



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 850 – 874

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 850 – 874

| | |
|-----|----------------------------|
| 850 | Bondi Junction-Zetland |
| 850 | Liverpool-Camden |
| 850 | Minto-Narellan |
| 851 | Liverpool-Miller |
| 851 | Liverpool-Carnes Hill |
| 852 | Liverpool-Carnes Hill |
| 853 | Liverpool-Bringelly |
| 853 | Liverpool-Carnes Hill |
| 854 | Liverpool-Carnes Hill, etc |
| 855 | Liverpool-Bringelly, etc |
| 855 | Liverpool-Rutleigh Park |
| 856 | Liverpool-Carnes Hill |
| 856 | Liverpool-Bringelly |
| 857 | Liverpool-Moorebank Camp |
| 857 | Liverpool-Narellan |
| 858 | Liverpool-Warwick Farm |
| 858 | Holsworthy-Warwick Farm |
| 858 | Leppington-Oran Park |

| | |
|-----|------------------------------|
| 859 | Liverpool-Chipping Norton |
| 859 | Edmondson Park-Carnes Hill |
| 860 | Liverpool-Bankstown |
| 861 | Liverpool-Macarthur Inst |
| 861 | Liverpool-Chipping Norton |
| 861 | Liverpool-Miller |
| 861 | Carnes Hill-Denham Court |
| 862 | Liverpool-Holsworthy, etc |
| 863 | Liverpool-Holsworthy, etc |
| 864 | Liverpool-Ingleburn |
| 864 | Glenfield-Horningsea Pk, etc |
| 865 | Liverpool-Ingleburn |
| 865 | Glenfield-Horningsea Park |
| 865 | Liverpool-Casula |
| 866 | Liverpool-Ingleburn |
| 866 | Liverpool-Casula |
| 867 | Liverpool-Leppington |
| 867 | Liverpool-Prestons |

| | |
|-----|-----------------------------|
| 867 | Glenfield-Prestons |
| 868 | Liverpool-Bringelly |
| 868 | Minto-Catherine Field |
| 868 | Ingleburn-Edmondson Park |
| 869 | Liverpool-Churchill Gardens |
| 869 | Liverpool-Ingleburn |
| 870 | Glenfield-Campbelltown, etc |
| 870 | Liverpool-Campbelltown |
| 871 | Macquarie Fds-Eucalyptus Dr |
| 871 | Liverpool-Campbelltown |
| 872 | Macquarie Fds-Eucalyptus Dr |
| 872 | Macquarie Fields-Uni of WS |
| 872 | Liverpool-Campbelltown |
| 873 | Ingleburn-Leumeah, etc |
| 873 | Ingleburn-Minto |
| 874 | Minto-Raby, etc |
| 874 | Macquarie Fields-Uni of WS |

Route 850

BONDI JUNCTION – ZETLAND (British Leyland, BLMC) (INDUSTRIAL) ■

(Number was possibly chosen for “Mini” engine capacity.)

Timeline

January 1972: Peak hour service commenced by Department of Government Transport.

By August 1972: Ceased.

Route 850

LIVERPOOL – NARELLAN – CAMDEN ■

Timeline

24 July 1995: Liverpool – Camden commenced by Busabout (Neville & Calabro families), following parts of 58 [1925 number], as part of general reorganisation of Busabout's routes.

2001: Calabro family became sole proprietor of Busabout.

15 October 2001: Rerouted via Lurnea, partly replacing 852, when Busabout's & Liverpool Transport's routes reorganised and brought under the single name of Busabout (Calabro family).

28 July 2003: Weekend trips diverted via Horningsea Park.

1 January 2005: Became part of Contract Region 2.

18 August 2008: As a result of Ministry of Transport review of Contract Region 2:

- Replaced by parts of 857 & 865.
- Compared with 850, 857 was curtailed to run Liverpool – Narellan (*not* to Camden). Service between Narellan & Camden already provided by Busways Camden 895.

Streets

From 24 July 1995

From Liverpool (Interchange) via Moore St, George St, Scott St, Terminus St, Macquarie St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Old Kurrajong Rd, Kurrajong Rd, Ingham Dr (**Casula Mall**), Guise Av, Box Rd, Pine Rd, Cedar Rd, Camden Valley Way (**Leppington, Catherine Field, Narellan**), Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Liverpool Interchange.

Alteration

From November 1998: To approach Liverpool from Hume Hwy via Copeland St, Moore St, Northumberland St, Elizabeth St, George St, Moore St to Liverpool Interchange.

From 15 October 2001

From Liverpool (Interchange) via Moore St, Copeland St, Hoxton Park Rd, Webster Rd, Reilly St, Hill Rd, Jedda Rd, Wonga Rd (**Lurnea**), Kurrajong Rd, Beech Rd (**Casula**), Camden Valley Way (**Leppington, Catherine Field, Narellan**), Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Catherine Field diversion: Ex Liverpool from Camden Valley Way via Deepfields Rd, Chisholm Rd, Catherine Fields Rd to Camden Valley Way. Reverse on return.

Alteration

From 28 July 2003

Horningsea Park diversion: Ex Liverpool from Camden Valley Way via Horningsea Park Dr, Joshua Moore Dr, Cowpasture Rd to Camden Valley Way. Reverse on return.

Timetable Summary

24 July 1995

See 867

November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Camden | 48 | M-F | Liverpool | 6.39am | Camden | 6.20pm | 60 | A |
| | | Sat | | 7.35am | | 5.20pm | 120 | A |
| | | Sun | | | | | | |

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

15 October 2001

See 851

28 July 2003

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|-----------------------------|-----|-----------------|----------|-----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Camden† | Fr Liv 30E 41F 54C | M-F | Liverpool | 6.35amC | Camden | 6.37pmL | A | |
| | | Sat | Catherine Field | 7.08amL | Catherine Field | 6.03pmL | 120 | |
| | | Sun | Leppington | 8.37amL | Carnes Hill | 2.34pmL | B | |
| | | | Liverpool | 12.00mdH | Leppington | 4.33pmL | | |

* More frequent in peak hours.

† Selected trips ran Liverpool-Carnes Hill on Sundays.

A – Liverpool-Leppington 60*, Liverpool-Camden 120*. Plus short-working/s before first trip & after last trip shown.

B – Liverpool-Leppington: 2 trips from Liverpool, 3 trips from Leppington. Liverpool-Carnes Hill 2 trips

C – To Camden.

E – To Leppington.

F – To Catherine Field.

H – To Carnes Hill.

L – To Liverpool.

Route 850

MINTO – CATHERINE FIELD – ORAN PARK – NARELLAN

Timeline

18 August 2008: Infrequent weekday service, Minto – Catherine Field, renumbered from 868 as a result of Ministry of Transport review of Contract Region 2. Jointly operated by Busabout (Calabro family) & Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

30 November 2009: Extended from Catherine Field to Oran Park (new residential area) and service improved to all-day Monday-Saturday.

14 May 2012: Extended from Oran Park to Narellan.

1 June 2014: Transferred entirely to Interline Bus Services as successful tenderer for bus services in Contract Region 2.

Streets

Minto – Catherine Field

From 18 August 2008

From Minto Mall (Brookfield Rd) via Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto Station**), Wiltshire St, Lincoln St, Sussex St, Airs Rd, Ben Lomond Rd, Campbelltown Rd, Raby Rd, Camden Valley Way, Catherine Fields Rd, Chisholm Rd (**Catherine Field**), Deepfields Rd, Camden Valley Way, Raby Rd, Campbelltown Rd, Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto Station**), Wiltshire St, Ben Lomond Rd, Brookfield Rd to Minto Mall.

Minto – Catherine Field – Oran Park (Cobbitty Rd)

From 30 November 2009

From Minto (Minto Rd at Station) via Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Campbelltown Rd, Raby Rd, Camden Valley Way, Cobbitty Rd to Oran Park.

From Oran Park (Cobbitty Rd) via Cobbitty Rd, Camden Valley Way, Catherine Fields Rd, Chisholm Rd (**Catherine Field**), Deepfields Rd, Camden Valley Way, Raby Rd, Campbelltown Rd, Ben Lomond Rd, Brookfield Rd (**Minto Mall**), Redfern Rd to Minto Station.

Minto – Catherine Field – Oran Park – Narellan

From 14 May 2012

From Minto (Minto Rd at Station) via Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Campbelltown Rd, Raby Rd, Camden Valley Way, Deepfields Rd, Chisholm Rd (**Catherine Field**), Catherine Fields Rd, Camden Valley Way, Gregory Hills Dr to end [now at Village Cct] (**Gregory Hills**), then Gregory Hills Dr, Oran Park Dr, Peter Brock Dr (**Oran Park**), Central Av, Oran Park Dr, Camden Valley Way, Queen St, Elyard St to Narellan Town Centre.

From Narellan (Elyard St at Town Centre) via Somerset St, Camden Valley Way, Oran Park Dr, Peter Brock Dr (**Oran Park**), Central Av, Oran Park Dr, Gregory Hills Dr to end [now at Village Cct] (**Gregory Hills**), then reverse route to to Minto Station.

Alterations

- **From 7 October 2014:** Ex Minto from Raby Rd via Camden Valley Way, Catherine Fields Rd, Springfield Rd, Camden Valley Way. Reverse on return.
- **By 8 February 2015:** To approach Minto from Redfern Rd via Kent St, Stafford St, Minto Rd to Minto Station. Reverse on return.

Timetable Summary

18 August 2008

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|-----------------|--------|-----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-Catherine Field | 19 | M-F | Catherine Field | 9.00am | Catherine Field | 4.39pm | A | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – 3 trips from Catherine Field, 2 trips from Minto.

30 November 2009

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-Oran Park (Cobbitty Rd) | 52 round trip | M-F | Cobbitty Rd | 6.55am | Minto | 5.30pm | 60 | |
| | | Sat | | 7.55am | | 3.26pm | 60 | |
| | | Sun | | | | | | |

14 May 2012

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-Oran Park-Narellan | Fr Minto 36O 49N | M-F | Oran Pk | 4.45amM | Minto | 5.20pmN | A | |
| | | | Narellan | 6.58amM | | 7.15pmO | | |
| | | Sat | Minto | 8.25amN | Narellan | 4.30pmM | 60 | B |
| | | Sun | | 9.25amN | | 4.30pmM | 60 | B |

* More frequent in peak hours.

A – Early morning and late afternoon, Minto-Oran Park. Day, Minto-Narellan 60*.

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

M – To Minto.

N – To Narellan.

O – To Oran Park.

Route 851

LIVERPOOL – CARTWRIGHT – MILLER ■

Timeline

7 September 1996: Renumbered from part of 57 [1925 number]. Operated by Liverpool Transport (Garrard family).

1997: Liverpool Transport transferred to Calabro family.

15 October 2001: Name of operator changed to Busabout.

1 January 2005: Became part of Contract Region 3.

27 March 2008: Renumbered 861, as a temporary measure, pending Ministry of Transport review of Region 3, so that 851 could be used for a Contract Region 2 route.

Streets

From 7 September 1996

From Liverpool (Interchange) via College St, Elizabeth St, George St, Campbell St, Bigge St, Moore St, George St, Scott St, Memorial Av, Hoxton Park Rd, Balmain St, Willan Dr (**Cartwright**), Cartwright Av, Miller Rd (**Miller**), Willandra St, Banks Rd, Cabramatta Av, Shropshire St, Lady Woodward Pl, Woodward Cr, Cartwright Av, Hoxton Park Rd, Memorial Av, Bigge St, Moore St to Liverpool Interchange.

Alterations

From 25 March 2000:

- From Liverpool Interchange via Moore St, Flowerdale Rd, Memorial Av. To approach Liverpool from Moore St, via Northumberland St, Elizabeth St, College St to Interchange.
- Selected trips ex Liverpool diverted from Moore St via Hillier Rd, Anderson Av to Flowerdale Rd. Reverse on return.

Timetable Summary

7 September 1996

Liverpool – Miller, Lurnea & Austral routes

851-854

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|-----------------------------|-----|---------------|---------|-----------|---------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 851: Liverpool-Cartwright-Miller | 45 round trip | M-F | Miller | 4.35am | Miller | 10.25pm | 20* | B |
| | | Sat | | 6.16am | | 10.40pm | 30 | B |
| | | Sun | | 7.26am | | 8.40pm | 60 | B |
| 852: Liverpool-Lurnea | 35 round trip | M-F | Lurnea | 4.56am | Lurnea | 10.54pm | 30* | |
| | | Sat | | 6.27am | | 7.54pm | C | |
| | | Sun | | | | | D | |
| 853: Liverpool-Lurnea-Austral† | | M-F | Liverpool | 6.15pm | Liverpool | 11.15pm | Ns1 | |
| | | Sat | | 5.15pm | | 12.15am | Ns2 | |
| | | Sun | Austral | 7.02am | | 9.15pm | 60 | |
| 854: Liverpool-Hinchinbrook-Austral‡ | Fr Liv 27H 27A 36R | M-F | Austral | 4.40amL | Liverpool | 5.43pmR | E | |
| | | | Rutleigh Park | 7.30amL | | | | |
| | | Sat | | 8.00amL | | 12.50pmR 6.45pmA | F | |
| | | Sun | | | | | G | |

* More frequent in peak hours.

† Selected late night trips ran via Miller.

‡ Selected trips extended to Rutleigh Park.

A – To Austral.

B – Late night service provided by 853 (combined 852/853/854).

C – Morning, 2 trips per hour. Afternoon, 45. Late afternoon & night service provided by 853, diversions of 851 or selected trips on 852.

D – Service provided by 853 (combined 852/854) or diversions of 851.

E – Peak hours, mainly Liverpool-Austral (most trips via Hinchinbrook). Day, Liverpool-Hoxton Park 30 (alternate trips via Hinchinbrook), Liverpool-Hoxton Park 60. 4 trips extended to Rutleigh Park.

F – Liverpool-Austral 60 (most trips via Hinchinbrook). Night service provided by 853 (combined 852/854).

