



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 775 – 799

Histories of bus services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia, with route numbers in the geographically-based Sydney Region (sometimes called three-digit) route number system, initiated when Government bus routes were renumbered during the period 1938-44 and private bus routes similarly renumbered during the period 1981-2004

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

In the Timetable Summaries, details are normally shown for Mondays to Fridays, Saturdays & Sundays. Times for Sundays typically also apply to Public Holidays. However, where first/last trips and/or frequencies on Public Holidays vary significantly from those on Sundays, times for Public Holidays (Hols) are also shown.

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

Summary of routes 775 – 799

775	Mt Druitt-UWS-Penrith
776	Mt Druitt-UWS-Penrith
777	City-Domain Parking Stn
777	Campbelltown Free Shuttle
778	St Marys-Caddens
779	St Marys-Erskine Park
780	Penrith-St Marys
780	Penrith-UWS-St Marys
780	Mt Druitt-Penrith
781	St Marys-Penrith
782	Penrith-St Marys
782E	Werrington-St Marys
783	Kingswood-Mt Pleasant
783	Kingswood-Cambridge Gdns
783	Penrith-Werrington

784	Penrith-St Marys
784	St Marys-Werrington County
784	Penrith-Cranebrook
785	Penrith-Cranebrook, etc
785	Penrith-Werrington
786	Penrith-Cranebrook, etc
787	Penrith-Cambridge Park
787	Penrith-N Cranebrook, etc
787	Penrith Free Shuttle
788	Penrith-Windsor, etc
789	Penrith-Luddenham, etc
790	Penrith-St Marys
791	Penrith-South Penrith
791	Penrith-Jamison town
791	Penrith-South Penrith

792	Penrith-Jamison town
793	Penrith-Glenmore Park
793	Penrith-Nepean Shores
793	Penrith-South Penrith
794	Penrith-Regentville
794	Penrith-Glenmore Park
794	Penrith-Jamison town
794	Penrith-Glenmore Park
795	Penrith-Warragamba
796	Penrith-Glenmore Park
797	Penrith-Glenmore Park
798	Penrith-Glenmore Park
799	Penrith-Glenmore Park

Route 775

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

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

Timeline

11 October 2009: Commenced by Westbus (ComfortDelGro Cabcharge) as a result of Ministry of Transport review of Contract Region 1:

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

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

Streets

From 11 October 2009

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

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

Alteration

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

Timetable Summary

11 October 2009

St Marys – University of Western Sydney Penrith – Penrith routes

774-776

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

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

3 June 2018

St Marys – University of Western Sydney Penrith – Penrith routes

775, 776

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

Average day frequencies along common route:

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

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

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

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

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

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

18 April 2021

**St Marys – University of Western Sydney Penrith – Penrith routes
775, 776**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
775: Mt Druitt-Erskine Park-St Marys-Penrith	Fr Mt D 37S 65P	M-F	Mt Druitt	4.56am	Mt Druitt	10.36pm	A	
		Sat	Penrith	7.10am		10.15pm	B	
		Sun		7.10am		9.15pm	B	
776: Mt Druitt-St Clair-St Marys-Penrith	Fr Mt D 36S 64P	M-F	Mt Druitt	4.39am	Mt Druitt	10.00pm	C	
		Sat	Penrith	5.43am		10.45pm	D	
		Sun		7.40am		9.45pm	D	

Average day frequencies along common route:

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

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

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

A – Peak hours, Mt Druitt-St Marys & Mt Druitt-Penrith. Day, Mt Druitt-Penrith 30. Plus short-working/s after last trip shown.

B – Day, Mt Druitt-St Marys 30, Mt Druitt-Penrith 60. Night, Mt Druitt-Penrith. Plus short-working/s before first trip & after last trip shown.

C – Peak hours, Mt Druitt-St Marys & Mt Druitt-Penrith. Day, Mt Druitt-Penrith 30. Plus short-working/s after last trip shown.

D – Day, Mt Druitt-St Marys 30, Mt Druitt-Penrith 60. Night, Mt Druitt-Penrith. Plus short-working/s before first trip & after last trip shown.

P – To Penrith.

S – To St Marys.

Route 776

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

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

Timeline

11 October 2009: Commenced by Westbus (ComfortDelGro Cabcharge) as a result of Ministry of Transport review of Contract Region 1:

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

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

Streets

From 11 October 2009

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

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

Alteration

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

Timetable Summary

See 775

Route 777

CITY (Wynyard) – DOMAIN PARKING STATION (“BLUE CIRCLE”)■

Timeline

5 December 1975: Free off-peak service commenced by Public Transport Commission (Bus Division) on a trial basis.

3 December 1989: Ceased due to low patronage. 311 provided a similar service.

Streets

From 5 December 1975

From City (Wynyard) (York St at Wynyard Park) via York St, King St, Pitt St, Park St, Haig Av [former street], Sir John Young Cr (**Domain Parking Station**), Cahill Expwy, Macquarie St, Queens Square, St James Rd, Elizabeth St, Market St, Clarence St, Margaret St, York St to Wynyard Park (City).

Alteration

From 8 February 1987 (opening of Pitt St pedestrian mall): Ex City (Wynyard) from King St via Castlereagh St, Park St.

Timetable Summary

9 May 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Domain Parking Station		M-F	Domain P/Stn	9.13am	Wynyard	4.00pm	10	
		Sat						
		Sun						

Route 777

CAMPBELLTOWN FREE SHUTTLE■

Timeline

31 January 2011: Free shuttle (loop) service commenced by Busways Campbelltown (Rowe family) on behalf of the NSW Government. **Part of Contract Region 15.**

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

Streets

From 31 January 2011

From Campbelltown (Dumaresq St) one-way loop via Moore-Oxley Bypass, Appin Rd, Therry Rd, Central Rd to Campbelltown Hospital, then Central Rd, Therry Rd, Gilchrist Dr, Kellicar Rd (**Macarthur Square**), Geary St, Menangle Rd, Bolger St, Kellicar Rd, Hurley St, Dumaresq St.

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		
Campbelltown free shuttle	18	M-F	Campbelltown	9.00am	Campbelltown	2.35pm	20	
		Sat		9.00am		5.35pm	20	
		Sun		9.00am		5.35pm	20	

Route 778

ST MARYS – CLAREMONT MEADOWS – CADDENS■

Timeline

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

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

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

20 November 2016: Extended to run St Marys – Claremont Meadows – Caddens (new suburb).

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

Streets

St Marys – Claremont Meadows (Caddens Rd East)

From 11 October 2009

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

St Marys – Claremont Meadows – Caddens

From 20 November 2016

Mornings

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

Afternoons

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

Alteration

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

Timetable Summary

11 October 2009

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

* More frequent in peak hours.

20 November 2016

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

* More frequent in peak hours.

Route 779

ST MARYS – ERSKINE PARK – KEMPS CREEK

Timeline

11 October 2009: New peak hour service St Marys – Erskine Park Industrial Area commenced by Westbus (ComfortDelGro Cabcharge) as a result of Ministry of Transport review of [Contract Region 1](#).

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

24 October 2021:

- Extended to run St Marys – Erskine Park – Kemps Creek, serving the Oakdale West Industrial Estate.
- Times of service extended to daily daytime.

Streets

St Marys – Erskine Park Industrial Area

From 11 October 2009

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

St Marys – Erskine Park – Kemps Creek

From 24 October 2021

From St Marys (Interchange) via Queen St, Mamre Rd, James Erskine Dr to Quarry Rd (**Erskine Park Industrial Area**), then James Erskine Dr, Mamre Rd, Erskine Park Rd, Lenore Dr, Compass Dr, Emporium Av to Compass Dr (Kemps Creek). Reverse on return.

Timetable Summary

11 October 2009

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

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

24 October 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Erskine Park-Kemps Creek	36	M-F	St Marys	4.30am	Kemps Creek	7.15pm	60*	
		Sat		6.30am		7.30pm	60	
		Sun		6.30am		7.30pm	60	

* More frequent in peak hours.

Route 780

PENRITH – ST MARYS via Derby St & Second Av■

Timeline

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

October 1984: Operator's name changed to Westbus.

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

Streets

From 16 August 1982

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

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

Alteration

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

Timetable Summary

16 August 1982

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

Route 780

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

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

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

Timeline

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

28 May 1990: Trial service made permanent.

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

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

13 August 2001: Diverted through Nepean District Hospital.

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

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

Streets

Kingswood – University of Western Sydney Nepean

From 5 March 1990

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

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

Penrith – University of Western Sydney Nepean – St Marys

From 12 January 1992

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

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

By 26 February 2001

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

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

Alteration

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

St Marys – University of Western Sydney Penrith

From 18 November 2002

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

Timetable Summary

5 March 1990

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

A – University semesters only.

12 January 1992

St Marys – Kingswood bus routes

780, 781

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

* More frequent in peak hours.

† Selected trips extended to Penrith.

Average day frequency along common route:

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

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

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

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

K – To Kingswood.

O – To Orchard Hills.

P – To Penrith.

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

Q – To Quarry Hills.

S – To St Marys.

31 August 1992

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

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

18 November 2002

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

* More frequent in peak hours.

Route 780

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

Timeline

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

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

Streets

From 11 October 2009

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

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

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

Alteration

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

Timetable Summary

11 October 2009

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

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

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

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

M – To Mt Druitt.

P – To Penrith.

T – To Tregear.

Combined Routes 780/781

ST MARYS – QUARRY HILLS – PENRITH■

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

Timeline

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

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

Streets

From 12 January 1992

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

Route 781

ST MARYS – QUARRY HILLS – ORCHARD HILLS – PENRITH■

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

Timeline

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

St Marys – Orchard Hills

From 26 May 1986

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

St Marys – Quarry Hills

From 24 October 1988

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

Alteration

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

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

St Marys – Orchard Hills – Penrith

From 1 November 2004

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

Timetable Summary

26 May 1986

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

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

24 October 1988

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

* More frequent in peak hours.

A – St Marys-Quarry Hills 60*, St Marys-Orchard Hills 2 trips (morning from Orchard Hills, afternoon from St Marys).

O – To Orchard Hills.

Q – To Quarry Hills.

S – To St Marys.

12 January 1992

See 780

1 November 2004

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

A – St Marys-Penrith 2 trips. Plus St Marys-Orchard Hills 1 trip (morning from Orchard Hills, afternoon from St Marys).

O – To Orchard Hills.

P – To Penrith.

Route 781

ST MARYS – ORCHARD HILLS – GLENMORE PARK – PENRITH

Timeline

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

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

Streets

From 11 October 2009

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

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

Alteration

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

Timetable Summary

11 October 2009

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

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

O – To Orchard Hills.

S – To St Marys.

Route 782

PENRITH – WERRINGTON – ST MARYS via Greenbank Dr

Timeline

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

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

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

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

May 1999: Westbus transferred to National Express Group.

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

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

1 November 2004:

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

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

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

Streets

Penrith – Werrington

From 16 August 1982

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

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

Alterations

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

Penrith – Werrington – St Marys

Alteration

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

Penrith – Werrington (Lethbridge Av)

From 7 April 1997

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

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

Alteration

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

Penrith – Werrington – St Marys

Alterations

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

Penrith – Werrington

From 11 October 2009

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

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

Penrith – Werrington – North St Marys – St Marys

Alteration

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

Timetable Summary

16 August 1982

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

** Less frequent in afternoon.

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

13 February 1993

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

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

26 April 1994

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

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

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

7 April 1997

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

13 August 2001

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

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

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

11 October 2009

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

* More frequent in peak hours.

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

26 November 2012

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

* More frequent in peak hours.

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

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

Route 782E

WERRINGTON – NORTH ST MARYS – ST MARYS■

Timeline

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

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

Streets

From 21 December 2011

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

Timetable Summary

21 December 2011

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

Route 783

KINGSWOOD – MT PLEASANT■

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

Timeline

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

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

By 13 August 2001: Ceased without direct replacement.

Streets

From 13 February 1993

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

Timetable Summary

13 February 1993

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

Ph – Peak hours only.

