrinea Rd, Helen St, Wellington Rd, Rose St, Palmer St (**Sefton**), Hector St, Batt St, Rose St, then reverse route to Chester Hill Rd, then Waldron Rd (**Chester Hill**), Bent St, Leicester St, Priam St, then reverse route to Granville interchange.

Alteration

By 14 December 2009: Ex Granville from Proctor Pde via Hector St, Batt St, Rose St, Wellington Rd (**Sefton**), Helen St, Kerrinea Rd, Proctor Pde, then return to Granville.

Timetable Summary

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Chester Hill-Sefton	28	M-F	Sefton	8.25am	Granville	2.18pm	60	A
		Sat						
		Sun						

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

Route S3

SEFTON – CHESTER HILL (SHOPPER HOPPER) ■

Timeline

18 September 2006: Commenced by Veolia Transport as a result of Ministry of Transport review of Region 13. Replaced part of 908.

8 December 2008: Rerouted and amalgamated with western leg of S2 as S2, Granville – Chester Hill – Sefton.

Streets

From 18 September 2006

From Chester Hill (Waldron Rd at station) via Bent St, Leicester St, Priam St, Waldron Rd, Chester Hill Rd, Proctor Pde, Hector St, Batt St, Rose St, Wellington Rd (**Sefton**), Helen St, Kerrinea Rd, Proctor Pde, Chester Hill Rd, Waldron Rd to Chester Hill station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sefton-Chester Hill	19 round trip	M-F	Chester Hill	9.56am	Sefton	1.45pm	3 trips	
		Sat						
		Sun						

Route S3

AUBURN – CHISHOLM RD (SHOPPER HOPPER)

Timeline

8 December 2008: Eastern leg of S2 renumbered S3. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 8 December 2008

From Auburn (South Pde at station) via Auburn Rd, Mary St, **Chisholm Rd** to Elm Rd.

From Chisholm Rd (at Elm Rd) via Chisholm Rd, Mary St, Park Rd, South Pde to Auburn station.

Timetable Summary

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Chisholm Rd	7	M-F	Auburn	9.30am	Chisholm Rd	3.09pm	4 trips	
		Sat						
		Sun						

Route S4

FAIRFIELD – VILLAWOOD – CHESTER HILL (SHOPPER HOPPER)

Timeline

18 September 2006: Villawood – Chester Hill commenced by Veolia Transport as a result of Ministry of Transport review of Region 13. Replaced part of 818.

8 December 2008: Extended from Villawood to Fairfield.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets**Villawood – Chester Hill***From 18 September 2006*

From Villawood (Villawood Pl at shops) via Woodville Rd, Binna Burra St, Belar Av, Alcoomie St, Carawatha St, Gundaroo St, Derribong St, Belar Av, Camira St, Lowana St, Killanoola St, Alcoomie St, Lowana St, Mundamatta St, Miller Rd, Sir Thomas Mitchell Rd, Orchard Rd, Proctor Pde, Chester Hill Rd, Waldron Rd to Chester Hill station.

From Chester Hill (Waldron Rd at station) via Bent St, Leicester St, Priam St, Waldron Rd, Chester Hill Rd, then reverse route to Villawood shops.

Fairfield – Villawood – Chester Hill*From 8 December 2008*

From Fairfield (interchange) via Smart St, Nelson St, The Horsley Dr, Fairfield St, Vine St, Bland St, Mitchell St, Cooma St, River Av, Ruby St (**Carramar**), Mitchell St, Normanby St, River Av, Woodville Rd, Villawood St, Villawood Pl (**Villawood**), (?)Woodville Rd, Binna Burra St, Belar Av, Alcoomie St, Carawatha St, Gundaroo St, Derribong St, Belar Av, Camira St, Lowana St, Killanoola St, Alcoomie St, Lowana St, Mundamatta St, Miller Rd, Sir Thomas Mitchell Rd, Orchard Rd, Proctor Pde, Chester Hill Rd, Waldron Rd to Chester Hill station.

From Chester Hill (Waldron Rd at station) via Bent St, Leicester St, Priam St, Waldron Rd, Chester Hill Rd, then reverse route to Binna Burra St, then Villawood Pl (**Villawood**), then reverse route to Normanby St, then Mitchell St, Cooma St, River Av, Ruby St (**Carramar**), Mitchell St, Bland St, Vine St, Fairfield St, The Horsley Dr, Court Rd, The Crescent to Fairfield interchange.

Timetable Summary*18 September 2006*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Villawood-Chester Hill	16	M-F	Villawood	9.40am	Chester Hill	2.15pm	3 trips	
		Sat						
		Sun						

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Villawood-Chester Hill	36	M-F	Fairfield	9.25am	Chester Hill	2.15pm	3 trips	A
		Sat						
		Sun						

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