G – Service provided by 853 (combined 852/854).

H – To Hoxton Park via Hinchinbrook.

L – To Liverpool.

Ns1 – Night service, combined 852/854. Trips after 11.00pm combined 851/852/ 854. Extra trip Friday night.

Ns2 – Night service, combined 852/854. Trips after 11.00pm combined 851/852/ 854.

15 October 2001

Liverpool – Miller, Horningsea Park, Austral, Bringelly & Camden routes

851-856

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|----------------------|-----|---------------|---------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 850: Liverpool-Leppington-Camden- | Fr Liv 30E 54C | M-F | Leppington | 5.12amL | Camden | 6.32pmL | B | |
| | | | Liverpool | 6.36amC | | | | |
| | | Sat | | 7.46amC | | 4.43pmL | 120 | D |
| | | Sun | | 7.56amE | Liverpool | 5.46pmE | 120 | F |
| 851: Liverpool-Miller | 51 round trip | M-F | Miller | 4.35am | Liverpool | 8.43pm | 15 | |
| | | Sat | | 6.15am | | 7.15pm | 30 | |
| | | Sun | | 7.42am | Miller | 5.26pm | 60 | |
| 852: Liverpool-Lurnea-Carnes Hill | Fr Liv 30H 34R | M-F | Horningsea Pk | 4.47amL | Carnes Hill | 5.06pmL | G | |
| | | | Liverpool | 9.00amN | Liverpool | 8.15pmH | | |
| | | Sat | Horningsea Pk | 6.10pmL | Carnes Hill | 5.29pmL | I | |
| | | | Liverpool | 8.16amN | Liverpool | 7.05pmH | | |
| | | Sun | Lurnea | 9.38amL | | 5.46pmU | 120 | J |
| 853: Liverpool-Austral-Rutleigh Park | Fr Liv 28A 37R | M-F | Austral | 4.43amL | Liverpool | 6.45pmR | K | |
| | | | Rutleigh Park | 7.26amL | | | | |
| | | Sat | Austral | 6.04amL | Rutleigh Park | 5.02pmL | M | |
| | | | Liverpool | 8.25amR | | | | |
| | | Sun | | 9.00amA | Austral | 5.30pmL | 120 | |
| 854: Liverpool-Hoxton Park-Carnes Hill | 34 | M-F | Carnes Hill | 5.11am | Liverpool | 8.15pm | 60* | |
| | | Sat | | 7.02am | Carnes Hill | 7.32pm | 60 | O |
| | | Sun | Liverpool | 8.06am | | 4.27pm | 120 | |
| 855: Liverpool-Austral-Bringelly | 47 | M-F | Bringelly | 5.42am | Liverpool | 6.16pm | 120* | |
| | | Sat | Liverpool | 6.38am | | 6.25pm | 240 | |
| | | Sun | Bringelly | 7.31am | Bringelly | 3.19pm | 240 | |
| 856: Liverpool-Lurnea-Miller-Hoxton Park-Carnes Hill | | M-F | Liverpool | 9.15pm | Liverpool | 11.15pm | Ns | P |
| | | Sat | | 9.15pm | | 12.15am | Ns | |
| | | Sun | | 6.20pm | | 9.15pm | Ns | |

Average day frequencies along common route:

M-F Liverpool-Horningsea Park (850, 852) 30.
Liverpool-Austral (853, 855) 60.
Sat Liverpool-Horningsea Park (850, 852) 3 trips every 2 hours.
Liverpool-Austral (853, 855) approx. 120.
Sun Liverpool-Lurnea (850, 852) 60.
Liverpool-Austral (853, 855) 120.

* More frequent in peak hours.

† Most trips Monday-Saturday through-routed with 852.

A – To Austral.

B – Early morning & late afternoon, Liverpool-Leppington. Day, Liverpool-Camden 60.

C – To Camden.

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

E – To LDeppington.

F - Alternate trips ran Liverpool-Horningsea Park only.

G – Peak hours, Liverpool-Horningsea Park. Day, Liverpool-Carnes Hill 60. Night service provided by 856.

H – To Horningsea Park.

I – Early morning & late afternoon, Liverpool-Horningsea Park. Day, Liverpool-Carnes Hill 60. Night service provided by 856.

J – Night service provided by 856.

K – Day, Liverpool-Austral 60. Liverpool-Rutleigh Park, 5 trips from Rutleigh Park, 7 trips from Liverpool.

L – To Liverpool.

M – 1st trip from Austral to Liverpool. Day, Liverpool-Rutleigh Park 240.

N – To Carnes Hill.

Ns – Night service.

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

P – Extra trip Friday night.
R – To Rutleigh Park.

Route 851

LIVERPOOL – PRESTONS – CARNES HILL via Cowpasture Rd

Timeline

18 August 2008: In the reorganisation of Liverpool – Prestons area & related routes as a result of the Ministry of Transport review of Contract Region 2:

- Replaced parts of 850, 852 & 867.
- Shares Liverpool – Prestons with 852.
- Most trips through-routed at Carnes Hill with 853 or 854.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Copeland St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Kurrajong Rd, San Marino Dr, Dalmeny Dr, Bomaderry Dr, Wroxham Dr, Braidwood Dr (**Prestons**), Tolland St, Wagga Wagga St, Braidwood Dr, Bumbara St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Corfield Rd, Camden Valley Way, Cowpasture Rd, Kurrajong Rd to Carnes Hill shops.

From Carnes Hill (Kurrajong Rd at shops) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Alteration

By 10 May 2010: Ex Liverpool from Wroxham Dr via Braidwood Dr (*not* via Tolland St, Wagga Wagga St). Reverse on return.

Timetable Summary

18 August 2008

Liverpool – Prestons – Horningsea Park routes

851, 852

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|-------------|--------|-----------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 851: Liverpool-Prestons-Carnes Hill† | 41 | M-F | Carnes Hill | 4.53am | Liverpool | 6.46pm | 60* | |
| | | Sat | | 6.56am | | 7.00pm | 60 | |
| | | Sun | | 8.49am | | 7.00pm | 60 | |
| 852: Liverpool-Prestons-Carnes Hill‡ | 47 | M-F | Carnes Hill | 5.24am | Liverpool | 9.30pm | 60* | |
| | | Sat | | 5.52am | | 9.00pm | 60 | |
| | | Sun | | 7.49am | | 9.00pm | 60 | |

Average day frequencies along common route:

M-F Liverpool-Horningsea Park (851, 852) 30.

Sat Liverpool-Horningsea Park (851, 852) 30.

Sun Liverpool-Horningsea Park (851, 852) 30.

* More frequent in peak hours.

† Via Cowpasture Rd.

‡ Via Greenway Dr.

Route 852

LIVERPOOL – LURNEA – HORNINGSEA PARK – CARNES HILL

Timeline

7 September 1996: Liverpool – Lurnea renumbered from part of 57 [1925 number]. Service provided by 853 (combined 852/854) nights & Sundays. Operated by Liverpool Transport (Garrard family).

1997: Liverpool Transport transferred to Calabro family.

15 October 2001: Extended from Lurnea to Carnes Hill via Horningsea Park when Busabout's & Liverpool Transport's routes reorganised and brought under the single name of Busabout (Calabro family).

1 January 2005: Became part of Contract Region 2.

18 August 2008: As a result of Ministry of Transport review of Contract Region 2, replaced by parts of new 851 & 852 (*see next entry*) and part of 865.

Streets

Liverpool – Lurnea

From 7 September 1996

From Liverpool (Interchange) via College St, Elizabeth St, George St, Campbell St, Bigge St, Moore St, George St, Scott St, Memorial Av, Flowerdale Rd, Hoxton Park Rd, Webster Rd, Reilly Rd, Hill Rd, Wonga Rd (**Lurnea**), Jedda Rd, Hill Rd, Hoxton Park Rd, Flowerdale Rd, Memorial Av, Bigge St, Moore St to Liverpool Interchange.

Liverpool (Anderson Av) diversion: Ex Liverpool from Memorial Av via Hillier Rd, Anderson Av, Flowerdale Rd to Memorial Av. Reverse on return.

Alteration

From 25 March 2000: To approach Liverpool from Moore St via Northumberland St, Elizabeth St, College St to Liverpool Interchange. Return via Moore St, Copeland St, Hoxton Park Rd.

Liverpool – Lurnea – Horningsea Park – Carnes Hill

From 15 October 2001

From Liverpool (Interchange) via Moore St, Copeland St, Hoxton Park Rd, Webster Rd, Reilly Rd, Hill Rd, Jedda Rd (**Lurnea**), Wonga Rd, Kurrajong Rd, Bernera Rd, Wroxham St, Braidwood Dr (**Prestons**), Corfield Rd, Camden Valley Way, Horningsea Park Dr (**Horningsea Park**), Joshua Moore Dr, Greenway Dr, Kurrajong Rd to Carnes Hill shops.

From Carnes Hill (Kurrajong Rd at shops) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Timetable Summary

See 851

Route 852

LIVERPOOL – PRESTONS – CARNES HILL via Greenway Dr

Timeline

18 August 2008: In the reorganisation of Liverpool – Prestons area & related routes as a result of the Ministry of Transport review of Contract Region 2:

- Replaced parts of old 852 & 867.
- Shares Liverpool – Prestons with 851.
- Most trips through-routed at Carnes Hill with 853 or 854.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Copeland St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Kurrajong Rd, San Marino Dr, Dalmeny Dr, Bomaderry Dr, Wroxham Dr, Braidwood Dr (**Prestons**), Tolland St, Wagga Wagga St, Braidwood Dr, Bumbara St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Corfield Rd, Camden Valley Way, Horningsea Park Dr (**Horningsea Park**), Joshua Moore Dr, Greenway Dr, Kurrajong Rd to Carnes Hill shops.

From Carnes Hill (Kurrajong Rd at shops) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Alteration

By 10 May 2010: Ex Liverpool from Wroxham Dr via Braidwood Dr (*not* via Tolland St, Wagga Wagga St). Reverse on return.

Timetable Summary

18 August 2008

See 851.

Route 853

LIVERPOOL – AUSTRAL – BRINGELLY■

- **Extended from Austral to Rutleigh Park (*selected trips*)**

Timeline

7 September 1996: Combined trips Liverpool – Lurnea – Austral at nights & on Sundays renumbered from 852 & 854. Operated by Liverpool Transport (Garrard family).

1997: Liverpool Transport transferred to Calabro family.

11 January 1999: As part of reorganisation of 853 & 854:

- Increased to a full time service, Liverpool – Austral.
- Selected trips extended to Rutleigh Park, replacing 854.
- Combined trips at night & Sundays Liverpool – Lurnea – Austral still known as 853.

15 October 2001: Rerouted in Austral when Busabout's & Liverpool Transport's routes reorganised and brought under the single name of Busabout (Calabro family).

28 July 2003: Weekday 855 & Sunday combined 855/854 trips Liverpool – Bringelly trips renumbered as part of 853, which was then:

Liverpool – Hoxton Park – Austral – Bringelly

Liverpool – Hoxton Park – Austral – Rutleigh Park.

1 January 2005: Became part of Contract Region 2.

18 August 2008: As a result of Ministry of Transport review of Contract Region 2:

- 853 & 854 reorganised as:
 - 853 Liverpool – Middleton Grange – Carnes Hill (*see next entry*).
 - 854 Liverpool – Hoxton Park – Carnes Hill
- Service to Austral & Rutleigh Park replaced by 855.
- Service to Bringelly replaced by 856.

Streets

Liverpool – Lurnea – Austral

From 7 September 1996

From Liverpool (Interchange) via Moore St, George St, Scott St, Memorial Av, Flowerdale Rd, Hoxton Park Rd, Webster Rd, Reilly Rd, Hill Rd, Wonga Rd (**Lurnea**), Jedda Rd, Hill Rd, Hoxton Park Rd, Whitford Rd, Topnot Av, Wilson Rd, Partridge Av (**Hinchinbrook**), Whitford Rd, Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Cowpasture Rd, Fifteenth Av (**West Hoxton**), Edmondson Av, Eleventh Av, Twenty-ninth Av, Tenth Av to Edmondson Av (Austral).

From Austral (Tenth Av/Edmondson Av) via Edmondson Av, then reverse route to Whitford Rd, then Topnot Av, Wilson Rd, Partridge Av (**Hinchinbrook**), Whitford Rd, Hoxton Park Rd, Webster Rd, Reilly Rd, Hill Rd, Wonga Rd (**Lurnea**), Jedda Rd, Hill Rd, Hoxton Park Rd, Flowerdale Rd, Memorial Av, Scott St, Bigge St, Moore St to Liverpool Interchange.

Liverpool – Austral (*selected trips extended to Rutleigh Park*)

From 11 January 1999

Daytime

From Liverpool (Interchange) via College St, Elizabeth St, George St, Campbell St, Bigge St, Moore St, George St, Scott St, Memorial Av, Flowerdale Rd, Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Cowpasture Rd, Fifteenth Av (**West Hoxton**), Edmondson Av, Eleventh Av, Twenty-ninth Av, Tenth Av to Edmondson Av (Austral).

From Austral (Tenth Av/Edmondson Av) via Edmondson Av, then reverse route to Scott St, then Bigge St, Moore St to Liverpool Interchange.

Rutleigh Park extension: From Austral (Fifteenth Av/Edmondson Av) via Fifteenth Av (**West Hoxton**), Ramsay Rd to Emmetts Farm Rd (Rutleigh Park). Reverse on return.

Evenings & Sundays

Similar to that shown from 7 September 1996.

Alterations

- **From 25 March 2000:** To approach Liverpool from Moore St via Northumberland St, Elizabeth St, College St to Interchange. Return via Moore St, Copeland St, Memorial Av.
- **From 25 March 2000:** Ex Liverpool from Nineteenth Av via Pacific Palms Cct, Tibbooburra Rd, Mannow Av, Second Av to Fifteenth Av. Reverse on return.
- **From 15 October 2001:**
Rutleigh Park extension: From Austral (Edmondson Av) via Tenth Av, Fourth Av, Fifteenth Av (**West Hoxton**), Ramsay Rd, Emmetts Farm Rd to Goodsir Cl (Rutleigh Park). Reverse on return.