Route 783

KINGSWOOD – CAMBRIDGE GARDENS

Timeline

1 November 2004: Weekday peak hour service commenced by Westbus (National Express Group), supplementary to 782.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

From 1 November 2004

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

Timetable Summary

1 November 2004

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

Ph – Peak hours only.

Route 783

PENRITH – JORDAN SPRINGS – WERRINGTON

Timeline

6 October 2013: At the time of transfer of Contract Region 1 services to successful new tenderer:

- Penrith – Jordan Springs commenced by Busways Blacktown (Rowe family) to new suburb.
- Replaced part of 673 in Lakeview Dr area.
- Operated by Busways Blacktown (Rowe family).

18 April 2021: Extended to run Penrith – Jordan Springs – Werrington, replacing interim peak hour community bus service Jordan Springs – Werrington.

Streets

Penrith – Jordan Springs

From 6 October 2013

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

Alteration

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

Penrith – Jordan Springs – Werrington

From 18 April 2021

Alteration: Extended from Jordan Spings (Greenwood Pkwy at Nabilla St) via Greenwood Pkwy, Lakeside Pde, Wianamatta Pkwy, Armoury Rd, Leichhardt Av, Henry Lawson Av, John Batman Av (**Werrington County**), Dunheved Rd, John Oxley Av, Lethbridge Av, Victoria St to Kazanis Ct (Werrington Station). Reverse on return.

Timetable Summary

6 October 2013

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

* More frequent in peak hours.

18 April 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jordan Springs-Werrington	44	M-F	Penrith	4.58am	Penrith	8.49pm	60*	A
		Sat	Werrington	6.53am		8.03pm	60	A
		Sun		7.53am		6.03pm	60	A

* More frequent in peak hours.

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

Route 784

PENRITH – KINGSWOOD – WERRINGTON – ST MARYS■

Timeline

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

November 1983: Extended from Werrington to St Marys.

October 1984: Operator's name changed to Westbus.

24 February 1986: Rerouted via Doonmore St & Jamison Rd, replacing part of 780.

26 April 1994:

- Shortened to run Penrith – Werrington via Oxford St & partly rerouted as part of reorganisation of 782, 784 & 785.
- Werrington – St Marys section replaced by extended 782.
- Service at night & all day Saturdays & Sundays provided by 787 (combined 784/785)

7 April 1997: Altered to St Marys – Werrington – Werrington County in a further reorganisation of 782, 784 & 785 (*see next entry*), mostly replacing parts of 782. Parts of 784 replaced by rerouting of 785.

Streets

Penrith – Werrington via Rugby St

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, High St, Parker St, Cox Av, Richmond Rd, Victoria St, Wrench St, Herbert St, William St (**Cambridge Park**), Wrench St, Rugby St, Burton St, Victoria St, Gibson Av, Albert St, Parkes Av to Victoria St (Werrington).

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

Penrith – Werrington – St Marys via Rugby St

Alteration

From November 1983: Extended from Werrington (Burton St) via Victoria St, Parkes Av, Princess St [now Werrington Rd], Werrington Rd, The Kingsway, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr], Queen St, Station St to St Marys Station. Reverse on return.

By 30 April 1984

From Penrith (Jane St at Station) via Station St, Derby St, Parker St, Cox Av, Park Av, Walter St, Victoria St, Wrench St, Herbert St, William St (**Cambridge Park**), Wrench St, Rugby St, Burton St, Victoria St (**Werrington**), Parkes Av, Princess St [now Werrington Rd], Werrington Rd, The Kingsway, Charles Hackett Dr, Kungala St [now part of Charles Hackett Dr], Queen St, Station St to St Marys Station.

From St Marys (Station St at Station) via Lethbridge St, Phillip St, Queen St, then reverse route to Derby St, then Henry St, Riley St, Jane St to Penrith Station.

Alteration

By 24 February 1986: Ex Penrith from Derby St via Doonmore St, Jamison St, Parker St, Copeland St, Richmond Rd, Park Av, Walter St. Reverse on return.

Penrith – Werrington via Oxford St

By 26 April 1994

From Penrith (Interchange) via Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St, Wrench St (**Cambridge Park**), Rugby St, Burton St, Victoria St to Werrington Station.

From Werrington (Victoria St at Station) via reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith Interchange.

Alteration

By 27 November 1995: Ex Penrith from Station St via Derby St, Parker St. Reverse on return.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington	22	M-F	Penrith	7.23am	Werrington	6.17pm	60*	A
		Sat	Werrington	8.07am		12.43pm	60	
		Sun						

* More frequent in peak hours.

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

November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-St Marys	30	M-F	Penrith	7.24am	St Marys	5.20pm	60*	A
		Sat		8.21am		12.01pm	60	A
		Sun						

* More frequent in peak hours.

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

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Werrington-St Marys	Fr Pen 27W 35S	M-F	Penrith	7.00am	St Marys	5.32pm	30	A
		Sat		7.55am	Penrith	5.44pm	60	A
		Sun		8.42am	Werrington	5.08pm	120	

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

S – To St Marys.

W – To Werrington.

26 April 1994

Penrith – Kingswood – Werrington routes

784, 785, 787

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
784: Penrith-Werrington	21	M-F	Werrington	6.45am	Werrington	6.27pm	30	A
		Sat						B
		Sun						B
785: Penrith-Kingswood	18	M-F	Penrith	6.41am	Kingswood	5.44pm	30	B
		Sat						B
		Sun						B
787: Penrith-Cambridge Park Loop	36 round trip	M-F	Penrith	5.48pm	Penrith	9.10pm	Ns	
		Sat	Cambridge Pk	7.21am	Cambridge Pk	7.49pm	30	
		Sun		8.59am	Penrith	6.50pm	60	

A – Night service provided by 787 (combined 784/785). Plus short-working/s before first trip shown.

B - Night service provided by 787 (combined 784/785).

Ns – Night service.

Route 784

ST MARYS – WERRINGTON – WERRINGTON COUNTY■

Timeline

7 April 1997: Compared with route in previous entry, rerouted in a further reorganisation of 782, 784 & 785.

Operated by Westbus (Bosnjak family, proprietors).

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

1 November 2004: Ceased. Service in Werrington County replaced by rerouting of 782.

Streets

From 7 April 1997

Other than weekday afternoons

From St Marys (Interchange) via Queen St, Charles Hackett Dr, The Kingsway, Werrington Rd, Parkes Av (Werrington), Victoria St, Burton St, Rugby St, Francis St, Dunheved Rd, Greenbank Dr, Harvest Dr, Henry Lawson Av (Werrington County), Ovens Dr, John Batman Av, Dunheved Rd, John Oxley Av, Rugby St, Burton St, then reverse route to St Marys Interchange.

Weekday afternoons

Via loop through Werrington County in reverse direction.

Timetable Summary

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Werrington-Werrington County	21WCr 36SCr	M-F	Werrington County	5.04amW 7.18amS	St Marys Werrington	5.19pmC 7.15pmC	A	
		Sat		7.05amW 8.57amS	St Marys	5.43pmC	B	
		Sun						

* More frequent in peak hours.

A – Early morning & evening, Werrington-Werrington County. Day, St Marys-Werrington Country 60*.

B – Early morning, Werrington-Werrington County. Day, St Marys-Werrington Country 60.

C – To Werrington County.

S – To St Marys.

SCr – Round trip St Marys-Werrington County-St Marys.

W – To Werrington.

WCr – Round trip Werrington-Werrington County-Werrington.

Route 784

PENRITH – CRANEBROOK via Castlereagh Rd

Timeline

1 November 2004: Peak hour service commenced by Westbus (National Express Group), following same route in Cranebrook as 786. Night service provided by N3, covering daytime 782-786.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: Night service on N3 replaced by trips on individual routes, as a result of Ministry of Transport review of Contract Region 1.

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

Streets

From 1 November 2004

From Penrith (Interchange) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd, Grays Lane, Vincent Rd (**Cranebrook**), Andromeda Dr, (second) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Laycock St, Boundary Rd, Cranebrook Rd, Castlereagh Rd, Jane St to Penrith Interchange.

Timetable Summary

See 786

Route 785

KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK■

PENRITH – CAMBRIDGE PARK – KINGSWOOD■

PENRITH – KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK■

- **Extended from Penrith to Panthers Club (1993-94)**

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

16 August 1982:

- Renumbered from amalgamation of parts of 215 [1925 number]:
 - Penrith – Kingswood – Cambridge Park Loop (daytime weekdays & Saturday mornings)
 - Penrith – Kingswood – Cambridge Park – Cranebrook (peak hours, nights, Saturday afternoons & all day Sundays), replacing 786.
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984:

- Altered to Penrith – Cambridge Park – Kingswood at most times.
- Afternoon peak hour service from Kingswood to Cambridge Park provided by 786.
- 786 provided all other service to Mt Pleasant.

October 1984: Operator's name changed to Westbus.

13 February 1993: Coincident with introduction of "Nepean Nippers" (fleet of minibuses):

- Extended from Penrith to Panthers Club replacing part of 795, but shortened at Kingswood end, becoming Panthers Club – Penrith – Cambridge Park Loop.
- Kingswood – Mt Pleasant trips renumbered 783.

26 April 1994: As part of reorganisation of 782, 784 & 785:

- Curtailed from Panthers Club to Penrith & re-extended from Cambridge Park to Kingswood, becoming Penrith – Cambridge Park – Kingswood.
- 784 & 785 replaced by combined 787 at nights & on Saturdays & Sundays.
- Penrith – Panthers Club replaced by extension of 786.

7 April 1997: Rerouted via Derby, Oxford & Rugby Sts instead of 784, terminating in a large loop at Kingswood, in a further reorganisation of 782, 784 & 785.

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

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

1 November 2004:

- Rerouted in Penrith & Kingswood.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

- Largely rerouted and extended from Kingswood to Werrington (although no longer serving Kingswood Station) (*see next entry*).
- Night service on N3 replaced by trips on individual routes.

Streets

Penrith – Kingswood – Cambridge Park

From 16 August 1982

Weekday daytime & Saturday mornings

From Penrith (Plaza) via Jane St, Penrith Station, Station St, High St, Evan St, Macquarie Av, Thurston St, Glebe Pl, Parker St, Cox Av (**Kingswood**), Richmond Rd, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Richmond Rd, then reverse route to Penrith Plaza.

Nights, Saturday afternoons & Sundays

Extended from Kingswood via Richmond Rd, Cambridge St, Wrench St, Oxford St, The Northern Rd, Andrews Rd, Greygums Rd, Laycock Dr, Borrowdale Way, Sherringham Rd (**Mt Pleasant**), Pendock Rd, Borrowdale Way, The Northern Rd, Oxford St, Wrench St, Cambridge St.

Penrith – Cambridge Park – Kingswood

From 30 April 1984

From Penrith (Jane St at Station) via Jane St, Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood Station.

From Kingswood (Park Av at Station) via Richmond Rd, Cam St, then reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith Station.

Kingswood – Cambridge Park – Cranebrook

From 30 April 1984

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

Panthers Club – Penrith – Cambridge Park

From 13 February 1993

From Panthers Club via Panther Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St, **Penrith Station**, Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St (**Cambridge Park**), Wrench St, Cambridge St, Richmond Rd, Oxford St, Parker St, Glebe Pl, King St, The Crescent, Evan St, Henry St, Riley St, Jane St, **Penrith Station**, Station St, Ransley St, Mulgoa Rd, Panther Pl to Panthers Club.

Penrith – Cambridge Park – Kingswood

From 26 April 1994

From Penrith (Interchange) via Jane St, Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St (**Cambridge Park**), Barker St, Cambridge St, Wrench St, Harrow Rd, Herbert St, Shaw St, Victoria St, Walter St, Park Av to Kingswood Station.

From Kingswood (Park Av at Station) via Richmond Rd, Victoria St, then reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith Interchange.

From 7 April 1997

From Penrith (Interchange) via Jane St, Station St, Derby St, Parker St, Oxford St (**Cambridge Park**), Wrench St, Rugby St, Francis St, Herbert St, Shaw St, Victoria St, Walter St, Park Av (**Kingswood**), Richmond Rd, Cam St, Cambridge St, Wrench St, Harrow Rd, Herbert St, then reverse route to Station St, then High St, Riley St, Jane St to Penrith Interchange.