Liverpool – Austral – Bringelly

From 28 July 2003

From Liverpool (Interchange) via Moore St, Flowedale Rd, Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Pacific Palms Cct, Tibbooburra Rd, Mannow Av, Second Av, Fifteenth Av, Edmondson Av, Rickard Rd, Ingleburn Rd, Dickson Rd (**Leppington**), Heath Rd, Eastwood Rd, Bringelly Rd (**Rossmore**), The Northern Rd to Badgerys Creek Rd (Bringelly).

From Bringelly (The Northern Rd at Badgerys Creek Rd) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Austral (Browns Av) diversion: Ex Liverpool from Edmondson Av via Seventh Av, Browns Av, Bringelly Rd to Edmondson Av. Reverse on return.

Bringelly (Kelvin Park Dr) diversion: From Bringelly Rd via Kelvin Park Dr (clockwise loop) to Bringelly Rd.

Trips direct via Bringelly Rd: Ex Liverpool from Bringelly Rd/Edmondson Av via Bringelly Rd to Eastwood Rd. Reverse on return.

Timetable Summary

See 851

Route 853

LIVERPOOL – MIDDLETON GRANGE – CARNES HILL

Timeline

18 August 2008: As a result of Ministry of Transport review of **Contract Region 2**:

- 853 in previous entry & 854 reorganized as:
 - 853 Liverpool – Middleton Grange – Carnes Hill
 - 854 Liverpool – Hoxton Park – Carnes Hill (*not* via Hinchinbrook)
- Shares Liverpool – Hoxton Park with 854.
- Most trips through-routed at Carnes Hill with 851 or 852.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Flowerdale Rd, Hoxton Park Rd, Cowpasture Rd, Sixteenth Av [now Qantas Blvd, Flynn Av] (**Middleton Grange**), Second Av [part now Kingsford Smith Av], Mannow Av (**West Hoxton**), Cowpasture Rd, Kurrajong Rd to Carnes Hill shops.

From Carnes Hill (Kurrajong Rd at shops) via reverse route to Hoxton Park Rd, then Liverpool-Parramatta T-way, Moore St, Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Alteration

By 20 May 2010: Ex Carnes Hill from Hoxton Park Rd via Flowerdale Rd, Moore St (*not* via T-way). Unaltered ex Liverpool.

Timetable Summary

18 August 2008

Liverpool – Austral via Hoxton Park Rd routes 853, 854

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 853: Liverpool-Middleton Grange-Carnes Hill | 36 | M-F | Carnes Hill | 5.14am | Liverpool | 9.50pm | 60* | A |
| | | Sat | | 5.52am | | 9.30pm | 60 | A |
| | | Sun | | 7.37am | | 9.30pm | 60 | A |
| 854: Liverpool-Hoxton Park-Carnes Hill | 34 | M-F | Carnes Hill | 5.02am | Liverpool | 9.20pm | 60* | |
| | | Sat | | 6.17am | | 8.30pm | 60 | |
| | | Sun | | 8.05am | | 8.30pm | 60 | |

853 & 854 generally run alternately.

Average day frequencies along common route:

M-F Liverpool-Hoxton Park (853, 854) 30.
Sat Liverpool-Hoxton Park (853, 854) 30.
Sat Liverpool-Hoxton Park (853, 854) 30.

* More frequent in peak hours.

A –Selected early morning & late night trips run Liverpool-West Hoxton only.

Route 854

LIVERPOOL – HOXTON PARK – AUSTRAL ■

LIVERPOOL – HOXTON PARK – CARNES HILL

- Extended from Austral to Rutleigh Park (*selected trips*)

Timeline

7 September 1996:

- Liverpool – Austral (selected trips extended to Rutleigh Park) renumbered from part of 57 [1925 number].
- Service provided by 853 (combined 852/854) at night & on Sundays.
- Operated by Liverpool Transport (Garrard family).

1997: Liverpool Transport transferred to Calabro family.

11 January 1999: Altered to Liverpool – Hinchinbrook – Hoxton Park – Carnes Hill as part of reorganisation of 853 & 854. Service to Austral & Rutleigh Park replaced by 853.

15 October 2001: Busabout's & Liverpool Transport's routes brought under the single name of Busabout (Calabro family).

1 January 2005: Became part of Contract Region 2.

18 August 2008: As a result of Ministry of Transport review of Contract Region 2:

- 853 & 854 reorganised as:
 - 853 Liverpool – Middleton Grange – Carnes Hill
 - 854 Liverpool – Hoxton Park – Carnes Hill (*not* via Hinchinbrook)
- Service to Hinchinbrook already provided by Metro-link 842.
- 854 shares Liverpool – Hoxton Park with 853.
- Most trips through-routed at Carnes Hill with 851 or 852.

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

Liverpool – Hoxton Park – Austral (*selected trips extended to Rutleigh Park*)

From 7 September 1996

From Liverpool (Interchange) via College St, Elizabeth St, George St, Campbell St, Bigge St, Moore St, George St, Scott St, Macquarie St, Hoxton Park Rd, Whitford Rd, Topnot Av, Wilson Rd, Partridge Av (**Hinchinbrook**), Whitford Rd, Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Cowpasture Rd, Fifteenth Av (**West Hoxton**), Edmondson Av, Eleventh Av, Twenty-ninth Av, Tenth Av to Edmondson Av (Austral).

From Austral (Tenth Av/Edmondson Av) via Edmondson Av, then reverse route to Scott St, then Bigge St, Moore St to Liverpool Interchange.

Rutleigh Park extension: From Austral (Fifteenth Av/Edmondson Av) via Fifteenth Av (**West Hoxton**), Ramsay Rd to Emmetts Farm Rd (Rutleigh Park). Limited service further extended from Ramsay Rd/Emmetts Farm Rd via Emmetts Farm Rd to Goodsir Cl. Reverse on return.

Liverpool – Hinchinbrook – Hoxton Park – Carnes Hill

From 25 March 2000

From Liverpool (Interchange) via Moore St, Copeland St, Memorial Av, Flowerdale Rd, Hoxton Park Rd, Whitford Rd, Topnot Av, Wilson Rd, Partridge Av (**Hinchinbrook**), Whitford Rd, Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Pacific Palms Cct, Tibbooburra Rd, Cowpasture Rd, Kurrajong Rd to Carnes Hill shops.

From Carnes Hill (Kurrajong Rd at shops) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Alteration

From 15 October 2001: Ex Liverpool from Flowerdale Rd via Hoxton Park Rd, Whitford Rd, Partridge Av (**Hinchinbrook**), Wilson Rd, Hoxton Park Rd. Reverse on return.

Liverpool – Hoxton Park – Carnes Hill

From 18 August 2008

From Liverpool (Interchange) via Moore St, Flowerdale Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Pacific Palms Cct, Tibbooburra Rd, Cowpasture Rd, Kurrajong Rd to Carnes Hill shops.

From Carnes Hill (Kurrajong Rd at shops) via reverse route to Hoxton Park Rd, then Liverpool-Parramatta T-way, Moore St, Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Alteration

By 20 May 2010: Ex Carnes Hill from Hoxton Park Rd via Flowerdale Rd, Moore St (*not* via T-way). Unaltered ex Liverpool.

Timetable Summary

7 September 1996

15 October 2001

See 851

18 August 2008

See 853.

Route 855

LIVERPOOL – AUSTRAL – BRINGELLY■

LIVERPOOL – AUSTRAL – RUTLEIGH PARK■

Timeline

15 October 2001:

- Liverpool – Hoxton Park – Austral – Bringelly commenced when Busabout's & Liverpool Transport's routes reorganised and brought under the single name of Busabout (Calabro family).
- Replaced 868 in Rossmore – Bringelly area.
- Shared Liverpool – Austral with 853.

28 July 2003:

- Weekday & Sunday trips renumbered 853.
- 855 altered to combined 855/854 on Saturdays & Christmas Day only:
Liverpool – Carnes Hill – Austral – Bringelly *or*
Liverpool – Carnes Hill – Austral – Rutleigh Park.

1 January 2005: Became part of Contract Region 2.

18 August 2008: As a result of Ministry of Transport review of Contract Region 2, separate Saturdays & Christmas Day service ceased, as all service between Liverpool & Carnes Hill provided on individual routes 853 & 854, service to Austral & Rutleigh Park by 855 (*see next entry*) & to Bringelly by 856.

Streets

Liverpool – Hoxton Park – Austral – Bringelly

From 15 October 2001

From Liverpool (Interchange) via Moore St, Copeland St, Memorial Av, Flowerdale Rd, Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av (**Hoxton Park**), Pacific Palms Cct, Tibbooburra Rd, Mannow Av, Second Av, Fifteenth Av (**West Hoxton**), Edmondson Av (**Austral**), Rickard Rd, Ingleburn Rd (**Leppington**), Dickson Rd, Heath Rd, Eastwood Rd, Bringelly Rd (**Rossmore**) to The Northern Rd (Bringelly).

From Bringelly (Bringelly Rd at The Northern Rd) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Austral (Browns Av) diversion: Ex Liverpool from Edmondson Av via Seventh Av, Browns Av, Bringelly Rd to Edmondson Av. Reverse on return.

Bringelly (Kelvin Park Dr) diversion: From Bringelly Rd via Kelvin Park Dr (clockwise loop) back to Bringelly Rd.

Trips direct via Bringelly Rd: Ex Liverpool from Bringelly Rd/Edmondson Av via Bringelly Rd to Eastwood Rd. Reverse on return.

Liverpool – Carnes Hill – Austral – Bringelly

Liverpool – Carnes Hill – Austral – Rutleigh Park

From 28 July 2003

Same as 854 from Liverpool to Carnes Hill (Greenway Dr) then (probably Cowpasture Rd – *not shown in timetable*), Mannow Av, then same as 853 to either Bringelly or Rutleigh Park. Reverse on return.

Timetable Summary

See 851

Route 855

LIVERPOOL – CHURCHILL GARDENS – PRESTONS – AUSTRAL – RUTLEIGH PARK

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

Timeline

18 August 2008: In the reorganisation of Liverpool – Prestons area & related routes as a result of the Ministry of Transport review of **Contract Region 2**:

- Replaced parts of 850, 853 & 869.
- Shares Liverpool – Horningsea Park with 856 & 857.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

8 February 2015: Rerouted via Leppington Station coincident with the opening of the South West Rail Link (Glenfield-Leppington).

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Copeland St, Hume Hwy, Kurrajong Rd, Ingham Dr (**Casula Mall**), Myall Rd (**Churchill Gardens**), Box Rd, Pine Rd, Beech Rd, Camden Valley Way, Ash Rd, Dalmeny Dr, Bomaderry Dr, Wroxham Dr (**Prestons**), Braidwood Dr, Corfield Rd, Camden Valley Way, Cowpasture Rd, Fifteenth Av (**West Hoxton**), Edmondson Av, Fifth Av, Fourth Av (**Austral**), Bringelly Rd, Edmondson Av, Fifteenth Av (**West Hoxton**), Ramsay Rd, Emmetts Farm Rd to Goodsir Cl (Rutleigh Park).

From Rutleigh Park (Emmetts Farm Rd at Goodsir Cl) via Emmetts Farm Rd, Ramsay Rd, Fifteenth Av (**West Hoxton**), Edmondson Av, Fifth Av, Fourth Av (**Austral**), Bringelly Rd, Edmondson Av, Fifteenth Av, then reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Prestons (Blue Hills Village) diversion: From Braidwood Dr via Tulich Av to Blue Hills Village & return.

Alteration

From 8 February 2015 (opening of South West Rail Link): Either direction from Edmondson Av via Rickard Rd to **Leppington** Station, then return via Rickard Rd, Edmondson Av (*not* via Fifth Av, Fourth Av, Bringelly Rd).

Timetable Summary

18 August 2008

Liverpool – Prestons routes

855-857

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|-----------------------------|-----|---------------|---------|-----------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 855: Liverpool-Prestons-Austral-Rutleigh Park | Fr Liv 46A 63R | M-F | Austral | 5.24amL | Liverpool | 6.20pmR | B | |
| | | | Rutleigh Park | 8.33amL | | | | |
| | | Sat | Austral | 6.36amL | | 5.25pmR | 4 trips | D |
| | | | Liverpool | 8.25amR | | | | |
| | | Sun | Austral | 8.50amL | | 5.05pmA | 3 trips | |
| 856: Liverpool-Prestons-Bringelly | 66 | M-F | Bringelly | 5.43am | Liverpool | 5.50pm | E | |
| | | Sat | Liverpool | 7.25am | Bringelly | 5.29pm | 4 trips | |
| | | Sun | Bringelly | 7.54am | Liverpool | 4.05pm | 3 trips | |
| 857: Liverpool-Prestons-Narellan | Fr Liv 27P 44C 61N | M-F | Liverpool | 6.25amN | Narellan | 4.14pmL | F | |
| | | | | | Liverpool | 8.20pmP | | |
| | | Sat | | 9.25amN | Narellan | 4.24pmL | G | |
| | | | | | Liverpool | 8.15pmP | | |
| | | Sun | | 9.05amC | Catherine Field | 3.54pmL | 3 trips | |

Average day frequencies along common route:

M-F Liverpool-Prestons (855-857) 30.

Sat Liverpool-Prestons (855-857) 60.

Sat Liverpool-Prestons (855-857) 60.

A – To Austral.

B – 8 trips from Austral, 6 trips from Liverpool. Most trips extended to Rutleigh Park.

C – To Catherine Field.

D – Most trips extended to Rutleigh Park.

E – 7 trips from Bringelly, 5 trips from Liverpool.

F – Day, Liverpool-Narellan 5 trips. Night, Liverpool-Prestons. Plus short-working/s after last trip shown.

G – Day, Liverpool-Narellan 3 trips. Night, Liverpool-Prestons. Plus short-working/s before first trip shown.

L – To Liverpool.

N – To Narellan.

P – To Prestons.

R – To Rutleigh Park.

Route 856

LIVERPOOL – LURNEA – MILLER – HOXTON PARK – CARNES HILL

Timeline

15 October 2001: New night route (combined 851/853/854) commenced when Busabout's & Liverpool Transport's routes reorganised and brought under the single name of Busabout (Calabro family).

1 January 2005: Became part of Contract Region 2.

18 August 2008: Ceased, as all service provided on individual routes 853 & 854, as a result of Ministry of Transport review of Contract Region 2.

Streets

From 15 October 2001

From Liverpool (Interchange) via Moore St, Copeland St, Memorial Av, Flowerdale Rd, Hoxton Park Rd, Webster Rd, Reilly Rd, Hill Rd, Wonga Rd (**Lurnea**), Jedda Rd, Hill Rd, Hoxton Park Rd, Balmain St, Willan Dr, Cartwright Av, Miller Rd (**Miller**), Willandra St, Banks Rd, Hoxton Park Rd, First Av, Lismore St, Pacific Palms Cct, Nineteenth Av, Pacific Palms Cct to Tibooburra Rd (Hoxton Park).

Also on request:

- From Hoxton Park Rd via Whitford Rd, Partridge Av (**Hinchinbrook**), Wilson Rd.
- From Hoxton Park Rd/First Av via Hoxton Park Rd, Glen Innes Rd to Pacific Palms Cct, then Glen Innes Rd, Hoxton Park Rd.
- From Tibooburra Rd via Mannow Av, Second Av to Carmichael Dr.
- From Tibooburra Rd via Cowpasture Rd, Greenway Dr (**Carnes Hill**).

From Hoxton Park (Tibooburra Rd/Pacific Palms Cct) via Nineteenth Av, Pacific Palms Cct, Lismore St, First Av, Hoxton Park Rd, Banks Rd, Cabramatta Av (**Miller**), Cartwright Av, Hoxton Park Rd, Hill Rd, Wonga Rd (**Lurnea**), Jedda Rd, Hill Rd, Reilly Rd, Webster Rd, Hoxton Park Rd, Flowerdale Rd, Memorial Av, Copeland St, Moore St to Liverpool Interchange.

Timetable Summary

See 851

Route 856

LIVERPOOL – CHURCHILL GARDENS – PRESTONS – BRINGELLY

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

Timeline

18 August 2008: In the reorganisation of Liverpool – Prestons area & related routes as a result of the Ministry of Transport review of Contract Region 2:

- Replaced parts of 850, 855 & 869.
- Shares Liverpool – Horningsea Park with 855 & 857.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

8 February 2015: Rerouted via Leppington Station coincident with the opening of the South West Rail Link (Glenfield-Leppington).

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Copeland St, Hume Hwy, Kurrajong Rd, Ingham Dr (**Casula Mall**), Myall Rd (**Churchill Gardens**), Box Rd, Pine Rd, Beech Rd, Camden Valley Way, Ash Rd, Dalmeny Dr, Bomaderry Dr, Wroxham Dr (**Prestons**), Braidwood Dr, Corfield Rd, Camden Valley Way, Ingleburn Rd (**Leppington**), Eastwood Rd, Bringelly Rd (**Rossmore**), Kelvin Park Dr (clockwise loop), Bringelly Rd [part now Greendale Rd], The Northern Rd to Badgerys Creek Rd [now Wentworth Rd to Thames Rd] (Bringelly).

From Bringelly (The Northern Rd at Badgerys Creek Rd [now Wentworth Rd at Thames Rd]) via The Northern Rd [now Wentworth Rd], Bringelly Rd [part now Greendale Rd], Kelvin Park Dr (clockwise loop), Bringelly Rd (**Rossmore**), then reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Prestons (Blue Hills Village) diversion: From Braidwood Dr via Tulich Av to Blue Hills Village & return.

Alteration

From 8 February 2015 (opening of South West Rail Link): Either direction from Ingleburn Rd via Rickard Rd to Leppington Station, then return via Rickard Rd to Ingleburn Rd.

Timetable Summary

See 855

Route 857

LIVERPOOL – MOOREBANK ARMY CAMP

Timeline

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

18 September 1995: Replaced by diversions of 863.

Streets

From 16 March 1992

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

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

Alteration

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

Timetable Summary

16 March 1992

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

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

Route 857

LIVERPOOL – CHURCHILL GARDENS – PRESTONS – NARELLAN

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

Timeline

18 August 2008: In the reorganisation of Liverpool – Prestons area & related routes as a result of the Ministry of Transport review of Contract Region 2:

- Replaced parts of 850 & 869.
- Shares Liverpool – Horningsea Park with 855 & 856.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Copeland St, Hume Hwy, Kurrajong Rd, Ingham Dr (**Casula Mall**), Myall Rd (**Churchill Gardens**), Box Rd, Pine Rd, Beech Rd, Camden Valley Way, Ash Rd, Dalmeny Dr, Bomaderry Dr, Wroxham Dr (**Prestons**), Braidwood Dr, Corfield Rd, Camden Valley Way (**Leppington**), Deepfields Rd, Chisholm Rd (**Catherine Field**), Catherine Fields Rd, Camden Valley Way, Queen St, Elyard St to Narellan Town Centre.

From Narellan (Elyard St at Town Centre) via Somerset Av, Camden Valley Way, then reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Prestons (Blue Hills Village) diversion: From Braidwood Dr via Tulich Av to Blue Hills Village & return.

Alteration

From 7 October 2014: Ex Liverpool from Corfield Rd via Camden Valley Way, Catherine Fields Rd, Springfield Rd, Camden Valley Way. Reverse on return.

Timetable Summary

See 855

Route 858

LIVERPOOL – WARWICK FARM

Timeline

27 February 1984: Renumbered from part of 69 [1925 number]. Operated by Milperra Bus Service (DG Moore).

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

14 March 1988: 858 & 859 amalgamated during off-peak & on Saturdays, running Liverpool – Warwick Farm – Chipping Norton.

14 June 1988: 858 & 859 resumed running separately.

1 March 1992: Transferred to Oliveri's Metro-link & renumbered 849.

Streets

From 27 February 1984

From Liverpool (Interchange) via Moore St, Macquarie St, Campbell St, George St, Lachlan St, Bigge St, Hume Hwy, Homepride Av, Lawrence Hargrave Rd (**Warwick Farm**), Gallop St, Nicholls St, Lawrence Hargrave Rd, Station St, Nicholls St, Lawrence Hargrave Rd, Mannix St, McGirr Pde (left) Hinkler Av, Hume Hwy, Bigge St, Lachlan St, George St, Campbell St, Macquarie St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Alterations

By 14 June 1988: Ex Liverpool:

- From George St, Hume Hwy, Homepride Av.
- From Station St via Freeman St, Nicholls St.

Timetable Summary

27 February 1984

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Warwick Farm | 25 round trip | M-F | Liverpool | 8.30am | Warwick Farm | 6.11pm | 60 | |
| | | Sat | | 8.33am | | 12.14pm | 60 | |
| | | Sun | | | | | | |

Route 858

HOLSWORTHY – MOOREBANK – CHIPPING NORTON – WARWICK FARM

Timeline

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

By 26 February 1994: Ceased.

Streets

From 16 March 1992

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

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

Timetable Summary

16 March 1992

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

Route 858

LEPPINGTON – ORAN PARK

Timeline

8 February 2015: Commenced by Interline Bus Services (branch of the Oliveri family) coincident with the opening of the South West Rail Link (Glenfield-Leppington). **Part of Contract Region 2.**

Streets

From 8 February 2015 (opening of South West Rail Link)

From Leppington (Station) via Rickard Rd, Ingleburn Rd, Camden Valley Way, Oran Park Dr to Oran Park Town Centre.

From Oran Park (Oran Park Dr at Town Centre) via Peter Brock Dr, Central Av, Oran Park Dr, then reverse route to Leppington Station.

Alteration

Later: To approach Oran Park from Oran Park Dr via Peter Brock Dr, South Cct, Holden Dr, Oran Park Dr to Town Centre. Unaltered on return.

Timetable Summary

8 February 2015

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leppington-Oran Park | 24 | M-F | Oran Park | 4.38am | Leppington | 9.50pm | 30 | |
| | | Sat | | 5.58am | | 9.27pm | 60 | |
| | | Sun | | 5.58am | | 9.27pm | 60 | |

Combined Routes 858/859

LIVERPOOL – WARWICK FARM – CHIPPING NORTON

Timeline

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

14 June 1988: 858 & 859 resumed running separately.

Streets

From 14 March 1988

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

Route 859

LIVERPOOL – CHIPPING NORTON via Newbridge Rd (bidirectional loop)

LIVERPOOL – WARWICK FARM – CHIPPING NORTON

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

Timeline

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

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

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

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

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

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

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

18 September 1995: Renumbered 861.

Streets

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

From 27 February 1984

Clockwise

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

Anti-clockwise

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

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

Liverpool – Warwick Farm – Chipping Norton

From 14 March 1988

Weekday peak hour

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

From 14 June 1988

Until 3pm weekdays & Saturday mornings

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

After 3pm weekdays

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

Liverpool – Chipping Norton via Newbridge Rd

From 16 March 1992

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

Timetable Summary

27 February 1984

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

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

* More frequent in peak hours.

† – Selected trips extended to Milperra Bridge.

14 March 1988

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

* More frequent in peak hours.

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

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

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

16 March 1992

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

* More frequent in peak hours.

A – Includes diversions of 860 at night.

26 February 1994

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

* More frequent in peak hours.

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

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

Link bus:

Combined Routes 859/862

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

Timeline

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

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

Streets

From 26 February 1994

Morning

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

Afternoon

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

Route 859

EDMONDSON PARK – CARNES HILL

Timeline

20 December 2018: New weekday daytime service commenced by Interline Bus Services (branch of the Oliveri family) through new residential suburbs. Part of Contract Region 2.

28 February 2022: Times of service increased to full time.

Streets

From 20 December 2018

From Edmondson Park (Station) via Soldiers Pde, Croatia Av, Dalmatia Av, Jardine Dr, Rynan Av, Camden Valley Way, Horningsea Park Dr (**Horningsea Park**), Joshua Moore Dr, Greenway Dr (**West Hoxton**), Kurrajong Dr to Carnes Hill shops. Reverse on return.

Timetable Summary

20 December 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|--------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Edmondson Park-Carnes Hill | 21 | M-F | Edmondson Pk | 6.17am | Edmondson Pk | 7.40pm | 60* | A |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

28 February 2022

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Edmondson Park-Carnes Hill | 21 | M-F | Carnes Hill | 4.51am | Carnes Hill | 11.15pm | 30* | |
| | | Sat | | 5.47am | Edmondson Pk | 11.12pm | 30 | |
| | | Sun | | 5.47am | | 11.12pm | 30 | |

* More frequent in peak hours.

Route 860

LIVERPOOL – BANKSTOWN (RED ARROW, 1984-?)■

(Macarthur Institute of Higher Education Milperra campus became part of University of Western Sydney Bankstown campus by 1990s. University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

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

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

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

By 5 August 1991: Rerouted via Macarthur Institute of Higher Education, Milperra campus, replacing 861.

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

1 January 2005: Became part of Contract Region 13.

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

Streets

From 27 February 1984

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

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

Alterations

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

Timetable Summary

27 February 1984

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

* More frequent in peak hours.

16 March 1992

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

* More frequent in peak hours.

Route 861

LIVERPOOL – MACARTHUR INSTITUTE of HIGHER EDUCATION, Milperra campus

(Macarthur Institute of Higher Education Milperra campus became part of University of Western Sydney Bankstown campus by 1990s. University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

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

By 5 August 1991: Replaced by rerouted 860.

Streets

From 20 February 1989

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

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

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

Timetable Summary

14 August 1989

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

A – University semesters only.

Route 861

LIVERPOOL – CHIPPING NORTON via Newbridge Rd■

Timeline

18 September 1995:

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

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

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

1 January 2005: Became part of Contract Region 13.

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

Streets

From 18 September 1995

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

Alteration

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

Timetable Summary

18 September 1995

Liverpool – Chipping Norton, Holsworthy routes (& Holsworthy – Sandy Point)

861-863, Link Bus

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 861: Liverpool-Chipping Norton | 26 round trip | M-F | Liverpool | 6.05am | Chip Norton | 6.32pm | 60* | |
| | | Sat | | 6.55am | | 3.12pm | 60 | A |
| | | Sun | | | | | | B |
| 862: Liverpool-Hammondville-Holsworthy | 33 | M-F | Liverpool | 5.33am | Liverpool | 9.15pm | 60 | |
| | | Sat | | 6.15am | Holsworthy | 3.45pm | 60 | A |
| | | Sun | Holsworthy | 8.13am | | | | B |
| 862: Holsworthy-Sandy Point | 15 | M-F | Voyager Point | 7.25am | Holsworthy | 4.28pm | C | |
| | | Sat | | 9.00am | | 1.15pm | 1 trip | |
| | | Sun | | | | | | |
| 863: Liverpool-Wattle Grove-Holsworthy | 33 | M-F | Liverpool | 6.15am | Holsworthy | 7.45pm | 60* | |
| | | Sat | | 6.15am | Liverpool | 3.15pm | 60 | A |
| | | Sun | | | | | | B |
| Link Bus: Liverpool-Chipping Norton-Holsworthy† | 55 round trip | M-F | | | | | | |
| | | Sat | Liverpool | 3.45pm | Liverpool | 6.45pm | 60* | D |
| | | Sun | | 8.13am | | 5.13pm | 60 | D |

* More frequent in peak hours.

† Combined 861/862/863.

A – Later service provided by Link Bus.