From 13 August 2001

From Penrith (Interchange) via Jane St, Station St, Derby St, Parker St, Oxford St (**Cambridge Park**), Wrench St, Rugby St, Francis St, Herbert St, Wrench St, Cambridge St, Cam St, Richmond Rd, Park Av (**Kingswood**), Heath St,

Victoria St, Walter St, Joseph St, Richmond Rd, then reverse route to Station St, then High St, Riley St, Jane St to Penrith Interchange.

From 1 November 2004

From Penrith (Interchange) via Jane St, Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Thurston St, King St, Copeland St, Parker St, Oxford St (**Cambridge Park**), Wrench St, Rugby St, Francis St, Herbert St, Wrench St, Cambridge St, Cam St, Richmond Rd, Park Av (**Kingswood**), Heath St, Victoria St, Walter St, Joseph St, Richmond Rd, then reverse route to Evan St, then Henry St, Riley St, Jane St to Penrith Interchange.

Timetable Summary

16 August 1982

Penrith – Kingswood – Cranebrook routes

785, 786

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
785: Penrith-Kingswood-Cambridge Park†	37PMr 49PCr	M-F	Cranebrook	5.09amK 6.01amP	Penrith	9.00pmC	A	
		Sat		6.34amP		6.28pmC	B	
		Sun		9.31amP	Cranebrook	5.56pmP	5 trips	D
786: Penrith-Cranebrook via Coreen Av	41 round trip	M-F	Penrith	5.19amC	Penrith	5.35pmC	E	
		Sat		8.10amC	Cranebrook	12.18pmP	30-60	F
		Sun		9.21amC		10.50amP	1 trip	G

† Selected trips extended to Cranebrook.

A – Early morning, Cranebrook to Kingswood via Cambridge Park (selected trips extended to Penrith). Day, Penrith-Cambridge Park 30. Night, Penrith-Kingswood-Cambridge Park-Cranebrook.

B – Early morning, from Cranebrook to Penrith via Kingswood & Cambridge Park. Morning, Penrith-Cambridge Park 30-45. Afternoon, Penrith-Kingswood-Cambridge Park-Cranebrook.

C – To Cranebrook.

D – All trips Penrith-Kingswood-Cambridge Park-Cranebrook.

E – Early morning, from Penrith to Cranebrook. Day, Penrith-Cranebrook 30, plus selected trips at other times. Early morning from Cranebrook to Penrith provided by 785.

F – Afternoon service provided by 785.

G – Service at other times provided by 785.

K – To Kingswood.

P – To Penrith.

PCr – Round trip Penrith-Cranebrook-Penrith (via Cambridge Park in both directions).

PMr – Round trip Penrith-Cambridge Park-Penrith.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	20	M-F	Cambridge Pk	4.55amK	Kingswood	7.48pmP	30	A
			Penrith	7.11amK				
		Sat		7.21amK		6.26pmP	60	B
		Sun		9.26amK		5.36pmP	6 trips	

A – Extra trip Thursday night.

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

K – To Kingswood.

P – To Penrith.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Panthers Club-Penrith-Cambridge Park	42 round trip	M-F	Cambridge Pk	7.06amP 8.31amA	Panthers Club	8.33pmC	15	
		Sat		7.21amP 9.21amA		7.33pmC	30**	
		Sun		9.55amA		6.40pmC	60	B

** More frequent service Panthers Club-Penrith.

A – To Panthers Club.

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

C – To Cambridge Park.

P – To Penrith.

26 April 1994

See 784

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	43 round trip	M-F	Penrith	6.58am	Penrith	9.10pm	30	A
		Sat		8.16am	Kingswood	7.06pm	30	A
		Sun		10.21am		6.42pm	60	A

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

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Kingswood	60 round trip	M-F	Kingswood	5.30am	Penrith	10.27pm	30	A
		Sat		6.47am		10.12pm	60	B
		Sun		8.47am		8.12pm	60	B

A – Includes night service provided by N3. Plus short-working/s before first trip shown.

B – Includes night service provided by N3.

Route 785

PENRITH – CAMBRIDGE PARK – WERRINGTON

Timeline

11 October 2009: Previous 785 largely rerouted and extended from Kingswood to Werrington (although no longer serving Kingswood Station) as a result of Ministry of Transport review of [Contract Region 1](#). Operated by Westbus (ComfortDelGro Cabcharge).

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

Streets

From 11 October 2009

From Penrith (Interchange) via Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Thurston St, King St, Copeland St, College St, Cambridge St (**Cambridge Park**), Wrench St, Victoria St, Burton St, Heavey St, Lethbridge Av, Victoria St to Werrington Station.

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

Alteration

By 6 October 2013: Ex Penrith from Copeland St via Richmond Rd, Cam St, Cambridge St. Reverse on return.

Timetable Summary

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cambridge Park-Werrington	26	M-F	Werrington	5.16am	Penrith	8.35pm	60*	A
		Sat	Penrith	6.50am	Werrington	6.30pm	60	
		Sun		8.50am		5.30pm	60	

* More frequent in peak hours.

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

Route 786

KINGSWOOD – CRANE BROOK

PENRITH – CRANE BROOK

- Extended from Penrith to Panthers Club (1994-2002)

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

16 August 1982:

- Penrith – Cranebrook (full time) and Kingswood – Cranebrook (peak hours) renumbered from part of 215, as part of reorganisation of 215 [1925 numbers].
- Service provided by 785 Penrith – Kingswood – Cranebrook at nights, Saturday afternoons & Sundays.
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

November 1983: Most trips on Saturdays & Sundays provided by 786 instead of 785.

30 April 1984: All trips ran as 786, including Kingswood – Cranebrook peak hour trips which were renumbered from part of 785.

October 1984: Operator's name changed to Westbus.

26 April 1994: Extended from Penrith to Panthers Club instead of 785.

7 April 1997: In a reorganization of 786 & 788:

- 786 remained as Panthers Club – Penrith – Mt Pleasant by an altered route.
- Rerouted 788 covered parts of old 786.
- Night & Sunday service provided by 787 (combined 786/788).

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

By 13 August 2001: Extended from Mt Pleasant shops to loop via Camelot Dr & Tornado Cr.

18 November 2002:

- Route shortened to Penrith – Mt Pleasant.
- Penrith – Panthers Club replaced by 794.
- Night service provided by on-demand Penrith North Move Zone, covering daytime 785-788.
- Sunday service provided by 787 (combined 786/788).

1 November 2004:

- 786 & 788 amalgamated as 786 Penrith – Cranebrook.
- Route between Lemongrove Rd & The Northern Rd swapped between 782 & 786.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: Night service on N3 replaced by trips on individual routes, as a result of Ministry of Transport review of Contract Region 1.

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

Streets

Penrith – Cranebrook

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Borrowdale Way, Sherringham Rd (**Cranebrook**), Pendock Rd, Borrowdale Way, The Northern Rd, Caloola Av, then reverse route to Penrith Plaza.

Alteration

By 30 April 1984: From Penrith (Jane St at Station) via Station St, Henry St, Lawson St, High St, then same route via Cranebrook back to Evan St, then Henry St, Riley St, Jane St to Penrith Station.

Panthers Club – Penrith – Cranebrook

From 26 April 1994

From Panthers Club via Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St (**Penrith**), Station St, then same route via Cranebrook back to Henry St, then Riley St Jane St (**Penrith Station**), Station St, Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club.

Alteration

By 27 November 1995: From Panthers Club via Panthers Pl, Mulgoa Rd, Castlereagh Rd, Jane St, then same route via Cranebrook back to Henry St, then Riley St, Jane St (**Penrith**), then Jane St, Castlereagh Rd, Mulgoa Rd, Panthers Pl to Panthers Club.

By 7 April 1997

From Panthers Club via Panthers Pl, Mulgoa Rd, Great Western Hwy, Riley St, Jane St (**Penrith Station**), Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Borrowdale Way, Pendock Rd, Sherringham Rd, Borrowdale Way to Laycock St (Cranebrook).

From Cranebrook (Borrowdale Way/Laycock St) via Laycock St, Hosking St, Borrowdale Way, Sherringham Rd, then reverse route to High St, then Riley St, Jane St (**Penrith**), Castlereagh Rd, Mulgoa Rd, Panthers Pl to Panthers Club.

Alteration

By 8 December 1997: Ex Panthers Club from Jane St via Station St, Henry St, Lawson St, High St, Evan St. Return from Evan St via Henry St.

By 13 August 2001

From Panthers Club via Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St (**Penrith**), Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Borrowdale Way, Pendock Rd, Sherringham Rd, Borrowdale Way, Laycock St (**Cranebrook**), Camelot Dr, Bluebird Rd, Tornado Cr, Laycock St, Borrowdale Way, Sherringham Rd, Pendock Rd, Borrowdale Way, The Northern Rd, Caloola Av, then reverse route to Evan St, then Henry St, Riley St, Jane St (**Penrith**), Station St, Henry St, Riley St, High St, Station St, Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club.

Penrith – Cranebrook

Alteration

From 18 November 2002: To start at Penrith (Interchange), then via Station St, Henry St, Lawson St, High St, Evan St, The Crescent, Hemmings St, Thurston St, Lemongrove Rd, then same route to Cranebrook and back to Lemongrove Rd, then Macquarie Av, Evan St, Henry St, Riley St, Jane St to Penrith Interchange.

From 1 November 2004

From Penrith (Interchange) via Station St, Henry St, Lawson St, High St, Evan St, Lemongrove Rd, Coreen Av, Bel-Air Rd, Sunshine Av, Hillcrest Av, Illawong Av, Moonbi Rd, Cooper St, The Northern Rd, Andrews Rd, Greygums Rd, McHenry Rd, Sherringham Rd, Pendock Rd, Borrowdale Way, Laycock St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (second) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Laycock St, Hosking St, Borrowdale Way, Pendock Rd, then reverse route to Lemongrove Rd, then Macquarie Av, Evan St, Henry St, Station St to Penrith Interchange.

Kingswood – Cranebrook

From 30 April 1984

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

Timetable Summary

16 August 1982

See 785

November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Penrith-Cranebrook	40 round trip	M-F	Cranebrook	5.03am	Cranebrook	10.43pm	30*	A
		Sat		6.20am		7.12pm	60	
		Sun	Penrith	9.01am		6.12pm	60	

* More frequent in peak hours.

A – Includes service on weekday early morning, late afternoon and night service provided by 785 to or via Kingswood.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Penrith-Cranebrook	36PCr	M-F	Penrith	6.52am	Cranebrook	10.48pm	30	
		Sat	Cranebrook	7.22am		7.15pm	AM 40 PM 60	
		Sun	Penrith	8.00am		7.15pm	60	
786: Kingswood-Cranebrook	27KCr	M-F	Cranebrook	4.42am	Kingswood	6.21pm	Ph	
		Sat		6.18am		7.12am	Ms	
		Sun						

KCr – Round trip Kingswood-Cranebrook-Kingswood.

Ms – Early morning service.

PCr – Round trip Penrith-Cranebrook-Penrith.

Ph – Peak hours only (both directions).

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Penrith-Cranebrook	34 round trip	M-F	Cranebrook	6.03am	Penrith	11.55pm	15	
		Sat		6.23am		11.55pm	30	
		Sun	Penrith	7.46am		9.40pm	30	

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Panthers Club-Penrith-Cranebrook	34PCr 49ACr	M-F	Cranebrook	6.03am	Panthers Club	11.45pm	10	A
		Sat		6.22am		11.45pm	20	A
		Sun	Penrith	7.40am		9.33pm	30	A

A – Extended from Penrith to Panthers Club: weekdays after 9.00am (mostly every 2nd trip); Saturdays after 9.00am (most trips); Sundays after 9.30am (mostly every 2nd trip).

ACr – Round trip Panthers Club-Cranebrook-Panthers Club.

PCr – Round trip Penrith-Cranebrook-Penrith.

7 April 1997

**Panthers Cub – Mt Pleasant – North Cranebrook routes
786-788**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Panthers Club-Penrith-Mt Pleasant	Fr Crane 19P 26C	M-F	Mt Pleasant	5.26amP 8.35amA	Mt Pleasant	7.06pmA	B	
		Sat	Panthers Club	5.06amC		6.02pmA	D	
		Sun						E
787: Panthers Club-Penrith-North Cranebrook	50ANr	M-F	Panthers Club	7.00pm	Panthers Club	11.51pm	Ms	
		Sat		5.06am		11.51pm	MNs	
		Sun		6.30am		8.30pm	MNs	
788: Penrith-North Cranebrook	44 round trip	M-F	N Cranebrook	5.00am	N Cranebrook	6.54pm	20	F
		Sat		8.15am		5.45pm	30	F
		Sun						E

A – To Panthers Club.

ANr – Round trip Panthers Club-North Cranebrook-Panthers Club.

B – Early morning, Penrith- Mt Pleasant. Day, Panthers Club-Mt Pleasant 20. Service at night provided by 787 (combined 786/788).

C – To Mt Pleasant.

D – Early morning, Panthers Club or Penrith-Mt Pleasant. Day, Panthers Club-Mt Pleasant 30. Service at night (& some early morning trips) provided by 787 (combined 786/788).

E – Service provided by 787 (combined 786/788).

F – Night service provided by 787 (combined 786/788).

P – To Penrith.

MNs – Early morning & night service.

Ns – Night service.

13 August 2001

**Panthers Cub – Mt Pleasant – North Cranebrook routes
786-788**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Panthers Club-Penrith-Mt Pleasant	56 round trip	M-F	Mt Pleasant	5.20amP 8.31amA	Mt Pleasant	7.10pmA	30*	A
		Sat	Panthers Club	5.07am		5.56pmA	30	A
		Sun						B
787: Panthers Club-Penrith-North Cranebrook	49 round trip	M-F	Mt Pleasant	7.31amP	Panthers Club	11.59pmC	MNs	C
		Sat	Penrith	6.05amC		12.13amA	MNs	
			Mt Pleasant	7.18amA				
		Sun	Panthers Club	6.25amC		8.55pmA	30	D
788: Penrith-North Cranebrook	45 round trip	M-F	N Cranebrook	4.59am	N Cranebrook	6.56pm	30	A
		Sat	Penrith	7.59am		5.44pm	30	A
		Sun						B

A - Service at night (& some early morning trips) provided by 787 (combined 786/788).

B - Service provided by 787 (combined 786/788).

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

D – Alternate trips ran via Glebe Pl (788) & normal 787.

MNs – Early morning & night service.

1 November 2004

Penrith – Cranebrook routes

784, 786

See also N3

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
784: Penrith-Cranebrook via Castlereagh Rd	41 round trip	M-F	Cranebrook	5.53am	Cranebrook	5.44pm	Ph	
		Sat						
		Sun						
786: Penrith-Cranebrook via The Northern Rd	55 round trip	M-F	Cranebrook	5.05am	Cranebrook	7.35pm	30*	A
		Sat	Penrith	6.49am		6.39pm	30	A
		Sun		8.19am		5.39pm	60	A

* More frequent in peak hours.

A – Night service provided by N3.

Ph – Peak hours only (both directions).

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
786: Penrith-Cranebrook	60 round trip	M-F	Cranebrook	4.58am	Penrith	10.30pm	30	
		Sat		6.59am		10.39pm	30	
		Sun		7.59am		8.39pm	60	

Route 787

PENRITH – CAMBRIDGE PARK Loop

Timeline

26 April 1994: Service on 784 & 785 on weeknights & all day Saturdays & Sundays provided by 787. Operated by Westbus (Bosnjak family, proprietors).

7 April 1997: Ceased as a result of reorganisation of 782, 784 & 785.

Streets

From 26 April 1994

From Penrith (Interchange) via Station St, Henry St, Lawson St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, Oxford St, Wrench St, Rugby St (**Cambridge Park**), Burton St, Victoria St, Shaw St, Herbert St, Harrow Rd, Wrench St, Cambridge St, Richmond Rd, Barker St, Oxford St, Parker St, Glebe Pl, King St, The Crescent, Evan St, Henry St, Riley St, Jane St to Penrith Interchange.

Timetable Summary

See 784

Route 787

PANTHERS CLUB – PENRITH – CRANEBROOK – NORTH CRANEBROOK

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

7 April 1997: In a reorganization of 786 & 788, night & Sunday service replaced by 787 (combined 786/788). Operated by Westbus (Bosnjak family, proprietors).

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

18 November 2002:

- Shortened to Penrith – Cranebrook – North Cranebrook.
- Penrith – Panthers Club became a separate route, numbered 794.
- Night service provided by on-demand Penrith North Move Zone service covering daytime 785-788.

1 November 2004: Sunday service replaced by rerouted 786 & night service by N3.

Streets

Panthers Club – Penrith – Cranebrook – North Cranebrook

From 7 April 1997

From Panthers Club via Panthers Pl, Mulgoa Rd, Great Western Hwy, Riley St, Jane St (**Penrith**), Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Hindmarsh St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (first) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Sherringham Rd, Pendock Rd, Borrowdale Way, The Northern Rd, then reverse route to High St, then Riley St, Jane St (**Penrith**), Castlereagh Rd, Mulgoa Rd, Panthers Pl to Panthers Club.

By 13 August 2001

From Panthers Club via Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St, Jane St (**Penrith Interchange**), Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Arakoon Av, Caloola Av, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Hindmarsh St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (first) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, Sherringham Rd, Pendock Rd, Borrowdale Way, The Northern Rd, then reverse route to High St, then Riley St, Jane St (**Penrith Interchange**), Station St, Henry St, Riley St, High St, Station St, Ransley St, Panthers Pl to Panthers Club.

Penrith – Cranebrook – North Cranebrook

Alteration

From 18 November 2002: To start at Penrith (Interchange), then via same route to North Cranebrook and back to Evan St, then Riley St, Jane St to Penrith Interchange.

Timetable Summary

See 786

Route 787

PENRITH FREE SHUTTLE ■

Timeline

14 March 2011: Free shuttle (loop) service commenced by Westbus (ComfortDelGro Cabcharge) on behalf of the NSW Government.

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

Streets

From 14 March 2011

From Penrith (Interchange) one-way loop via Belmore St, Lawson St, Henry St, Station St, Jamison Rd, Mulgoa Rd, Panthers Pl to **Panthers Club**, then Panthers Pl, Ransley St, Station St, Henry St, High St, Castlereagh Rd, Jane St to Penrith Interchange.

From 12 December 2011

From Penrith (Interchange) one-way loop via Belmore St, Station St, Reserve St, Woodriff St, High St, Kendall St, Henry St, Jane St to Penrith Interchange.

Timetable Summary

14 March 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith free shuttle	20	M-F	Panthers Club	9.00am	Panthers Club	2.30pm	15	
		Sat		9.00am		5.30pm	15	
		Sun		9.00am		5.30pm	15	

Route 788

PENRITH – [NORTH] CRANEBROOK – LLANDILO – WINDSOR■

- **Penrith – Castlereagh (school trips, 1982-88)**
- **Extended from Penrith to Panthers Club (1988-93)**

(Cranebrook was known as Mt Pleasant [locality] from about 1986, then reverted to Cranebrook from about 2005.)

Timeline

16 August 1982:

- Penrith – Llandilo (limited route service) commenced, possibly being a school service upgraded.
- Penrith – Castlereagh (school trips), probably renumbered from 219 [1925 number].
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

24 October 1988:

- Extended at each end to run Panthers Club – Penrith – Llandilo – Londonderry – Windsor.
- Probably incorporated part of 680 Penrith – Windsor school route.
- Penrith – Castlereagh school trips covered by new 678.

13 February 1993: Coincident with introduction of “Nepean Nippers” (fleet of minibuses):

- Curtailed to run Penrith – Windsor.
- Service between Panthers Club & Penrith replaced by extension of 785.
- More frequent service provided Penrith – Cranebrook, with selected trips extended from Cranebrook to Windsor.

27 November 1995:

- Curtailed to run Penrith – North Cranebrook.
- Penrith – Windsor trips rerouted in Penrith area & renumbered 673.

7 April 1997:

- In a reorganization of 786 & 788, 788 rerouted via Richmond Rd & Greygums Rd instead of Castlereagh Rd.
- Night & Sunday service provided by 787 (combined 786/788).

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

2 December 2002: Night service replaced by on-demand Penrith North Move Zone service covering daytime 785-788.

1 November 2004:

- 786 & 788 amalgamated as 786 Penrith – Cranebrook.
- Night service provided by N3, covering daytime 782-786, replacing Penrith North Move Zone.

Streets

Penrith – Llandilo

From 16 August 1982

From Penrith (Jane St at Station) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd [part now Dulhunty St, Marrett Way, Wagner Pl, Britten Cl & Debussy Pl], Richmond Rd [now The Northern Rd], Ninth Av, Third Av, Seventh Av (**Llandilo**), Second Av, Eighth Av, Third Av, then reverse route to Penrith Station.

Alteration

By 30 April 1984: From Penrith Station via Station St, Henry St, Great Western Hwy, Castlereagh Rd. Return from Castlereagh Rd via Jane St to Penrith Station.

Penrith – Cranebrook – Llandilo – Windsor (selected trips extended to Panthers Club)

From 24 October 1988

From Penrith (Jane St at Station) via Station St, Henry St, Great Western Hwy, Castlereagh Rd, Cranebrook Rd, Boundary Rd [part now Dulhunty St, Marrett Way, Wagner Pl, Britten Cl & Debussy Pl] (**Cranebrook**), The Northern Rd, Ninth Av, Third Av, Seventh Av (**Llandilo**), Second Av, Fourth Av, The Northern Rd, Leitch Rd, Howell Rd, Carrington Rd, Bennett Rd, Blacktown Rd, George St, Rickaby St (**South Windsor**), Church St, Ham St, George St, Argyle St, Macquarie St, Brabyn St, George St, Windsor Station, George St, Fitzgerald St, Macquarie St, Kable St, The Terrace, Fitzgerald St to George St Mall (Windsor).

From Windsor (Fitzgerald St at George St Mall) via George St, Windsor Station, then reverse route to Castlereagh Rd, then Jane St to Penrith Station.

Londonderry diversion: From Carrington Rd/Howell Rd via Carrington Rd, Londonderry Rd, Tralee Rd, Mushcarr Rd, Carrington Rd to Howell Rd.

Route between Penrith & Panthers Club not shown in timetable.

Alterations

- **From 13 February 1993:** From Penrith (Interchange) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd, Goldmark Cr, Andromeda Dr, The Northern Rd, Ninth Av. Reverse on return.
- **From 13 February 1993 (trips terminating at Cranebrook):** Ex Penrith from Boundary Rd via Grays Lane, Vincent Rd, The Northern Rd, Andromeda Dr, Goldmark Cr, Boundary Rd.
- **By 26 April 1994:** Ex Penrith from Andromeda Dr via The Northern Rd, Seventh Av, Terrybrook Rd, Eighth Av, Third Av, Seventh Av. Reverse on return.

Penrith – North Cranebrook

From 27 November 1995

From Penrith (Interchange) via Jane St, Castlereagh Rd, Cranebrook Rd, Boundary Rd, Laycock St [now Hindmarsh St], Grays Lane, Vincent Rd (**North Cranebrook**), The Northern Rd, Andromeda Dr, Goldmark Cr, Boundary Rd, then reverse route to Penrith Interchange.

From 7 April 1997

From Penrith (Interchange), via Station St, High St, Evan St, The Crescent, King St, Glebe Pl, Parker St, The Northern Rd, Andrews Rd, Greygums Rd, Laycock St, Hindmarsh St, Grays Lane, Vincent Rd (**North Cranebrook**), Andromeda Dr, (first) Goldmark Cr, Marrett Way, Callisto Dr, Borrowdale Way, then reverse route to High St, then Riley St, Jane St to Penrith Interchange.