B – Service provided by Link Bus.

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

D – Alternately via Chipping Norton then Wattle Grove & via Wattle Grove then Chipping Norton.

Route 861

LIVERPOOL – CARTWRIGHT – MILLER ■

Timeline

27 March 2008: Renumbered from 851, as a temporary measure, pending Ministry of Transport review of Region 3, so that 851 could be used for a Contract Region 2 route. Operated by Busabout (Calabro family). **Part of Contract Region 3.**

22 March 2010: Replaced by parts of 802, 803 & 804 as a result of Ministry of Transport review of Region 3.

Streets

From 27 March 2008

Same as 851 from 25 March 2000.

Timetable Summary

27 March 2008

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Cartwright-Miller | 53 Round trip | M-F | Miller | 4.35am | Liverpool | 10.06pm | 20 | |
| | | Sat | | 6.08am | | 9.02pm | 30 | |
| | | Sun | | 8.01am | | 8.02pm | 60 | |

Route 861

CARNES HILL – LEPPINGTON – DENHAM COURT

Timeline

30 May 2021: New full time service commenced by Interline Bus Services (branch of the Oliveri family) through new residential areas. **Part of Contract Region 2.**

Streets

From 30 May 2021

From Carnes Hill (Kurrajong Rd at shops) via Cowpasture Rd, Fifteenth Av to Fourth Av, then Fifteenth Av, Edmondson Av (**Austral**), Tenth Av, Kelly St, Sixth Av, Fourth Av, Fifth Av, Edmondson Av, Seventh Av, Browns Rd, Bringelly Rd, Rickard Rd, **Leppington** Station, Rickard Rd, Heath Rd, Willowdale Dr, Commissioners Dr, Fanflower Av, Leppington House Dr, Commissioners Dr to Fairbrother Av (Denham Court). Reverse on return.

Proposed route alterations on completion of local road network:

- Ex Carnes Hill from Fifteenth Av (east of Twenty-eighth Av) via Twenty-eighth Av, Craik Av, Gurner Av, Fourth Av, Fifteenth Av. Reverse on return.
- Ex Carnes Hill from Sixth Av via Browns Rd. Reverse on return.

Timetable Summary

30 May 2021

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|-------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Carnes Hill-Denham Court | 50 | M-F | Carnes Hill | 5.25am | Carnes Hill | 9.28pm | 60* | A |
| | | Sat | | 6.56am | Denham Court | 9.49pm | 60 | |
| | | Sun | | 7.56am | | 9.49pm | 60 | |

* More frequent in peak hours.

Link bus, later Loop bus:

Combined Routes 861/862/863

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

Timeline

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

1 December 2003:

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

1 January 2005: Became part of Contract Region 13.

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

Streets

Liverpool – Holsworthy Link Bus

From 18 September 1995

Via Chipping Norton, then Wattle Grove (alternate trips)

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

Via Wattle Grove, then Chipping Norton (alternate trips)

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

From 3 November 1996

Via Chipping Norton, then Wattle Grove (alternate trips)

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

Via Wattle Grove, then Chipping Norton (alternate trips)

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

Alterations

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

Liverpool – Holsworthy Loop bus

Alterations

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

Timetable Summary

See 861

Route 862

LIVERPOOL – HAMMONDVILLE – HOLSWORTHY ■

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

Timeline

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

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

18 September 1995:

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

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

1 January 2005: Became part of Contract Region 13.

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

- Liverpool – Hammondville – Holsworthy renumbered 902.
- Holsworthy – Voyager Point – Sandy Point renumbered 902X.
- Loop Bus ceased and night and weekend services provided on individual routes.

Streets

Liverpool – Holsworthy (selected trips extended to Sandy Point)

From 16 March 1992

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

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

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

Alterations

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

Timetable Summary

From 6 March 1992

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

Sandy Point trips not listed in timetable

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

B – Gap in service.

18 September 1995

See 861

Route 863

LIVERPOOL – WATTLE GROVE – HOLSWORTHY■

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

Timeline

18 September 1995:

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

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

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

1 January 2005: Became part of Contract Region 13.

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

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

Streets

From 18 September 1995

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

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

Alteration

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

Timetable Summary

See 861

Route 864

LIVERPOOL – GLENFIELD – GLENQUARIE SHOPS – INGLEBURN via Glen Regent Estate (Leacocks Lane) ■

Timeline

24 July 1995: Liverpool – Glenfield – Glenquarie Shops (extended to Ingleburn on Saturdays & to Macquarie Fields on Sundays, replacing 865 on those days) renumbered & reorganised from part of 94 [1925 number] as part of general reorganisation of Busabout's routes. Operated by Busabout (Neville & Calabro families).

November 1998: 864 & 865 amalgamated as 864, Liverpool – Glenfield – Glenquarie Shops – Ingleburn.

2001: Calabro family became sole proprietor of Busabout.

1 January 2005: Became part of Contract Region 2.

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Contract Region 2, Busabout's (old) 864 & 866 and Interline's 870 replaced by (new) 870-873.

Streets

Liverpool – Glenfield – Glenquarie Shops (extended to Ingleburn on Saturdays & to Macquarie Fields on Sundays)

From 24 July 1995

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Kurrajong Rd, Ingham Dr to **Casula Mall**, then Ingham Dr, Kurrajong Rd, Leacocks Lane (**Glen Regent estate**), Hume Hwy, Campbelltown Rd, Glenfield Rd, Railway Pde (**Glenfield**), Salisbury Av, Newtown Rd, Fawcett St, (left) Canterbury Rd, (right) Harrow Rd, (left) Canterbury Rd, Harold St, Parliament Rd, Brooks St to Glenquarie shops.

From Glenquarie shops (Brooks St) via Victoria Rd, Harold St, then reverse route to Scott St, then Bathurst St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Macquarie Fields/Ingleburn extension (*weekends*): From Glenquarie shops (Brooks St/First Av) via First Av, Atchison Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn Station. Return via Ingleburn Rd, Macquarie Rd, Fields Rd, Atchison Rd, First Av to Brooks St.

Liverpool – Glenfield – Glenquarie Shops – Ingleburn

From November 1998

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy (**Casula**), Leacocks Lane (**Glen Regent estate**), Hume Hwy, Campbelltown Rd, Glenfield Rd, Railway Pde (**Glenfield**), Salisbury Av, Newtown Rd, Harrow Rd (complete loop), (left) Canterbury Rd, Victoria Rd (**Glenquarie shops**), Brooks St, First Av, Atchison Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd, Carlisle St, Norfolk St, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Ingleburn Rd, Macquarie Rd, then reverse route to Victoria Rd, then Canterbury Rd, (first right) Harrow Rd, (left) Canterbury Rd, (right) Harrow Rd, then reverse route to Leacocks Rd, then Hume Hwy (**Casula**), Copeland St, Moore St, Northumberland St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Alteration

From 15 October 2001: To approach Liverpool from Elizabeth St via College St, Moore St to Liverpool Interchange. Return via Moore St, George St, Scott St, Memorial Av, Copeland St, Hume Hwy.

Timetable Summary

24 July 1995

See also 865

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|----------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Glenquarie shops† | Fr Liv 42G 47I | M-F | Liverpool | 7.04amG | Liverpool | 9.15pmG | 60* | A |
| | | Sat | | 7.23amI | | 6.09pmI | 60 | |
| | | Sun | | 8.15amM | | 6.08pmM | 120 | |

* More frequent in peak hours.

† Extended to Ingleburn on Saturdays & to Macquarie Fields on Sundays.

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

G – To Glenquarie shops.

I – To Ingleburn.

M – To Macquarie Fields.

November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|----------------------|-----|------------|---------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool- Macquarie Fields-Ingleburn | Fr Liv 37M 41I | M-F | Liverpool | 6.03amM | Ingleburn | 4.57pmL | A | |
| | | | | 8.00amI | G'quarie shops | 8.52pmL | | |
| | | Sat | | 7.58amI | Ingleburn | 4.45pmL | 60 | B |
| | | Sun | | 8.50amM | Macquarie Fds | 5.23pmL | 120 | C |

* More frequent in peak hours.

A – Peak hours, Liverpool-Macquarie Fields. Day, Liverpool-Ingleburn 60*. Night, Liverpool-Glenquarie shops.

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

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

I – To Ingleburn.

L – To Liverpool.

M – To Macquarie Fields.

Route 864

GLENFIELD – PRESTONS – HORNINGSEA PARK ■

Timeline

18 August 2008: Peak hour service Glenfield – Prestons – renumbered from 865, with minor route alterations, as a result of Ministry of Transport review of [Contract Region 2](#). Operated by Busabout (Calabro family).

11 October 2009: 864 extended/split into:

864 Glenfield – Horningsea Park – Carnes Hill (*see next entry*)

867 Glenfield – Prestons

Streets

From 18 August 2008

From Glenfield (Railway Pde at Station) via Railway Pde, Glenfield Rd, Campbelltown Rd, Hume Hwy, Camden Valley Way, Ash Rd, Dalmeny Dr, Bomaderry Dr, Wroxham Dr, Braidwood Dr, Tolland St, Wagga Wagga St, Braidwood Dr (**Prestons**), Bumbara St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Corfield Rd, Camden Valley Way, Horningsea Park Dr, Joshua Moore Dr to Kearns Pl (Horningsea Park). Reverse on return.

Timetable Summary

18 August 2008

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|---------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glenfield-Horningsea Park | 25 | M-F | Horningsea Pk | 5.03am | Glenfield | 6.33pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from Horningsea Park, afternoon from Glenfield).

Route 864

GLENFIELD – HORNINGSEA PARK – CARNES HILL

Timeline

11 October 2009:

- 864 in previous entry extended/split into:
 - 864 Glenfield – Horningsea Park – Carnes Hill
 - 867 Glenfield – Prestons
- Peak hour service operated by Busabout (Calabro family).
- Part of Contract Region 2.

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 11 October 2009

From Glenfield (Railway Pde at Station) via Railway Pde, Glenfield Rd, Campbelltown Rd, Hume Hwy, Camden Valley Way, Horningsea Park Dr (**Horningsea Park**), Joshua Moore Dr, Greenway Dr to Wyattville Dr (north end) (Carnes Hill). 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 | | |
| Glenfield-Carnes Hill | 33 | M-F | Carnes Hill | 5.03am | Glenfield | 6.35pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from Carnes Hill, afternoon from Glenfield).

Route 865

LIVERPOOL – GLENFIELD – GLENQUARIE SHOPS – INGLEBURN via Links Estate (Lakewood Cr) ■

24 July 1995: As part of general reorganisation of Busabout's routes:

- Renumbered & reorganised from part of 94 [1925 number].
- Operated by Busabout (Neville & Calabro families).
- Service to Ingleburn provided by 864 on Saturdays & to Macquarie Fields on Sundays.

November 1998: 864 & 865 amalgamated as 864, Liverpool – Glenfield – Glenquarie Shops – Ingleburn.

Streets

From 24 July 1995

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Congressional Dr, Lakewood Cr (**Links Estate**), St Andrews Blvd (south leg), Holston St, Hume Hwy (**Casula**), Kurrajong Rd, Ingham Dr to **Casula Mall**, then Ingham Dr, Kurrajong Rd, Hume Hwy, Campbelltown Rd, Glenfield Rd, Canterbury Rd (**Glenfield**), Victoria Rd, Brooks St (**Glenquarie shops**), First Av, Atchison Rd (**Macquarie Fields**), Fields Rd, Macquarie Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Ingleburn Rd, Macquarie Rd, then reverse route to Scott St, then Bathurst St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Timetable Summary

24 July 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Glenquarie shops-Ingleburn | 44 | M-F | Ingleburn | 8.39am | Ingleburn | 4.36pm | 60 | A |
| | | Sat | | | | | | B |
| | | Sun | | | | | | B |

* More frequent in peak hours.

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

B – Service provided by 864 at weekends.

Route 865

GLENFIELD – PRESTONS – HORNINGSEA PARK

Timeline

November 1998: Glenfield – Prestons, peak hour service commenced by Busabout (Neville & Calabro families), following parts of 864, 867 & 868.

2001: Calabro family became sole proprietor of Busabout.

15 October 2001: Extended from Prestons to Horningsea Park.

1 January 2005: Became part of Contract Region 2.

18 August 2008: Renumbered 864 as a result of Ministry of Transport review of Contract Region 2.

Streets

Glenfield – Prestons

From November 1998

From Glenfield (Railway Pde at Station) via Railway Pde, Glenfield Rd, Campbelltown Rd, Hume Hwy, Camden Valley Way, Bernera Rd, Kurrajong Rd, Mowbray St, Braidwood Dr (**Prestons**), Bumbera St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Bernera Rd, then reverse route to Glenfield Station.

Glenfield – Prestons – Horningsea Park

From 15 October 2001

From Glenfield (Railway Pde at Station) via Railway Pde, Glenfield Rd, Campbelltown Rd, Hume Hwy, Camden Valley Way, Bernera Rd, Wroxham St, Braidwood Dr (**Prestons**), Bumbera St, Kookaburra Rd, Bundanoon Rd, Corfield Rd, Camden Valley Way, Horningsea Park Dr, Joshua Moore Dr to Cowpasture Rd (Horningsea Park). Reverse on return.

Timetable Summary

November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glenfield-Prestons | 22 | M-F | Prestons | 5.24am | Glenfield | 6.57pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions).

15 October 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|---------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glenfield-Horningsea Park | 24 | M-F | Horningsea Pk | 5.18am | Glenfield | 7.10pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from Horningsea Park, afternoon from Glenfield).

Route 865

LIVERPOOL – CASULA via Jedda Rd

Timeline

18 August 2008: As a result of Ministry of Transport review of Contract Region 2:

- Replaced parts of 850 & 852.
- Shares parts of route with 866.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Hume Hwy, Rose St, Gill Av, Reilly St, Hill Rd, Jedda Rd (**Lurnea**), Wonga Rd, Kurrajong Rd, Hume Hwy (**Casula**), Old Kurrajong Rd, Kurrajong Rd, then reverse route to Moore St, then Northumberland St, Elizabeth St, College St, Moore St to Liverpool Interchange.