Alteration

By 18 November 2002: From Penrith (Interchange) via Station St, Lawson St, High St, Evan St, The Crescent, Cox Av, Jenkins Av, Copeland St, King St. Reverse on return.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Llandilo	20	M-F	Llandilo	9.00am	Llandilo	3.50pm	A	
		Sat						
		Sun						

A – 1 trip from Penrith & 2 trips from Llandilo every weekday. Extra trip on Friday. Plus school trips.

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Llandilo-Windsor†	Fr Winds 53P 63N	M-F	Windsor	6.40amP 9.23amN	Panthers Club	5.32pmW	A	
		Sat						
		Sun						

† Selected trips extended to Panthers Club.

A – 8 trips. Selected off-peak trips extended from Penrith to Panthers Club.

N – To Panthers Club.

P – To Penrith.

W – To Windsor.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook-Windsor	Fr Pen 32PCr 52W	M-F	Cranebrook	5.10amP	Penrith	5.47pmW	A	
			Windsor	6.34amP		8.40pmC		
		Sat	Windsor	8.15amP		5.12pmW	B	
		Sun	Cranebrook	8.51amP	Cranebrook	5.51pmP	60	

* More frequent in peak hours.

A – Day, Penrith-Cranebrook 60*, Penrith-Windsor 8 trips. Night, Penrith-Cranebrook.

B – Penrith-Cranebrook 60; Penrith-Windsor 2 trips. Plus short-working/s before first trip & after last trip shown.

C – To Cranebrook.

P – To Penrith.

PCr – Round trip, Penrith-Cranebrook-Penrith.

W – To Windsor.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-North Cranebrook	32 round trip	M-F	N Cranebrook	5.08am	N Cranebrook	8.49pm	30	
		Sat		7.52am		6.11pm	60	
		Sun		8.53am		5.57pm	60	

Route 789

PENRITH – LUDDENHAM

PENRITH – ORCHARD HILLS■

- Extended from Luddenham to Bringelly (1992)

Timeline

31 August 1992:

- Previously unnumbered Penrith – Luddenham, extended to Bringelly & given number in Sydney Region Route Number System.
- Limited service on weekdays.
- Operated by Westbus (Bosnjak family, proprietors).

Soon after: Shortened to Penrith – Luddenham (due to Bringelly being outside contract lines of route (?)).

26 April 1994: Extra route, Penrith – Orchard Hills, commenced, running limited off-peak service on weekdays.

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

18 November 2002: Altered to run Penrith – Orchard Hills – Luddenham.

1 November 2004: Penrith – Orchard Hills transferred to 781. 789 reverted to Penrith – Luddenham (still limited service).

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

Penrith – Luddenham – Bringelly

From 31 August 1992

From Penrith (Interchange) via Station St, Derby St, Parker St, The Northern Rd to Bringelly Post Office.

From Bringelly (Post Office) via reverse route to Station St, then Henry St, Riley St to Penrith Interchange.

Penrith – Luddenham

By 13 February 1993

Mornings

From Luddenham (school) via The Northern Rd, Bringelly Rd, Great Western Hwy, Henry St, Riley St to Penrith Interchange.

Afternoons

From Penrith (Interchange) via Station St, Henry St, Lawson St, High St, Castlereagh St, Lethbridge St, Parker St, Bringelly Rd, Caddens Rd, Kingswood Rd, Homestead Rd, Calverts Rd to Landsdowne Rd, then via Calverts Rd, Homestead Rd, Darvill Rd, Wentworth Rd, The Northern Rd to Luddenham school.

Penrith – Orchard Hills

From 26 April 1994

From Penrith (Interchange) via Station St, Jamison Rd, York Rd, Maxwell St, The Northern Rd, Wentworth Rd, Darvill Rd, Homestead Rd, Calverts Rd to Landsdowne Rd (**Orchard Hills**), then Calverts Rd, Homestead Rd, Kingswood Rd, Caddens Rd, Bringelly Rd, Maxwell St, York Rd, Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

By 26 February 2001

Orchard Hills (Vines Estate) diversion: From Wentworth Rd/Darvill Rd via Wentworth Rd, Verdelho Way, Bordeaux Pl, Cabernet Cct, Verdelho Way, Wentworth Rd to Darvill Rd.

Penrith – Luddenham – Orchard Hills

By 18 November 2002

Mornings

From Penrith (Interchange) via Station St, Stafford St, Somerset St, Rodgers St, Bringelly Rd, The Northern Rd, Blaxland Av, Jamison St (**Luddenham**), Adams Rd, The Northern Rd, Wentworth Rd, Verdelho Way, Bordeaux Pl, Cabernet Cct (**Vines Estate**), Verdelho Way, Wentworth Rd, Darvill Rd, Homestead Rd, Calverts Rd to Landsdowne Rd (**Orchard Hills**), then Calverts Rd, Homestead Rd, Kingswood Rd, Caddens Rd, Bringelly Rd, Rodgers St, Somerset St, Stafford St, Station St, High St, Riley St to Penrith Interchange.

Afternoons

From Penrith (Interchange) via Station St, Stafford St, Somerset St, Rodgers St, Bringelly Rd, Caddens Rd, Kingswood Rd, Homestead Rd, Calverts Rd to Landsdowne Rd (**Orchard Hills**), then Calverts Rd, Homestead Rd, Darvill Rd, Wentworth Rd, Verdelho Way, Bordeaux Pl, Cabernet Cct (**Vines Estate**), Verdelho Way, Wentworth Rd, The Northern Rd, Blaxland Av, Jamison St (**Luddenham**), Adams Rd, The Northern Rd, Bringelly Rd, Rodgers St, Somerset St, Stafford St, Station St, High St, Riley St to Penrith Interchange.

Penrith – Luddenham

From 1 November 2004

From Penrith (Interchange) via Station St, Derby St, Castlereagh St, Lethbridge St, Colless St, Derby St, Parker St, Smith St, Bringelly Rd, The Northern Rd, Blaxland Av, Jamison St to Luddenham school.

From Luddenham (Jamison St at school) via Adams Rd, The Northern Rd, then reverse route to Parker St, then High St, Lawson St, Henry St, Riley St to Penrith Interchange.

Timetable Summary

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Luddenham-Bringelly	33	M-F	Bringelly	7.10am	Bringelly	4.35pm	A	
		Sat						
		Sun						

A – 4 trips from Bringelly, 3 trips from Penrith.

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Luddenham	33	M-F	Luddenham	7.32am	Penrith	3.37pm	1 trip	
		Sat						
		Sun						

26 April 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Orchard Hills	25	M-F	Orchard Hills	9.02am	Penrith	2.15pm	2 trips	
		Sat						
		Sun						

6 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Luddenham	31	M-F	Penrith	7.00am	Luddenham	4.21pm	2 trips	
		Sat						
		Sun						

Route 790

PENRITH – SOUTH PENRITH (Jamison Rd Loop)■

PENRITH – KINGSWOOD – CLAREMONT MEADOWS – ST MARYS■

Timeline

16 August 1982:

- Penrith – South Penrith (Jamison Rd Loop) renumbered from amalgamation of parts of 215 [1925 number].
- Weeknight, Saturday afternoon & Sunday service provided by 792 (combined 790/791).
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984: In a reorganisation of 790, 791 & 792:

- Altered/extended as Penrith – Kingswood via Maxwell St.
- 792 replaced by trips on individual routes 790 & 791.

October 1984: Operator's name changed to Westbus.

24 February 1986: Extended from Kingswood to O'Connell St, replacing part of 780.

31 August 1992: Extended from O'Connell St to St Marys via Claremont Meadows, replacing St Marys – Claremont Meadows [Quarry Hills until about that time] trips on 781.

26 April 1994: Rerouted between Penrith & Kingswood via Jamison Rd instead of Racecourse Rd & Maxwell St. 794 replaced 790 along Racecourse Rd.

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

13 August 2001: Diverted through Nepean District Hospital.

By 18 November 2002: Diversion through Nepean District Hospital ceased.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: Replaced by part of 770 on slightly altered route, as a result of Ministry of Transport review of Contract Region 1.

Streets

Penrith – South Penrith (Jamison Rd loop)

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, High St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd, Jamison Rd, Bringelly Rd, Smith St, Mazepa Av, Hilliger Rd, Tania Av (**South Penrith**), Fragar Rd, Bluegum Av, Gamenya Av, Greenway Dr, Stevenson St, Smith St, Evan St, Stafford St, Castlereagh St, High St, Station St, Jane St to Penrith Plaza.

Penrith – Kingswood via Maxwell St

From 30 April 1984

From Penrith (Jane St at Station) via Station St, Derby St, Castlereagh St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), Parker St, Smith St, Bringelly Rd, Peppermint Cr (south leg), Angophora Av, Casuarina Cct, Manning St, Peppermint Cr (north leg), Bringelly Rd, Great Western Hwy to Kingswood Station.

From Kingswood (Great Western Hwy at Station) via Somerset St, Rodgers St, Bringelly Rd, Peppermint Cr (north leg), then reverse route to Station St, then Henry St, Riley St to Penrith Station.

Alteration

From 24 October 1988: To approach Kingswood from Bringelly Rd via Jamison Rd, Somerset St, Rodgers St, Bringelly Rd, Great Western Hwy, O'Connell St, Second Av, Bringelly Rd, Peppermint Cr (north leg).

Penrith – Kingswood – Claremont Meadows – St Marys

From 31 August 1992

From Penrith (Interchange) via Station St, Derby St, Castlereagh St, Jamison Rd, Racecourse Rd, Maxwell St, Parker St, Smith St, Somerset St, Rodgers St (**Kingswood**), Bringelly Rd, Peppermint Cr (south leg), Angophora Av, Casuarina Cct, Manning St, Second Av, O'Connell St, Sunflower Dr (**Claremont Meadows**), Myrtle Rd, Sunflower Dr, Gipps St, Great Western Hwy, Charles Hackett Dr, Queen St, Station St to St Marys Station.

From St Marys (Station St at Station) via reverse route to Bringelly Rd, then Great Western Hwy (**Kingswood**), Somerset St, then reverse route to Station St, then Henry St, Riley St to Penrith Interchange.

Alterations

- **From 26 April 1994:** To leave Penrith via Station St, Derby St, Doonmore St, Jamison Rd, Somerset St. Return via Somerset St, Jamison Rd, Doonmore St, Derby St, Station St, Henry St, Riley St to Penrith Station.
- **By 26 February 2001:** Ex St Marys from Bringelly Rd via Rodgers St, Somerset St. Unaltered ex Penrith.
- **By 26 February 2001 (trips terminating at Claremont Meadows (Loop)):** Ex Penrith from O'Connell St via (right) Sunflower Dr, Myrtle Rd, Sunflower Dr (anti-clockwise loop), O'Connell St.
- **By 13 August 2001:** Ex Penrith from Somerset St via Derby St, Nepean Hospital internal road, Somerset St. Reverse on return.
- **By 13 August 2001:** Claremont Meadows terminal loop no longer applicable.
- **By 18 November 2002:** Reverted to route as from 26 February 2001.

Timetable Summary

16 August 1982

Penrith – South Penrith routes

790-792

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
790: Penrith-South Penrith (Jamison Rd Loop)	38 round trip	M-F	South Penrith	5.17am	South Penrith	6.34pm	60*	A
		Sat		6.44am		12.24pm	60	A
		Sun						A
791: Penrith-South Penrith Loop	38 round trip	M-F	South Penrith	5.36am	Penrith	6.24pm	30*	A
		Sat		7.42am	South Penrith	12.12pm	60	A
		Sun						A
792: Penrith-South Penrith Combined Loop	32 round trip	M-F	South Penrith	5.02am	Penrith	9.10pm	MNs	
		Sat		6.54am		6.28pm	MNs	
		Sun				6.28pm	6 trips	

* More frequent in peak hours.

A – Service in early mornings, on weeknights, Saturday afternoons and all day Sunday provided by 792 (combined 790/791).

MNs – Early morning & night service.

30 April 1984

Penrith – South Penrith routes

790, 791

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
790: Penrith-Kingswood	23	M-F	Kingswood	5.44am	Penrith	6.24pm	60*	A
		Sat		7.40am		12.08pm	60	B
		Sun						
791: Penrith-South Penrith Loop	33 round trip	M-F	South Penrith	4.57am	Penrith	11.02pm	30*	
		Sat		6.49am		7.30pm	60	
		Sun		7.41am		7.30pm	60	

* More frequent in peak hours.

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

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

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
790: Penrith-Claremont Meadows-St Marys	39	M-F	Penrith	6.10am	St Marys	5.53pm	60*	A
		Sat		9.13am		4.00pm	120	A
		Sun						

* More frequent in peak hours.

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

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
790: Penrith-Claremont Meadows-St Marys	39	M-F	Penrith	6.11am	Penrith	8.26pm	30*	A
		Sat	St Marys	7.32am	St Marys	6.00pm	60	B
		Sun	Penrith	9.20am		6.00pm	120	

* More frequent in peak hours.

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

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

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
790: Penrith-Claremont Meadows-St Marys	37	M-F	Penrith	6.39am	Penrith	10.15pm	30*	A
		Sat		8.17am		9.15pm	60	A
		Sun	St Marys	9.06am		7.00pm	60	B

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Night service provided by Penrith South Move Zone.

B – Night service provided by Penrith South Move Zone.

Route 791

PENRITH – SOUTH PENRITH Loop

Timeline

16 August 1982:

- Renumbered from amalgamation of parts of 215 [1925 number].
- Weeknight, Saturday afternoon & Sunday service provided by 792 (combined 790/791).
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984:

- 792 replaced by trips on individual routes 790 & 791.
- Rerouted via Glenbrook & Ikin Sts, replacing part of 794, Penrith – Regentville.

October 1984: Operator's name changed to Westbus.

24 February 1986: Evening trips Mondays to Saturdays diverted via Panthers Club on approach to Penrith (continued until at least 2001).

13 February 1993: Part of route via Glenbrook & Ikin Sts replaced by rerouting of 794, Penrith – Glenmore Park, coincident with introduction of “Nepean Nippers” (fleet of minibuses).

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

18 November 2002: Night service provided by on-demand Penrith South Move Zone, covering daytime 791, 796 & 797.

1 November 2004: Weekend & night service provided by N2, covering daytime 791 & 794, replacing Penrith South Move Zone.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

- 791 & 794 rearranged as 791 (no longer a loop) (*see next entry*) & 793.
- Night & weekend N2 replaced by trips on individual routes.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, High St, Castlereagh St, Jamison Rd, Racecourse Rd, Alkoomie Av, Lorne Av, Grandview St, Keith St, Evan St, Maxwell St, Fragar Rd [part now Tukara Rd] (**South Penrith**), Moolana Pde, Lowanna Dr, York Rd, Birmingham Rd, Mosely Av, Denintend Pl, York Rd, Maxwell St, Racecourse Rd, Jamison Rd, Castlereagh St, High St, Station St, Jane St to Penrith Plaza.

From 30 April 1984

From Penrith (Jane St at Station) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd [part now Tukara Rd] (**South Penrith**), York Rd, Maxwell St, Evan St, Stafford St, Castlereagh St, Station St, Henry St, Riley St to Penrith Station.

Jamison town (Glenbrook & Ikin Sts) diversion: From York Rd/Ikin St via Ikin St, Glenbrook St, Thurwood Av, Ikin St to York Rd.

South Penrith (Birmingham Rd) diversion: From York Rd/Birmingham Rd via Birmingham Rd, Mosely Av, Denintend Pl to York Rd.

South Penrith (Lowanna Dr) diversion (*weekday daylight & Saturday mornings*): From Fragar [now Tukara] Rd via Moolana Pde, Lowanna Dr, York Rd.

Alterations

- **By 24 February 1986:** Birmingham Rd diversion ceased.
- **From 13 February 1993:** Glenbrook & Ikin Sts diversion ceased.
- **From 13 February 1993:** Night, Saturday afternoon & Sunday service again rerouted via Moolana Pde & Lowanna Dr.
- **By 18 November 2002:** Ex Penrith from Tukara Rd via York Rd (*not* via Moolana Pde & Lowanna Dr).

Timetable Summary

16 August 1982 - 30 April 1984

See 790

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	34 round trip	M-F	South Penrith	4.38am	Penrith	11.10pm	15	
		Sat		6.24am		11.10pm	30	
		Sun		7.23am	South Penrith	9.19pm	60	

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	33 round trip	M-F	South Penrith	4.36am	Penrith	10.15pm	30*	A
		Sat		6.02am		9.15pm	40	A
		Sun	Penrith	8.05am		7.00pm	60	A

* More frequent in peak hours.

A – Night service provided by Penrith South Move Zone.

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith Loop	34 round trip	M-F	South Penrith	4.37am	South Penrith	7.35pm	30*	A
		Sat						A
		Sun						A

* More frequent in peak hours.

A – Night, all day Saturday & Sunday service provided by N2.

Route 791

PENRITH – SOUTH PENRITH – JAMISONTOWN

Timeline

11 October 2009: 791 & 794 rearranged as 791 (no longer a loop) & 793, as a result of Ministry of Transport review of Contract Region 1. Operated by Westbus (ComfortDelGro Cabcharge).

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

Streets

From 11 October 2009

From Penrith (Interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Maxwell St (**South Penrith**), Fragar Rd, Tukara Rd, York Rd, Ikin St, Thurwood Av, Glenbrook St (**Jamisontown**), Ikin St, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary

11 October 2009

Penrith – South Penrith routes

791, 793

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
791: Penrith-Jamisontown	48 round trip	M-F	Jamisontown	4.48am	Penrith	11.05pm	30*	
		Sat	Penrith	7.26am		10.35pm	60	
		Sun		8.26am		8.35pm	60	
793: Penrith-South Penrith Loop	33 round trip	M-F	Penrith	5.56am	South Penrith	7.16pm	60*	
		Sat		8.10am		6.26pm	60	
		Sun						

* More frequent in peak hours.

16 October 2013

Penrith – South Penrith routes **791, 793**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
791: Penrith-Jamisontown	48 round trip	M-F	Jamisontown	4.43am	Penrith	10.51pm	30*	
		Sat	Penrith	7.39am		10.05pm	30	
		Sun		8.35am		8.35pm	60	
793: Penrith-South Penrith Loop	33 round trip	M-F	Penrith	5.56am	South Penrith	7.31pm	60*	
		Sat		7.48am		5.55pm	60	
		Sun						

* More frequent in peak hours.

Route 792

PENRITH – SOUTH PENRITH via Jamison Rd

Timeline

16 August 1982:

- Renumbered from amalgamation of parts of 215 [1925 number].
- Night, Saturday afternoons & all day Sunday service on 790 & 791 provided by 792 (combined 790/791).
- Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984: Replaced by trips on individual routes 790 & 791 as part of reorganisation of 790, 791 & 792.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, High St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd, Jamison Rd, Bringelly Rd, Smith St, Mazepa Av, Hilliger Rd, Tania Av, Fragar Rd [part now Tukara Rd] (**South Penrith**), York Rd, Maxwell St, Evan St, Stafford St, Castlereagh St, High St, Station St, Jane St to Penrith Plaza.

Timetable Summary

See 790

Route 792

PENRITH – SOUTH PENRITH – JAMISONTOWN

Timeline

7 April 1997: Replaced part of 794, Penrith – Glenmore Park, when it was rerouted direct via Mulgoa Rd between Penrith & Regentville instead of Racecourse Rd, Glenbrook & Ikin Sts. Operated by Westbus (Bosnjak family, proprietors)

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

1 November 2004: Replaced by 794, Penrith – Jamisontown.

Streets

From 7 April 1997

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), York Rd, Ikin St, Glenbrook St, Mulgoa Rd to Stuart St at Westbus bus depot (Jamisontown).

From Jamisontown (Westbus bus depot, Mulgoa Rd at Stuart St) via reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jamisontown	15	M-F	Jamisontown	5.42am	Penrith	6.38pm	60*	
		Sat		7.53am		4.30pm	5 trips	
		Sun						

* More frequent in peak hours.

Route 793

PENRITH – GLENMORE PARK (Precincts 5 & 6)■

Timeline

31 October 1994: Temporary route to new area of Glenmore Park commenced by Westbus (Bosnjak family, proprietors).

27 November 1995: Replaced by extension of 794.

Streets

From 31 October 1994

From Penrith (Interchange) via Station St, Ransley St, Mulgoa Rd, Glenmore Pkwy, Luttrell St [now William Howell Dr], Garswood Rd [now The Lakes Dr], Bija Dr, Muru Dr, (second) Womra Cr (clockwise loop) (**Glenmore Park**), Muru Dr, Bija Dr, Garswood Rd [now The Lakes Dr], Luttrell Rd [now William Howell Dr], Glenmore Pkwy, Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

Timetable Summary

31 October 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	33 round trip	M-F	Glenmore Park	6.45am	Penrith	5.35pm	7 trips	
		Sat						
		Sun						

Route 793

PENRITH – NEPEAN SHORES■

Timeline

27 November 1995: Penrith – Nepean Shores trips renumbered from 795. Operated by Westbus (Bosnjak family, proprietors).

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

13 August 2001: Replaced by rerouting of 795.

Streets

From 27 November 1995

From Penrith (Interchange) via Station St, Ransley St, Mulgoa Rd, Jamison Rd, McNaughton St, Willoring Cr, Harris St, Jamison Rd, Tench Av to Nepean Shores Resort.

From Nepean Shores (Tench Av at Resort) via reverse route to Mulgoa Rd, then Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

Timetable Summary

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Nepean Shores	9	M-F	Nepean Shores	6.28am	Penrith	5.51pm	8 trips	
		Sat		9.30am		12.40pm	1 trip	
		Sun						

Route 793

PENRITH – SOUTH PENRITH Loop

Timeline

11 October 2009:

- 791 & 794 rearranged as 791 (no longer a loop) & 793, as a result of Ministry of Transport review of **Contract Region 1**.
- 793 loop different from previous 791 loop.
- Operated by Westbus (ComfortDelGro Cabcharge).

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

Streets

From 11 October 2009

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Smith St, Fragar Rd, Maxwell St (**South Penrith**), York Rd, Batt St, Racecourse Rd, Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

Timetable Summary

11 October 2009

See 791

Route 794

PENRITH – JAMISONTOWN – REGENTVILLE

Timeline

16 August 1982: Renumbered from part of 208 [1925 number]. Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

30 April 1984: Service in the Glenbrook & Ikin Sts area replaced by diversion of 791. Service in Willoring Cr already being provided by rerouting of 795.

Streets

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, Jamison Rd, Harris St, Willoring Cr (**Jamisontown**), Mulgoa Rd, Glenbrook St, Kay Cl, Lyn Cct, Romsley Rd, Cameron St, Thurwood Av, Glenbrook St, Drake St, Kempsey St, Enfield St, Ikin St, Glenbrook St, Mulgoa Rd, Factory Rd, Gibbes St, Spencer St to Mulgoa Rd (Regentville).

From Regentville (Spencer St at Mulgoa Rd) via Mulgoa Rd, Glenbrook St, Ikin St, then reverse route to Penrith Plaza.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jamisontown-Regentville	24	M-F	Regentville	6.21am	Penrith	6.24pm	60*	
		Sat		8.04am		12.15pm	A	
		Sun						

* More frequent in peak hours.

A – Service provided by diversion of 795: 1 trip *to* Penrith, 2 trips *from* Penrith.

Route 794

PENRITH – GLENMORE PARK

- Trips via Nepean Shores (1992-93)**

Timeline

31 August 1992: Penrith – Glenmore Park trips renumbered from part of 795. Weekday trips *to* Penrith ran via Nepean Shores. Operated by Westbus (Bosnjak family, proprietors).

13 February 1993: Coincident with introduction of “Nepean Nippers” (fleet of minibuses):

- Rerouted via Glenbrook St, Thurwood Av & Ikin St, replacing diversion of 791.
- Trips to Nepean Shores again provided by 795.