Timetable Summary

18 August 2008

**Liverpool – Lurnea – Casula routes
865, 866**

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|------------|--------|-----------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 865: Liverpool-Casula via Jedda Rd | 26 | M-F | Casula | 5.07am | Liverpool | 8.45pm | 30 | |
| | | Sat | | 7.11am | | 8.45pm | 60 | |
| | | Sun | | 8.56am | | 8.00pm | 120 | A |
| 866: Liverpool-Casula via Amalfi St | 26 | M-F | Casula | 5.18am | Liverpool | 9.30pm | 30 | |
| | | Sat | | 6.56am | | 9.30pm | 60 | |
| | | Sun | | 8.08am | | 8.45pm | 120 | |

Average day frequencies along common route:

M-F Liverpool-Casula (865, 866) 15.

Sat Liverpool-Casula (865, 866) 30.

Sat Liverpool-Casula (865, 866) 60.

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

Route 866

LIVERPOOL – CHURCHILL GARDENS – INGLEBURN Military Camp – INGLEBURN ■

**LIVERPOOL – INGLEBURN Military Camp – DENHAM COURT – INGLEBURN via
Links Estate (Lakewood Cr) ■**

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

Timeline

24 July 1995: Liverpool – Casula Mall – Churchill Gardens – Ingleburn Military Camp – Ingleburn, renumbered & reorganised from parts of 58 & 94 [1925 numbers] as part of general reorganisation of Busabout's routes. Operated by Busabout (Neville & Calabro families)

November 1998: Altered to run Liverpool – Ingleburn Military Camp – Denham Court – Ingleburn via Links Estate (Lakewood Cr), as a result of being:

- Rerouted via Links Estate (replacing 865).
- Rerouted direct via Hume Hwy instead of Churchill Gardens (parts of route replaced by parts of 867, 868 & 869).
- Rerouted via Denham Court (new section of route).

2001: Calabro family became sole proprietor of Busabout.

1 January 2005: Became part of Contract Region 2.

18 August 2008: As part of reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Contract Region 2:

- Busabout's (old) 864 & 866 and Interline's 870 replaced by (new) 870-873.
- Service between The Cross Roads, Denham Court & Ingleburn ceased without replacement.

Streets

Liverpool – Churchill Gardens – Ingleburn Military Camp – Ingleburn

From 24 July 1995

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Old Kurrajong Rd, Kurrajong Rd, Ingham Dr (**Casula Mall**), Guise St, Box Rd (**Churchill Gardens**), Pine Rd, Cedar Rd, Hume Hwy, Campbelltown Rd, Lawson Rd, Blaxland Rd (**Ingleburn Military Camp**), Campbelltown Rd, Zouch Rd, England Rd, Hume Rd, Leichhardt Rd, Macdonald Rd, Williamson Rd, Henderson Rd, Macquarie Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Ingleburn Rd, Macquarie Rd, then reverse route to Box Rd, then Myall Rd, Ingham Dr (**Casula Mall**), then reverse route to Scott St, then Bathurst St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Liverpool – Ingleburn Military Camp – Denham Court – Ingleburn via Links Estate (Lakewood Cr)

From November 1998

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Congressional Dr, Lakewood Cr (**Links Estate**), St Andrews Blvd (south leg), Holston St, Hume Hwy (**Casula**), Campbelltown Rd (**Ingleburn Military Camp**), Zouch Rd, Culverston Av, Cubitt Dr, Springmead Dr (**Denham Court**), Denham Court Rd, Campbelltown Rd, Zouch Rd, England Rd, Hume Rd, Leichhardt Rd, Macdonald Rd, Williamson Rd, Henderson Rd, Macquarie Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Ingleburn Rd, Macquarie Rd, then reverse route to England Rd, then Zouch Rd, Culverston Av, Cubitt Dr, Springmead Dr (**Denham Court**), Denham Court Rd, Campbelltown Rd, Hume Hwy (**Casula**), Holston St, St Andrews Blvd (south leg), Lakewood Cr, Congressional Dr, Hume Hwy, Moore St, Northumberland St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Alteration

From 15 October 2001: To approach Liverpool from Hume Hwy via Moore St, Northumberland St, Elizabeth St, College St, Moore St to Liverpool Interchange. Return via Moore St, George St, Memorial Av, Hume Hwy.

Timetable Summary

24 July 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|----------------------|-----|---------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Ingleburn Camp-Ingleburn | Fr Liv 34C 41I | M-F | Ingleb'n Camp | 7.51amL | Liverpool | 6.02pmC | 120 | A |
| | | Sat | | 8.11amL | | 6.05pmC | 4 trips | A |
| | | Sun | | | | | | |

A – Selected trips extended to Ingleburn Station.

C – To Ingleburn Camp.

I – To Ingleburn Station.

L – To Liverpool.

15 October 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|-----------------------------|-----|--------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Denham Court-Ingleburn | Fr Liv 16C 31D 44I | M-F | Denham Court | 6.39amL | Liverpool | 3.43pmI | A | |
| | | | Ingleburn | 8.58amL | | 5.35pmD | | |
| | | Sat | Denham Court | 9.05amL | | 3.18pmD | 2 trips | |
| | | Sun | | | | | | |

A – Peak hours, Liverpool-Denham Court. Day, Liverpool-The Cross Roads 60*, Liverpool-Ingleburn 120. Plus short-working/s before first trip & after last trip shown.

C – To The Cross Roads.

D – To Denham Court.

I – To Ingleburn.

L – To Liverpool.

Route 866

LIVERPOOL – CASULA via Amalfi St

Timeline

18 August 2008: As a result of Ministry of Transport review of Contract Region 2:

- Replaced part of 869.
- Shares parts of route with 865.
- Operated by Busabout (Calabro family).

1 June 2014: Transferred to Interline Bus Services (branch of the Oliveri family) as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Hume Hwy, Rose St, Gill Av, Reilly St, Bird Av, Amalfi St, Graham Av (Lurnea), Hillview Pde, Wonga Rd, Shortland Av, Bligh Av, Napier Av, Kurrajong Rd, Hume Hwy (**Casula**), Old Kurrajong Rd, Kurrajong Rd, then reverse route to Moore St, then Northumberland St, Elizabeth St, College St, Moore St to Liverpool Interchange.

Timetable Summary

See 865.

Route 867

LIVERPOOL – CASULA MALL – LEPPINGTON■

Timeline

24 July 1995: As part of general reorganisation of Busabout's routes:

- Reorganised & renumbered from part of 58 [1925 number].
- Selected morning peak hour trips *to* Liverpool ran via combined 867/868.
- Shared Liverpool – Leppington with 850.
- Operated by Busabout (Neville & Calabro families).

November 1998: Ceased. Service in Ingham Dr area replaced by extended 869 & between Liverpool & Leppington by improved service on 850.

Streets

From 24 July 1995

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Old Kurrajong Rd, Kurrajong Rd, Ingham Dr (**Casula Mall**), Guise St, Box Rd (**Churchill Gardens**), Pine Rd, Cedar Rd, Hume Hwy, Camden Valley Way to north of Denham Court Rd (Leppington Post Office).

From Leppington (Camden Valley Way north of Denham Court Rd at Post Office,) via reverse route to Scott St, then Bathurst St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Timetable Summary

24 July 1995

Liverpool – Bringelly – Leppington – Camden routes

850, 867, 868

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|------------|--------|------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 850: Liverpool-Camden | 53 | M-F | Liverpool | 6.14am | Camden | 6.25pm | 120* | |
| | | Sat | | 7.41am | | 5.25pm | 180 | |
| | | Sun | | | | | | |
| 867: Liverpool-Leppington | 28 | M-F | Leppington | 4.48am | Liverpool | 6.36pm | A | |
| | | Sat | | 7.13am | | | B | |
| | | Sun | | 8.11am | Leppington | 5.08pm | 4 trips | |
| 868: Liverpool-Bringelly | 53 | M-F | Liverpool | 5.17am | Liverpool | 6.16pm | 120* | |
| | | Sat | Bringelly | 7.32am | Bringelly | 6.21pm | C | |
| | | Sun | Liverpool | 8.38am | | 6.15pm | 3 trips | |
| 867/868: Liverpool-Rossmore-Leppington | | M-F | Rossmore | 5.22am | Liverpool | 2.45pm | D | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F Liverpool-Edmondson Park (850, 867, 868) 30-60.

Sat Liverpool-Edmondson Park (850, 868) 60-120.

Sat Liverpool-Edmondson Park (850, 867, 868) 90.

* More frequent in peak hours.

A – 6 trips from Leppington (selected trips ran as combined 867/868), 4 trips from Liverpool.

B – 1 trip *from* Leppington only.

C – 5 trips from Bringelly, 4 trips from Liverpool.

D – Morning, 5 trips from Leppington, 1 trip from Liverpool. Afternoon, 1 trip from Liverpool.

Route 867

LIVERPOOL – CASULA MALL – PRESTONS

Timeline

November 1998: New route to serve expanding suburb of Prestons. Shared with 868 until 15 October 2001. Operated by Busabout (Neville & Calabro families).

2001: Calabro family became sole proprietor of Busabout.

1 January 2005: Became part of Contract Region 2.

18 August 2008: Replaced by 851 & 852 as a result of Ministry of Transport review of Contract Region 2.

Streets

From November 1998

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Graham Av, Reserve Rd (Casula), Old Kurrajong Rd, Kurrajong Rd (**Casula Mall**), Mowbray St, Braidwood Dr (**Prestons**), Bumbera St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Wroxham Dr, Bernera Rd, Kurrajong Rd, Old Kurrajong Rd, Reserve Rd, Graham Av, Hume Hwy, Moore St, Northumberland St, Elizabeth St, George St, Moore St to Liverpool Interchange.

From 15 October 2001

From Liverpool (Interchange) via Moore St, George St, Memorial Av, Hume Hwy, Graham Av, Reserve Rd, Old Kurrajong Rd, Kurrajong Rd (**Casula Mall**), Bernera Rd, (right) Braidwood Dr (**Prestons**), Bumbera St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Wroxham Dr, Bernera Rd, Kurrajong Rd, Old Kurrajong Rd, Reserve Rd (**Casula**), Graham Av, Hume Hwy, Moore St, Northumberland St, Elizabeth St, College St, Moore St to Liverpool Interchange.

Timetable Summary

November 1998

See also 868

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Prestons | 52 round trip | M-F | Prestons | 5.05am | Liverpool | 9.15pm | 30* | A |
| | | Sat | | 7.27am | | 7.05pm | 60 | A |
| | | Sun | | 7.42am | | 7.05pm | 90 | A |

* More frequent in peak hours.

A – Includes 868 over same route.

Route 867

GLENFIELD – PRESTONS

Timeline

11 October 2009:

- 864 extended/split into:
 - 864 Glenfield – Horningsea Park – Carnes Hill
 - 867 Glenfield – Prestons
- Peak hour service operated by Busabout (Calabro family).
- Part of Contract Region 2.

Streets

From 11 October 2009

From Glenfield (Railway Pde at Station) via Railway Pde, Glenfield Rd, Campbelltown Rd, Hume Hwy, Camden Valley Way, Ash Rd, Dalmeny Dr, Bomaderry Dr, Wroxham Dr, Braidwood Dr, Tolland St, Wagga Wagga St, Braidwood Dr, Bumbera St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr to Corfield Rd (**Prestons**). Reverse on return.

Alteration

By 10 May 2010: Ex Glenfield from Wroxham Dr via Braidwood Dr (*not* via Tolland St, Wagga Wagga 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 | | |
| Glenfield-Prestons | 20 | M-F | Prestons | 5.12am | Glenfield | 6.50pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from Prestons, afternoon from Glenfield).

Combined Routes 867/868

ROSSMORE – LEPPINGTON – CASULA MALL – LIVERPOOL ■

Timeline

24 July 1995: Combined morning peak hour trips *to* Liverpool reorganised & renumbered from part of 58 [1925 number] as part of general reorganisation of Busabout's routes. Operated by Busabout (Neville & Calabro families).

November 1998: Ceased when 867 ceased & 868 provided all service to the area.

Streets

From 24 July 1995

From Rossmore (Mark Rd/McCann Rd) via Mark Rd, Graham Rd, Rossmore Cr, Allenby Rd, Bringelly Rd (**Rossmore**), Eastwood Rd, Heath Rd, Rickard Rd, Ingleburn Rd (**Leppington**), Camden Valley Way, Cedar Rd, Pine Rd, Box Rd, Guise Av, Ingham Dr (**Casula Mall**), Kurrajong Rd [part now Old Kurrajong Rd], Reserve Rd (**Casula**), Graham Av, Hume Hwy, Macquarie St, Scott St, George St, Moore St to Liverpool Interchange.

Timetable Summary

See 867

Route 868

LIVERPOOL – CASULA MALL – LEPPINGTON – BRINGELLY ■

Timeline

24 July 1995: As part of general reorganisation of Busabout's routes:

- Liverpool – Casula Mall – Leppington – Bringelly reorganised & renumbered from part of 58 [1925 number].
- Selected morning peak hour trips *to* Liverpool ran via combined 867/868.
- Operated by Busabout (Neville & Calabro families).

November 1998: Rerouted via new residential area in Prestons. Shared Liverpool-Prestons with 867.

2001: Calabro family became sole proprietor of Busabout.

15 October 2001: As part of reorganisation of Busabout's & Liverpool Transport's routes, when brought under the single name of Busabout (Calabro family):

- Replaced through Rossmore & Bringelly area by 855.
- Route between Liverpool & Cowpasture Rd/Camden Valley Way partly covered by 850.

Streets

From 24 July 1995

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Old Kurrajong Rd, Kurrajong Rd (**Casula Mall**), Kookaburra Rd, Camden Valley Way, Bringelly Rd, Browns Rd, Sixth Av, Browns Av, Seventh Av, Edmondson Av, Rickard Rd, Heath Rd (**Leppington**), Eastwood Rd, Bringelly Rd (**Rossmore**), The Northern Rd to Badgerys Creek Rd (Bringelly).

From Bringelly (The Northern Rd at Badgerys Creek Rd) via The Northern Rd, Bringelly Rd, Kelvin Park Dr (clockwise loop), Bringelly Rd (**Rossmore**), Eastwood Rd, then reverse route to Scott St, then Bathurst St, Elizabeth St, George St, Moore St to Liverpool Interchange.

From November 1998

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Graham Av, Reserve Rd (**Casula**), Old Kurrajong Rd, Kurrajong Rd (**Casula Mall**), Mowbray St, Braidwood Dr (**Prestons**), Bumbera St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Kookaburra Rd, Camden Valley Way, Bringelly Rd, Browns Rd, Sixth Av, Browns Av, Seventh Av, Edmondson Av, Rickard Rd, Ingleburn Rd, Dickson Rd, Heath Rd (**Leppington**), Eastwood Rd, Bringelly Rd (**Rossmore**), The Northern Rd to Badgerys Creek Rd (Bringelly).

From Bringelly (The Northern Rd at Badgerys Creek Rd) via The Northern Rd, Bringelly Rd, Kelvin Park Dr (clockwise loop), Bringelly Rd, Eastwood Rd, then reverse route to Camden Valley Way, then Kookaburra Rd, (right) Braidwood Dr, Wroxham Dr, Bernera Rd, Kurrajong Rd, then reverse route to Hume Hwy, then Moore St, Northumberland St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Timetable Summary

24 July 1995

See 867

November 1998

See also 867

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Bringelly | 49 | M-F | Bringelly | 5.42am | Liverpool | 6.28pm | A | |
| | | Sat | | 8.02am | Bringelly | 6.20pm | B | |
| | | Sun | Liverpool | 8.08am | | 6.19pm | 3 trips | |

A – 10 trips from Bringelly, 8 trips from Liverpool.

B – 4 trips from Bringelly, 3 trips from Liverpool.

Route 868

MINTO – CATHERINE FIELD ■

Timeline

Between June 1999 & 15 October 2001: Renumbered from 849. Infrequent service operated by Busabout (Neville & Calabro families).

2001: Calabro family became sole proprietor of Busabout.

1 January 2005: Became part of Contract Region 2.

18 August 2008: Renumbered 850 as a result of Ministry of Transport review of Contract Region 2.

Streets

Same as 849.

Timetable Summary

Similar to 849.

Route 868

INGLEBURN – EDMONDSON PARK via Ingleburn (Williamson Rd) Industrial Area

- Extended from Edmondson Park to Denham Court Caravan Park (*selected trips*)

Timeline

20 December 2018: New weekday daytime service commenced by Interline Bus Services (branch of the Oliveri family) through new residential suburbs. Also revived service through Ingleburn (Williamson Rd) Industrial Area. Part of Contract Region 2.

Streets

From 20 December 2018

From Ingleburn (Stanley St at Station) via Stanley St, Norwich Rd, Lancaster St, Stennett Rd, Williamson Rd (Ingleburn Industrial Area), Macdonald Rd, Arthur Allen Dr (Bardia), Malaya St, Campbelltown Rd, Soldiers Pde to Edmondson Park Station.

From Edmondson Park (Station) via reverse route to Lancaster St, then Aero Rd, Stanley Rd to Ingleburn Station.

Denham Court Caravan Park extension: From Edmondson Park Station via Soldiers Pde, Campbelltown Rd to Denham Court Caravan Park. Reverse on return.

Timetable Summary

20 December 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|------------------------|-----|---------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ingleburn-Edmondson Park† | Fr Ingle 23E 31D | M-F | Den Ct C/Park | 5.47amI | Ingleburn | 5.30pmD | A | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

† Selected trips extended to Denham Court Caravan Park.

A – Peak hours, Ingleburn-Edmondson Park (first trip extended to start from Denham Court Caravan Park, last trip extended to Denham Court Caravan Park). Day, Ingleburn-Edmondson Park-Denham Court Caravan Park 120.

D – To Denham Court Caravan Park.

E – To Edmondson Park.

I – To Ingleburn.

Route 869

LIVERPOOL – LURNEA – CASULA MALL – CHURCHILL GARDENS■

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

Timeline

24 July 1995: Liverpool – Lurnea – Casula Mall reorganised & renumbered from part of 58 [1925 number] as part of general reorganisation of Busabout's routes. Operated by Busabout (Neville & Calabro families)

November 1998: Extended from Casula Mall to Churchill Gardens, replacing part of 866 & 867.

2001: Calabro family became sole proprietor of Busabout.

28 July 2003: Loop through Churchill Gardens extended via Kurrajong Rd, Beech Rd & Pine Rd (probably to compensate for reduced frequency on 850 which also ran via Beech Rd).

1 January 2005: Became part of Contract Region 2.

18 August 2008: Replaced by 866 between Liverpool & Casula Mall & by common part of 855, 856 & 857 in Churchill Gardens as a result of Ministry of Transport review of Contract Region 2.

Streets

Liverpool – Lurnea – Casula Mall

From 24 July 1995

Daytime Mondays-Saturdays

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av (**Lurnea**), Hillview Pde, Wonga Rd, Shortland Av, Bligh Av, Napier Av, Foveaux Av, Darling Av, Napier Av, Kurrajong Rd, Ingham Dr to Casula Mall.

From Casula Mall (Ingham Dr) via Ingham Dr, Kurrajong Rd, Napier Av, Foveaux Av, Darling Av, Napier Av, Bligh Av, then reverse route to Scott St, then Bathurst St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Early mornings, nights & Sundays

Foveaux Av Loop trips: Ex Liverpool from Graham Av via Chrysanthemum Av, DeMeyrick Av, Foveaux Av (Casula), Darling Av, Napier Av, Bligh Av, Shortland Av, Wonga Rd, then return to Liverpool.

Liverpool – Lurnea – Casula Mall – Churchill Gardens

From November 1998

From Liverpool (Interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av (**Lurnea**), Hillview Pde, Wonga Rd, Shortland Av, Bligh Av, Napier Av, Foveaux Av, Darling Av, Napier Av, Kurrajong Rd, Ingham Dr (**Casula Mall**), Guise Av, Box Rd (**Churchill Gardens**), Myall Rd, Ingham Dr, then reverse route to Hume Hwy, then Moore St, Northumberland St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Alterations

- **From 15 October 2001:** To approach Liverpool from Hume Hwy via Moore St, Northumberland St, Elizabeth St, College St, Moore St to Liverpool Interchange. Return via Moore St, George St, Memorial Av, Hume Hwy.
- **From 28 July 2003:** Extended from Napier Av via Kurrajong Rd, Beech Rd, Pine Rd, Box Rd (**Churchill Gardens**), Myall Rd, Ingham Dr (**Casula Mall**), Kurrajong Rd, Napier Av.

Timetable Summary

24 July 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Casula Mall | 23 | M-F | Foveaux Av | 4.58amL | Liverpool | 6.16pmM | A | |
| | | | Liverpool | 8.20amM | | 9.15pmF | | |
| | | Sat | Foveaux Av | 7.04amL | | 7.05pmM | B | |
| | | | Liverpool | 8.40amM | | | | |
| | | Sun | Foveaux Av | 7.52amL | | 7.05pmF | 120 | C |
| | | | | | | | | |

* More frequent in peak hours.

A – Early mornings & nights Liverpool-Casula (Foveaux Av Loop). Day Liverpool-Casula Mall 30*. Last trip from Liverpool extended to Casula Mall.

B – Early mornings, Liverpool-Casula (Foveaux Av Loop). Day Liverpool-Casula Mall 30.

C – Day, Liverpool-Casula (Foveaux Av Loop). Last trip from Liverpool extended to Casula Mall.

F – To Casula (Foveaux Av Loop).

L – To Liverpool.

M – To Casula Mall.

November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|----------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Churchill Gardens | 50 round trip | M-F | Churchill Gdns | 4.55am | Liverpool | 9.15pm | 30* | |
| | | Sat | | 7.02am | | 6.47pm | 30 | |
| | | Sun | | 8.28am | Churchill Gdns | 6.24pm | 120 | |

* More frequent in peak hours.

Route 869

LIVERPOOL – PRESTONS – EDMONDSON PARK – INGLEBURN

Timeline

8 February 2015: Commenced by Interline Bus Services (branch of the Oliveri family) coincident with the opening of the South West Rail Link (Glenfield-Leppington). **Part of Contract Region 2.**

Streets

From 8 February 2015

From Liverpool (Interchange) via Moore St, Copeland St, Hoxton Park Rd, Hill Rd, Jedda Rd (**Lurnea**), Wonga Rd, Kurrajong Rd, San Marino Dr, Dalmeny Dr, Bomaderry Dr, Wroxham St, Braidwood Dr (**Prestons**), Bumbera St, Kookaburra Rd, Bundanoon Rd, Braidwood Dr, Corfield Rd, Camden Valley Way, Croatia Av, **Edmondson Park** Station, Croatia Av, Campbelltown Rd, Macdonald Rd, Williamson Rd, Henderson Rd, Macquarie Rd, Ingleburn Rd to Ingleburn Station. Reverse on return.

Timetable Summary

8 February 2015

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Liverpool-Prestons-Edmondson Park-Ingleburn | 57 | M-F | Ingleburn | 5.47am | Liverpool | 8.39pm | 30 | A |
| | | Sat | | 6.06am | | 7.45pm | 60 | A |
| | | Sun | | 6.42am | | 7.45pm | 60 | A |

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

Route 870

GLENFIELD – MACQUARIE FIELDS – CAMPBELLTOWN – MACARTHUR SQUARE – CAMPBELLTOWN HOSPITAL

- **Trips via Minto Industrial Area (1983-95)**

MINTO – LEUMEAH (Westmoreland Rd)

Timeline

4 December 1983:

- Macquarie Fields (Glenquarie shops) – Campbelltown – Macarthur Square renumbered from part of 102 [1925 number].
- Minto – Leumeah via Minto Industrial Area (new or renumbered from part of 102?).
- Operated by Ingleburn Bus Services (branch of the Oliveri family).

21 August 1985:

- Minto – Leumeah (Westmoreland Rd) renumbered from 873.
- Macquarie Fields terminus altered from Glenquarie shops to Station.

1 July 1989: Ingleburn Bus Services & Oliveri Transport Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

By December 1993: Trading name of the Ingleburn operation altered to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

20 February 1995: As part of general reorganisation of 870-875:

- Extended from Macquarie Fields to Glenfield (no longer serving Macquarie Fields Station)
- Extended from Macarthur Square to Campbelltown Hospital.
- Minto – Leumeah via Minto Industrial Area renumbered 875.
- Minto – Leumeah (Westmoreland Rd) renumbered part of 876.

1 January 2005: Became part of Contract Region 2.

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Region 2, Busabout's (old) 864 & 866 and Interline's 870 replaced by (new) 870-873 (*for new 870, see next entry*).

Streets

Glenquarie shops – Campbelltown – Macarthur Square

From 4 December 1983

From Glenquarie shops via Harold St, Rosewood Dr, (left) Eucalyptus Dr (clockwise loop), Parliament Rd, Harold St, Victoria Rd, Atchison Rd (**Macquarie Fields**), Saywell Rd, Fields Rd, Kings Rd, Cumberland Rd, Oxford Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Brenda St, Sackville St, Cumberland Rd, Minto Rd, Ohlfsen Rd, Kitson Pl, Benham Rd, Mortimer St, Guernsey Av, Durham St, Minto Rd (**Minto**), Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Pembroke Rd, Rudd Rd, Queen St, Broughton St, Hurley St (**Campbelltown**), Dumaresq St, Moore-Oxley Bypass, Narellan [now Camden] Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** bus terminal [see Note re locations and routes at foot of this file].

From Macarthur Square via reverse route to Narellan [now Camden] Rd, then Queen St, Dumaresq St, Hurley St, Railway St, Queen St, then reverse route to Atchison Rd, then Victoria Rd to Glenquarie shops.

Trips via Minto Industrial Area: Ex Macquarie Fields from Minto Rd/Redfern Rd via [former] level crossing, Redfern Rd, Airds Rd, Harbord [now Plough Inn] Rd, [former] level crossing, [Old] Leumeah Rd to Pembroke Rd. Reverse on return.

Alterations

- **From 21 August 1985:** Ex Macquarie Fields, to commence from Station (Railway Pde), then via Saywell Rd, Groundsel Av, Evelyn St, (right) Eucalyptus Dr (anti-clockwise loop), Rosewood Dr, Harold St, Victoria Rd, Atchison Rd, Fields Rd. Reverse on return.
- **From 21 August 1985:** Ex Macarthur Square from Narellan Rd via Moore-Oxley Bypass, Allman St, Queen St.
- **From 21 August 1985 (trips via Minto Industrial Area):** Ex Macquarie Fields from Harbord [now Plough Inn] Rd via [former] level crossing, O'Sullivan Rd, Rudd Rd. Reverse on return.
- **From 11 September 1988:** To approach Macarthur Square from Queen St via Dumaresq St, Hurley St, Kellicar Rd, **Macarthur Square** bus terminal [see Alterations to route & location of Macarthur Square Bus Terminal (below)].

Minto – Leumeah (Westmoreland Rd)

From 21 August 1985

From Minto (Minto Rd at Station) via Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd to Hansens Rd (Leumeah). Reverse on return.