26 April 1994: Rerouted via Racecourse Rd, replacing part of 790 along Racecourse Rd.
27 November 1995: Extended to new areas of Glenmore Park, replacing temporary 793.
7 April 1997: Rerouted direct via Mulgoa Rd. Route in Racecourse Rd area replaced by 792.
May 1999: Majority share of Westbus transferred to National Express Group.
26 February 2001: Replaced by 796 & 797.

Streets

From 31 August 1992

From Penrith (Interchange) via Station St, Ransley St, Mulgoa Rd, Jamison Rd, McNaughton St, Stuart St, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av (clockwise loop) (**Glenmore Park**), Bursaria Cr, Acacia Av, Floribunda Av, Glenmore Pkwy, Kenneth Slessor Dr, Harwood Cct, bus-only link, School House Rd, Mulgoa Rd, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Trips via Nepean Shores (weekdays): Ex Glenmore Park from School House Rd via Mulgoa Rd, Factory Rd, Bellevue Rd, Tench Av, Jamison Rd.

Panthers Club diversion: From Mulgoa Rd via Panthers Pl to Panthers Club, then reverse route to Mulgoa Rd.

Alteration

From 13 February 1993: Either direction, from Mulgoa Rd via Glenbrook St, Thurwood Av, Ikin St, Glenbrook St to Mulgoa Rd.

From 26 April 1994

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, School House Dr, bus-only link, Harwood Cct, Kenneth Slessor Dr, Luttrell St, Allison Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, (left) Bursaria Av, Camellia Av (**Glenmore Park**), Bursaria Cr, Lady Jamison Dr, Floribunda Av, Glenmore Pkwy, Mulgoa Rd, Glenbrook St, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

By 27 November 1995

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, School House Dr, bus-only link, Harwood Cct, Kenneth Slessor Dr, Luttrell St, Allison Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, (left) Bursaria Av, Camellia Av, Bursaria Cr, Lady Jamison Dr, Floribunda Av, Glenmore Pkwy, Luttrell St [now Morrison St & William Howell Dr], Garswood Rd [now The Lakes Dr], Bija Dr, Muru Dr, Glenmore Pkwy, Surveyors Creek Rd (**Glenmore Park**), Garswood Rd [now The Lakes Dr], Luttrell St [now Morrison St & William Howell Dr], Glenmore Pkwy, Floribunda Av, Acacia Av, (left) Bursaria Av, Camellia Av, Bursaria Cr, Lady Jamison Dr, Floribunda Av, Glenmore Pkwy, Allison Dr, Luttrell St, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Alterations

- From 7 April 1997:* Ex Penrith from Station St via Ransley St, Mulgoa Rd, School House Dr. Return from School House Dr via Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith Station.
- By 8 December 1997:* From Penrith via Station St, Jamison Rd, Mulgoa Rd. Reverse on return.

Timetable Summary

31 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	21	M-F	Glenmore Park	5.41am	Penrith	6.40pm	15 trips	
		Sat		7.24am	Glenmore Park	6.23pm	60	
		Sun						

13 February 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	16	M-F	Glenmore Park	5.09am	Penrith	9.10pm	30	
		Sat		7.26am		6.10pm	60	
		Sun		8.19am		6.10pm	120	

7 April 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	46 round trip	M-F	Glenmore Park	4.30am	Glenmore Park	9.41pm	30	
		Sat		6.48am	Penrith	6.38pm	60	
		Sun		8.45am		6.14pm	60	

Route 794

PENRITH – JAMISONTOWN Loop■

PENRITH – PANTHERS CLUB – JAMISONTOWN bidirectional loop■

- Trips to/via Nepean Shores (2004-09)
- Trips to/via Mountainview Retreat Village (2002-09)

Timeline

18 November 2002: New route, replacing Penrith – Panthers Club section of 786 & 787, with selected trips diverting via Mountainview Retreat Village. Operated by Westbus (National Express Group).

1 November 2004:

- Extended from Panthers Club via Jamisontown Loop, replacing 792. Loop operated anti-clockwise on weekday mornings & clockwise on weekday afternoons.
- Selected trips diverted via Nepean Shores.
- Weekend & night service provided by N2, covering daytime 791 & 794.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

16 October 2006: Ceased to run via Panthers Club.

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

- 791 & 794 rearranged as 791 (no longer a loop) & 793.
- Nepean Shores again served by diversions of 795.
- Mountainview Retreat Village diversions replaced by S13.
- Night & weekend trips on N2 replaced by trips on individual routes.

Streets

Penrith – Panthers Club

From 18 November 2002

From Penrith (Interchange) via Station St, Ransley St, Panthers Pl to Panthers Club.

From Panthers Club (entrance) via Panther Pl, Ransley St, Station St, High St, Riley St to Penrith Interchange.

Mountainview Retreat Village diversion: From roundabout on Panthers Pl via Retreat Rd to Village. Reverse on return.

Penrith – Jamisontown Loop

From 1 November 2004

Mornings

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Glenbrook St, Ikin St, York Rd, Jamison Rd, Station St to Penrith Interchange.

Afternoons

Reverse route.

Panthers Club diversion: From Station St via Ransley St, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd.

Mountainview Retreat Village diversion: From roundabout on Panthers Pl via Retreat Rd to Mountainview Retreat Village. Reverse on return.

Nepean Shores diversion: From Glenbrook St/Mulgoa Rd via Mulgoa Rd, Spencer St, Gibbes St, Factory Rd, Bellevue St, Tench Av, Jamison Rd.

Timetable Summary

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Panthers Club	9	M-F	Panthers Club	9.00am	Panthers Club	6.30pm	30	
		Sat	Penrith	8.51am		6.00pm	60	
		Sun		8.51am		6.00pm	60	

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Jamisontown loop	32 round trip	M-F	Penrith	6.15am	Jamisontown	6.50pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Morning, anti-clockwise. Afternoon, clockwise.

Route 794

PENRITH – SOUTH PENRITH – GLENMORE PARK via Bradley St

Timeline

18 May 2014: Commenced by Busways Blacktown (Rowe family) to new residential area of Glenmore Park.

Streets

From 18 May 2014

From Penrith (Interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Smith St (**South Penrith**), The Northern Rd, Bradley St, Darug St, Glenmore Ridge Dr, Bluestone Dr, Ridgetop Dr, Shearwater Dr, Woodlands Dr, Glenmore Pkwy to Glenmore Park shops. Reverse on return.

Timetable Summary

18 May 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith-Glenmore Park	33	M-F	Glenmore Park	5.07am	Glenmore Park	10.46pm	60*	
		Sat		6.01am	Penrith	10.10pm	60	
		Sun	Penrith	7.41am		6.41pm	60	

* More frequent in peak hours.

Route 795

PENRITH – WARRAGAMBA

- **Trips to/via Nepean Shores (various periods)**
- **Penrith – Glenmore Park (1991-2)**

Timeline

16 August 1982: Penrith – Warragamba renumbered from part of 208 [1925 number]. Operated by Bosnjaks Penrith (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

October 1984: Operator's name changed to Westbus.

By 24 February 1986:

- Many additional short-workings introduced, Penrith – Panthers Club.
- Evening trips Mondays to Saturdays from Panthers Club to Penrith provided by diversions of 791.

24 October 1988: Selected trips ran Penrith – Nepean Shores via Regentville.

31 January 1991: New route, Penrith – Glenmore Park (new suburb), commenced.

31 August 1992:

- Penrith – Glenmore Park renumbered 794.
- Trips to Nepean Shores transferred from 795 to 794.

13 February 1993: Coincident with introduction of “Nepean Nippers” (fleet of minibuses):

- Diversion into Panthers Club replaced by extension of 785 from Penrith to Panthers Club.
- Nepean Shores again served by 795 trips (either separate trips or diversions of longer trips).

26 April 1994: Separate trips operated Penrith – Nepean Shores via McNaughton St & Willoring Cr, rather than diversions of Warragamba trips.

27 November 1995: Penrith – Nepean Shores trips renumbered 793.

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

13 August 2001: Rerouted via Nepean Shores, replacing 793.

1 November 2004: Diversion via Nepean Shores replaced by 794, Penrith – Jamisontown.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: Trips via Nepean Shores again transferred from 794 to 795, as a result of Ministry of Transport review of Contract Region 1.

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

Streets

Penrith – Warragamba

From 16 August 1982

From Penrith (Plaza) via Jane St, Penrith Station, Station St, Jamison Rd, Mulgoa Rd (**Mulgoa, Wallacia**), Silverdale Rd (**Silverdale**), Marsh Rd, Warradale Rd, Fourth St, Weir Rd to Seventh St (Warragamba). Reverse on return.

Greendale Rd (Wallacia) diversion: From Mulgoa Rd/Silverdale Rd via Greendale Rd to approx Davenport Dr & return.

Alterations

- **By November 1983:** Ex Penrith from Jamison Rd via Harris St, Willoring Cr to Mulgoa Rd. Reverse on return.
- **By 24 February 1986**
Panthers Club Loop: From Penrith (Jane St at Station) via Station St, Jamison Rd, Mulgoa Rd, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd, Ransley St, Station St, High St, Riley St to Penrith Station.
Panthers Club diversion: Ex Penrith from Station St via Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd. Reverse on return.
- **By 1 April 1990:** Ex Penrith from Station St via Ransley St, Mulgoa Rd, Jamison Rd, McNaughton St, Stuart St, Mulgoa Rd. Reverse on return.
- **By 26 April 1994:** Ex Penrith from Ransley St via Mulgoa Rd direct. On return from Mulgoa Rd via Jamison Rd, Station St.
- **By 8 December 1997:** Ex Penrith from Station St via Jamison Rd, Mulgoa Rd. Reverse on return.
- **By 13 August 2001:** Ex Penrith from Station St via Jamison Rd, McNaughton St, Willoring Cr, Harris St, Jamison Rd, Tench Av (**Nepean Shores**), Bellevue Av, Factory Rd, Gibbes St, Spencer St, Mulgoa Rd. Return from Mulgoa Rd via Factory Rd, then reverse route.
- **By 1 November 2004:** Ex Penrith from Station St via Jamison Rd, Mulgoa Rd (**not** via Nepean Shores). Reverse on return
- **By 13 August 2001**
Greendale Rd (Wallacia) diversion: From Greendale Rd via (first) Davenport Dr, Matingara Way, Greendale Rd.

From 11 October 2009

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd (**Mulgoa, Wallacia**), Silverdale Rd (**Silverdale**), Marsh Rd, Warradale Rd, Fourth St, Weir Rd to Seventh St (Warragamba). Reverse on return.

Nepean Shores diversion: Ex Penrith from Mulgoa Rd via Jamison Rd, Tench Av, Bellevue Rd, Factory Rd to Mulgoa Rd. Reverse on return.

Wallacia (Greendale Rd) diversion: From Mulgoa Rd/Greendale Rd via Greendale Rd, (first) Davenport Dr, Matingara Way, Greendale Rd to Mulgoa Rd.

Penrith – Nepean Shores

From 24 October 1988

From Penrith (Jane St at Station) via Station St, Jamison Rd, Mulgoa Rd, Spencer St, Gibbes St, Factory Rd, Bellevue St, Tench Av (**Nepean Shores**), Jamison Rd, Station St, High St, Riley St to Penrith Station.

Penrith – Glenmore Park

From 31 January 1991

From Penrith (Interchange) via Station St, Ransley St, Mulgoa Rd, Panthers Pl to Panthers Club, then Panthers Pl, Mulgoa Rd, Glenmore Pkwy, Jamison Rd, McNaughton St, Stuart St, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av (clockwise loop, when complete) (**Glenmore Park**), Bursaria Cr, Acacia Av, Floribunda Av, Glenmore Pkwy, Kenneth Slessor Dr, Harwood Cct, Jeanette St, School House Rd, Mulgoa Rd, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary

16 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	38	M-F	Warragamba	5.40am	Penrith	6.24pm	7 trips	A
		Sat		7.34am		12.15pm	2 trips	
		Sun		8.07am		6.28pm	1 trip	

A – Extra trip Friday mid-morning.

30 April 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	43	M-F	Warragamba	5.30am	Penrith	6.24pm	8 trips	A
		Sat		7.36am	Warragamba	3.40pm	B	
		Sun		7.54am		6.30pm	3 trips	

* More frequent in peak hours.

A – Also short-workings Penrith-Regentville.

B – 4 trips from Warragamba, 3 trips from Penrith.

31 January 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	17	M-F	Glenmore Park	5.44am	Penrith	6.25pm	9 trips	
		Sat						
		Sun						

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	43	M-F	Warragamba	5.27am	Warragamba	7.15pm	60	
		Sat	Penrith	3.46am		7.24pm	A	
		Sun		3.46am	Penrith	6.42pm	4 trips	

A – 5 trips from Warragamba, 4 trips from Penrith.

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	47	M-F	Warragamba	5.20am	Warragamba	8.45pm	60	
		Sat	Penrith	7.10am		8.10pm	6 trips	
		Sun		7.10am		6.40pm	4 trips	

18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	47	M-F	Warragamba	5.13am	Penrith	6.55pm	10 trips	
		Sat		7.53am	Warragamba	6.41pm	A	
		Sun		7.57am		3.41pm	B	

A – 5 trips from Warragamba, 4 trips from Penrith.

B – 3 trips from Warragamba, 2 trips from Penrith.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	57	M-F	Warragamba	5.33am	Penrith	6.43pm	A	
		Sat		8.45am		6.38pm	3 trips	
		Sun		10.45am		3.38pm	1 trip	

A – 9 trips from Warragamba, 8 trips from Penrith.

Route 796

PENRITH – JAMISONTOWN – GLENMORE PARK ■

PENRITH – SOUTH PENRITH – GLENMORE PARK WEST ■

Timeline

26 February 2001:

- Due to expansion of suburb of Glenmore Park, 794 replaced by 796 & 797.
- 796 ran Penrith – South Penrith – Glenmore Park West.
- Operated by Westbus (National Express Group).

13 August 2001: Glenmore Park services further rearranged into 796, 797 & 798. 796 was Penrith – Jamisontown – Glenmore Park via York Rd & Glenbrook St. Service along Maxwell St & The Northern Rd, South Penrith provided by new 798.

18 November 2002:

- 796, 797 & 798 further rearranged as 796 & 797 only, which were both rerouted.
- 796 altered (a) from York Rd to Racecourse Rd (replacing part of 798) & (b) within Glenmore Park.
- Night service provided by on-demand Penrith South Move Zone, covering daytime 791, 796 & 797.

1 November 2004: In a further rearrangement of Glenmore Park routes, 796 & 797 replaced by 797 & 798.

Streets

Penrith – South Penrith – Glenmore Park West

From 26 February 2001

From Penrith (Interchange) via Station St, Jamison Rd, The Northern Rd, Garswood Rd, St Andrews Dr, Glenmore Pkwy, Shearwater Dr, Woodlands Dr, Davison Av [now Town Tce], Glenmore park shopping centre internal road (?), Glenmore Pkwy, Floribunda Av, Acacia Av (**Glenmore Park**), Bursaria Cr, Camellia Av, Glenmore park shopping centre internal road (?), Davison Av [now Town Tce], then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Penrith – Jamisontown – Glenmore Park via York Rd & Glenbrook St

From 13 August 2001

From Penrith (Interchange) via Station St, Jamison Rd, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Park shopping centre internal road (?), Woodlands Dr, Shearwater Dr, Glenmore Pkwy, Muru Dr, Womra Cr (**Glenmore Park**), Bulu Dr, William Howell Dr, Morrison St, Luttrell St, Glenmore Park shopping centre internal road (?), Camellia Av, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Penrith – Jamisontown – Glenmore Park via Racecourse Rd & Glenbrook St

From 18 November 2002

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell Rd, York Rd, Ikin St, Glenbrook St, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, Morrison St, William Howell Dr, Bulu Dr, Womra Cr, Muru Dr, Buyu Rd, Surveyors Creek Rd, Alston St (**Glenmore Park**),

Kukundi Dr, Talara Av, The Lakes Dr, William Howell Dr, Morrison St, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary

26 February 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park West	50 round trip	M-F	Glenmore Pk W	4.35am	Penrith	9.25pm		
		Sat	Penrith	7.09am	Glenmore Pk W	7.30pm		
		Sun		9.55am		6.16pm		

Route 797

PENRITH – GLENMORE PARK via Mulgoa Rd

Timeline

26 February 2001:

- Due to expansion of suburb of Glenmore Park, 794 replaced by 796 & 797.
- 797 ran Penrith – Glenmore Park East via Mulgoa Rd.
- Operated by Westbus (National Express Group).

13 August 2001: Glenmore Park services further rearranged into 796, 797 & 798. 797 was Penrith – Glenmore Park via Mulgoa Rd, but rerouted within Glenmore Park.

18 November 2002:

- 796, 797 & 798 further rearranged into 796 & 797 only, which were both rerouted within Glenmore Park.
- 797 replaced parts of ceased 798 in eastern Glenmore Park.
- Night service provided by on-demand Penrith South Move Zone, covering daytime 791, 796 & 797.

1 November 2004: In a further rearrangement of Glenmore Park routes:

- 796 & 797 replaced by 797 & 798. 797 ran via Mulgoa Rd.
- Weekend & night service provided by N1, covering daytime 797 & 798, replacing Penrith South Move Zone.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

- 797 & 798 rearranged as 797 & 799.
- Night & weekend trips on N1 replaced by trips on individual routes.

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

Streets

Penrith – Glenmore Park East

From 26 February 2001

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd, School House Dr, Jeanette Cr, Luttrell St, Allison Dr, Glenmore Pkwy, Davison Av [now Luttrell St], Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Morrison St, William Howell Dr, The Lakes Dr, Bija Dr, Muru Dr, Glenmore Pkwy, Surveyors Creek Rd (**Glenmore Park**), The Lakes Dr, William Howell Dr, Morrison St, Davison Av [now Luttrell St], Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Allison Dr, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Alteration

From 13 August 2001: Ex Penrith from Surveyors Creek Rd via Alston St, Kukundi Dr, Talara Av, The Lakes Dr.

Penrith – Glenmore Park

From 18 November 2002

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Allison Dr, Glenmore Pkwy, Woodlands Dr, Shearwater Dr, Glenmore Pkwy, Blue Hills Dr, Kingsfield Av, Ridgetop Dr, Glengarry Dr, Glenmore Pkwy, St Andrews Dr to Garswood Rd (**Glenmore Park**), then St Andrews Dr, Glenmore Pkwy, Surveyors Creek Rd, Bujan Dr, Kiber Dr, Muru Dr, Womra Cr, Bulu Dr, William Howell Dr, Morrison St, Luttrell St, Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Allison Dr, Luttrell St, Kenneth Slessor Dr, Harwood Cct, Jeanette St, School House Rd, Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

From 1 November 2004

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Allison Dr, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, Morrison St, William Howell Dr, Bija Dr, Muru Dr, Glenmore Pkwy, Alston St (**Glenmore Park**), Kukundi Dr, Talara Av, The Lakes Dr, William Howell Dr, Morrison St, Glenmore Pkwy, Camellia Av, then reverse route to Harwood Cct, then Jeanette St, School House Rd, Mulgoa Rd, Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

From 11 October 2009

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Glenmore Pkwy, Floribunda Rd, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, William Howell Dr, The Lakes Dr, Bija Dr, Muru Dr, Glenmore Pkwy, Surveyors Creek Rd (**Glenmore Park**), Alston St, Kukundi Dr, Talara Av, The Lakes Dr, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary

26 February 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park East	50 round trip	M-F	Glenmore Pk E	4.30am	Penrith	9.10pm	30	
		Sat	Penrith	7.39am	Glenmore Pk E	8.01pm	60	
		Sun	Glenmore Pk E	8.55am		5.13pm	120	

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith- Glenmore Park	58 round trip	M-F	Glenmore Park	4.23am	Glenmore Park	10.58pm	30	A
		Sat	Penrith	6.42am		9.57pm	60	A
		Sun		8.42am		7.57pm	60	A

A – Includes N1 on weeknights, all day Saturday & Sunday.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith- Glenmore Park	58 round trip	M-F	Glenmore Park	4.31am	Penrith	10.31pm	30	
		Sat		6.30am		11.07pm	60	
		Sun		8.30am		8.07pm	60	

Route 798

PENRITH – SOUTH PENRITH – GLENMORE PARK

Timeline

13 August 2001: Commenced by Westbus (National Express Group) due to expansion of suburb of Glenmore Park, when 796 & 797 expanded into three routes, 796, 797 & 798. 798 terminated in a loop at Blue Hills (locality name within eastern Glenmore Park).

18 November 2002: Replaced along Racecourse Rd by rerouted 796 & in eastern Glenmore Park by rerouted 797 as part of further rearrangement of Glenmore Park routes.

1 November 2004: In a further rearrangement of Glenmore Park routes:

- 796 & 797 replaced by 797 & 798. Compared with route before 18 November 2002, 798 was extended from Blue Hills to Glenmore Park shops.
- Night & weekend service provided by N1, covering daytime 797 & 798.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

- 797 & 798 rearranged as 797 & 799 (both routes now running via Mulgoa Rd, *not* South Penrith).
- Night & weekend trips on N1 replaced by trips on individual routes.

Streets

Penrith – South Penrith – Glenmore Park (Blue Hills)

From 13 August 2001

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), The Northern Rd, Garswood Rd, St Andrews Dr, Glenmore Pkwy, Blue Hills Dr, Kingsfield Av, Ridgetop Dr (**Glenmore Park (Blue Hills)**), Glengarry Dr, Windora Av, Glenmore Pkwy, St Andrews Dr, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Penrith – South Penrith – Glenmore Park via The Northern Rd

From 1 November 2004

From Penrith (Interchange) via Station St, Jamison Rd, Racecourse Rd, Maxwell St (**South Penrith**), The Northern Rd to Wentworth Rd, then The Northern Rd, Garswood Rd, St Andrews Dr, Glenmore Pkwy, Glengarry Dr, Ridgetop Dr, Kingsfield Av, Blue Hills Dr, Glenmore Pkwy, Shearwater Dr, Woodlands Dr, Town Tce to Glenmore Park shops.
From Glenmore Park (Town Tce at shops) via Glenmore Park shopping centre internal road (?), Glenmore Pkwy, Woodlands Dr, then reverse route to Garswood Rd, then The Northern Rd, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary

13 August 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park (Blue Hills)	58 round trip	M-F	Glenmore Park	5.00am	Glenmore Park	7.40pm	30	
		Sat	Penrith	7.20am		5.40pm	120	
		Sun						

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith-Glenmore Park shops	31	M-F	Glenmore Park	6.04am	Glenmore Park	10.58pm	60	A
		Sat	Penrith	6.42am		9.57pm	60	A
		Sun		8.42am		7.57pm	60	A

A – Includes N1 on weeknights, all day Saturday & Sunday.

Route 799

PENRITH – GLENMORE PARK (St Andrews Dr) via Mulgoa Rd

Timeline

11 October 2009: 797 & 798 rearranged as 797 & 799 (799 running via Mulgoa Rd, *not* South Penrith as did 798), as a result of Ministry of Transport review of [Contract Region 1](#). Operated by Westbus (ComfortDelGro Cabcharge).

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

Streets

From 11 October 2009

From Penrith (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Glenmore Pkwy, Woodlands Dr, Shearwater Dr, Ridgetop Dr, Glengarry Dr, Glenmore Pkwy, St Andrews Dr to Garswood Rd (Glenmore Park).

From Glenmore Park (St Andrews Dr) (at Garswood Rd) via reverse route to Station St, then High St, Riley St to Penrith Interchange.

Timetable Summary*11 October 2009*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park (St Andrews Dr)	29	M-F	Glenmore Park	5.50am	Penrith	7.01pm	60*	
		Sat		7.09am		7.35pm	60	
		Sun						

* More frequent in peak hours.