Glenfield – Macquarie Fields – Campbelltown Hospital

From 20 February 1995

From Glenfield (Railway Pde at Station) via Railway Pde, Victoria Rd, Harold St, Rosewood Dr, (left) Eucalyptus Dr, Evelyn St, Groundsel St, Astelia St, Saywell Rd (**Macquarie Fields**), Fields Rd, Kings Rd, Cumberland Rd, Oxford Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Brenda St, Sackville St, Cumberland Rd, Minto Rd, Ohlfsen Rd, Longhurst Rd, Benham Rd, Mortimer St, Guernsey Av, Durham St, Minto Rd (**Minto**), Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Rd, Westmoreland Rd, Pembroke Rd, Rudd Rd, Queen St (**Campbelltown**), Allman St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Therry Rd, entrance road [now Central Rd] to Campbelltown Hospital.

From Campbelltown Hospital via hospital entrance road [now Central Rd], Gilchrist Dr, Macarthur Square bus terminal, Kellicar Rd, Hurley St, Dumaresq St, Queen St, then reverse route to Glenfield.

Alteration

From 23 November 1998: Ex Glenfield from Sackville St via Barff Rd, Hopping Rd, Sackville St. Reverse on return.

Alterations to route & location of Macarthur Square Bus Terminal

- 1980s:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, bus road, Robinson St, Eggleton St, Kellicar Rd to Gilchrist Dr. (Terminal off west side of Kellicar Rd near Menangle Rd.) Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

4 December 1983

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|---------------|---------|--------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Macquarie Fields-Macarthur Square | 63 | M-F | Macquarie Fds | 5.50amS | Macarthur Sq | 5.35pmM | 30* | A |
| | | Sat | | 6.55amS | | 12.55pmM | 60 | B |
| | | M-F | | | Minto | 4.51pmM | | |

* More frequent in peak hours.

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

B – Morning, Macquarie Fields-Macarthur Square. Afternoon, Macquarie Fields-Minto.

M – To Macquarie Fields.

S – To Macarthur Square.

21 August 1985

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|-------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-Leumeah (Westmoreland Rd) | 10 | M-F | W'm'land Rd | 5.20am | W'm'land Rd | 7.32pm | 120* | |
| | | Sat | Minto | 7.40am | | 4.04pm | 60 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

20 February 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glenfield-Campbelltown Hospital | 70 | M-F | Glenfield | 6.06am | C'town Hosp | 8.10pm | 30 | A |
| | | Sat | | 7.15am | | 9.12pm | 60 | A |
| | | Sun | | 9.12am | | 6.12pm | 60 | A |

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

23 November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|---------------|---------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glenfield-Campbelltown Hospital | 70 | M-F | Macquarie Fds | 5.22amC | C'town Hosp | 9.12pmG | 30 | A |
| | | | C'town Hosp | 6.28amG | | | | |
| | | Sat | Glenfield | 6.20amC | | 9.12pmG | AM 30 PM 60 | A |
| | | Sun | | 9.12amC | | 6.12pmG | 60 | B |

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

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

C – To Campbelltown.

G – To Glenfield.

Route 870

LIVERPOOL – GLENFIELD – INGLEBURN – CAMPBELLTOWN HOSPITAL via Harrow Rd, Glenfield

Timeline

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Contract Region 2:

- Busabout's (old) 864 & 866 and Interline's 870 replaced by (new) 870-873.
- 870 shares majority of route with 871 & 872.
- Operated jointly by Busabout (Calabro family) & Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

1 June 2014: Transferred entirely to Interline Bus Services as successful tenderer for bus services in Contract Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Hume Hwy (**Casula**), Campbelltown Rd, Glenfield Rd, Railway Pde (**Glenfield**), Belmont Rd, Harrow Rd, Canterbury Rd, Victoria Rd, Brooks St, Parliament Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Henderson Rd, Harold St, Oxford Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Brenda St, Sackville St, Cumberland Rd, Minto Rd, Ohlfsen Rd, Guernsey Rd, Durham St, Pembroke Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Pembroke Rd, Old Leumeah Rd, O'Sullivan Rd, Pembroke Rd, Rudd Rd, Queen St (**Campbelltown**), Railway St, Hurley St, Kellicar Rd, **Macarthur Square** bus terminal, Gilchrist Dr, Therry Rd, entrance road [now Central Rd] to Campbelltown Hospital. Reverse on return.

Leacocks Lane diversion: Ex Liverpool from Hume Hwy via Leacocks Lane to Hume Hwy. Reverse on return.

Timetable Summary

18 August 2008

Liverpool – Glenfield – Campbelltown routes 870-872

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|------------|--------|-------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 870: Liverpool-Campbelltown Hosp via Harrow Rd | 76 | M-F | Liverpool | 6.04am | C'town Hosp | 8.52pm | 60* | A |
| | | Sat | | 6.08am | | 7.42pm | 60 | A |
| | | Sun | | 6.09am | Liverpool | 8.00pm | 120 | B |
| 871: Liverpool-Campbelltown Hosp via Leacocks Lane | 81 | M-F | Liverpool | 8.50am | Liverpool | 1.50pm | 60 | A |
| | | Sat | | 6.53am | C'town Hosp | 5.20pm | 60 | B |
| | | Sun | | 8.00am | Liverpool | 6.00pm | 120 | C |
| 872: Glenfield-Campbelltown Hosp via Eucalyptus Dr | 62 | M-F | Glenfield | 6.06am | C'town Hosp | 9.22pm | 30 | A |
| | | Sat | | 6.00am | | 9.12pm | 30 | A |
| | | Sun | | 6.50am | | 9.12pm | 60 | |

Average day frequencies along common route:

M-F Liverpool-Campbelltown (870, 871) 30.
Glenfield-Campbelltown (870-872) 15.
Sat Liverpool-Campbelltown (870, 871) 30.
Glenfield-Campbelltown (870-872) 15.
Sun Liverpool-Campbelltown (870, 871) 60.
Glenfield-Campbelltown (870-872) 30.

* More frequent in peak hours.

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

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

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

11 October 2009

Liverpool – Glenfield – Campbelltown routes 870-872

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|------------|--------|-------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 870: Liverpool-Campbelltown Hosp via Harrow Rd | 80 | M-F | Liverpool | 6.04am | C'town Hosp | 8.52pm | 60* | A |
| | | Sat | | 6.08am | | 7.42pm | 60 | A |
| | | Sun | | 6.00am | Liverpool | 8.00pm | 120 | B |
| 871: Liverpool-Campbelltown Hosp via Leacocks Lane | 80 | M-F | Liverpool | 8.50am | Liverpool | 1.50pm | 60 | B |
| | | Sat | | 6.53am | C'town Hosp | 5.20pm | 60 | A |
| | | Sun | | 8.00am | Liverpool | 6.00pm | 120 | C |
| 872: Liverpool-Campbelltown Hosp via Eucalyptus Dr | 85 | M-F | Liverpool | 5.46am | Liverpool | 9.00pm | 30 | A |
| | | Sat | | 7.00am | | 9.00pm | 30 | B |
| | | Sun | | 8.00am | | 8.25pm | 60 | B |

Average day frequencies along common route:

M-F Liverpool-Campbelltown (870-872) 15.
Sat Liverpool-Campbelltown (870-872) 15.
Sun Liverpool-Campbelltown (870-872) 30.

* 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.

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

Route 871

MACQUARIE FIELDS – MACQUARIE FIELDS (Eucalyptus Drive)

- **Macquarie Fields – Long Point (*limited peak hour service*)**

Timeline

26 June 1983: Sunday-only service Macquarie Fields – Macquarie Fields (Eucalyptus Dr) renumbered from part of 102 [1925 number]. Operated by Ingleburn Bus Services (branch of the Oliveri family).

4 December 1983: Full time service renumbered from part of 102 [1925 number], as part of reorganisation & renumbering of that route.

1 July 1989: Ingleburn Bus Services & Oliveri Transport Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

By December 1993: Trading name of the Ingleburn operation altered to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

20 February 1995: Reduced to weekday peak hour service as part of general reorganisation of 870-875. Service at other times replaced by parts of 872 & 874. Most trips ran via Saywell Rd (*not* Victoria Rd).

23 November 1998: Selected trips, Macquarie Fields – Long Point, upgraded from school days only to limited peak hour service.

1 January 2005: Became part of Contract Region 2.

18 August 2008: Renumbered 876 as a result of Ministry of Transport review of Contract Region 2.

Streets

Macquarie Fields – Eucalyptus Dr

From 26 June 1983

Sundays only

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Astelia Pl [now St], Groundsel Av, Evelyn St, (right) Eucalyptus Dr, Rosewood Dr, Harold St, Glenquarie shops internal road, Brooks St, Victoria Rd, Atchison Rd, Saywell Rd, Railway Pde to Macquarie Fields Station.

From 4 December 1983

Morning

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Atchison Rd, Victoria Rd, Harold St, Rosewood Dr, (left) Eucalyptus Dr (clockwise loop), Evelyn St, Groundsel Av, Astelia Pl [now St], Saywell Rd, Railway Pde to Macquarie Fields Station.

Afternoon

Reverse route.

From 21 August 1985

Morning

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, (right) Eucalyptus Dr, Evelyn St, Groundsel Av, Astelia Pl [now St], Saywell Rd, Railway Pde to Macquarie Fields Station.

Afternoon

Reverse route.

Macquarie Fields – Long Point

From 23 November 1998

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Astelia St, Groundsel Av, Evelyn St, Eucalyptus Dr (anti-clockwise loop), Evelyn St, Wills Rd to Kingdon Pde (Long Point). Reverse on return.

Timetable Summary

26 June 1983

Liverpool – Eucalyptus Dr Sunday-only routes 871, 872

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--------------------------------------|--------------------|-----|---------------|--------|---------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 871: Macquarie Fields-Eucalyptus Dr† | 21 round trip | M-F | | | | | | A |
| | | Sat | | | | | | A |
| | | Sun | Macquarie Fds | 8.39am | Eucalyptus Dr | 6.41pm | 60 | B |
| 872: Macquarie Fields-Eucalyptus Dr‡ | 21 round trip | M-F | | | | | | A |
| | | Sat | | | | | | A |
| | | Sun | Eucalyptus Dr | 8.19am | Macquarie Fds | 6.54pm | 60 | B |

Average day frequencies along common route:

Sun Liverpool-Eucalyptus Dr (870, 871) 30.

† Via Saywell Rd, then Victoria Rd.

‡ Via Parliament Rd.

A – Monday-Saturday service provided by 102 [1925 number].

B – Gap in service.

4 December 1983

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Macquarie Fields-Macquarie Fields (Eucalyptus Dr) | 23 round trip | M-F | Eucalyptus Dr | 5.27am | Macquarie Fds | 8.35pm | 30* | |
| | | Sat | | 6.55am | Eucalyptus Dr | 5.47pm | 30 | |
| | | Sun | | 8.32am | | 6.45pm | 30 | A |

* More frequent in peak hours.

A – Gap in service.

23 November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Macquarie Fields-Macquarie Fields (Eucalyptus Dr) | 18 round trip | M-F | Eucalyptus Dr | 5.10am | Macquarie Fds | 6.45pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| Macquarie Fields-Long Point | 25 | M-F | Long Point | 6.40am | Macquarie Fds | 4.36pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph1 – Peak hours only (morning clockwise loop, afternoon anti-clockwise loop).

Ph2 – Peak hours only (morning from Long Point, afternoon from Macquarie Fields).

Route 871

LIVERPOOL – GLENFIELD – INGLEBURN – CAMPBELLTOWN HOSPITAL via Leacocks Lane, Casula

Timeline

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Contract Region 2:

- Busabout's (old) 864 & 866 and Interline's 870 replaced by (new) 870-873.
- 871 shares majority of route with 870 & 872.
- Operated jointly by Busabout (Calabro family) & Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

1 June 2014: Transferred entirely to Interline Bus Services as successful tenderer for bus services in Region 2.

Streets

From 18 August 2008

From Liverpool (Interchange) via Moore St, Hume Hwy (**Casula**), Leacocks Lane, Hume Hwy, Campbelltown Rd, Glenfield Rd, Railway Pde (**Glenfield**), Victoria Rd, Harold St, Parliament Rd, Saywell Rd (**Macquarie Fields**), Fields Rd, Henderson Rd, Harold St, Oxford Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Brenda St, Sackville St, Cumberland Rd, Minto Rd, Ohlfsen Rd, Guernsey Rd, Durham St, Pembroke Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Pembroke Rd, Old Leumeah Rd, O'Sullivan Rd, Pembroke Rd, Rudd Rd, Queen St (**Campbelltown**), Railway St, Hurley St, Kellicar Rd, **Macarthur Square** bus terminal, Gilchrist Dr, Therry Rd, entrance road [now Central Rd] to Campbelltown Hospital. Reverse on return.

Timetable Summary

See 870

Route 872

MACQUARIE FIELDS – MACQUARIE FIELDS (Eucalyptus Dr) via Parliament Rd ■

Timeline

26 June 1983: Sunday-only service renumbered from part of 102 [1925 number]. Operated by Ingleburn Bus Services (branch of the Oliveri family).

4 December 1983: Full time service renumbered from part of 102 [1925 number], as part of reorganisation & renumbering of that route.

1 July 1989: Ingleburn Bus Services & Oliveri Transport Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

By December 1993: Trading name of the Ingleburn operation altered to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

20 February 1995: Replaced by new 872 & 874 as part of general reorganisation of 870-875.

Streets

From 26 June 1983

Sundays only

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Brooks Rd, Glenquarie shops internal road, Harold St, Rosewood Dr, (right) Eucalyptus Dr (anti-clockwise loop), Rosewood Dr, Harold St, Parliament Rd, Saywell Rd, Railway Pde to Macquarie Fields Station.

From 4 December 1983

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Harold St, Rosewood Dr, (right) Eucalyptus Dr (anti-clockwise loop), Rosewood Dr, Harold St, Parliament Rd, Saywell Rd, Railway Pde to Macquarie Fields Station.

Alteration

From 21 August 1985: To run clockwise round Eucalyptus Dr.

Timetable Summary

See 871.

Route 872

MACQUARIE FIELDS – MINTO – ST ANDREWS – MINTO – UNIVERSITY of WESTERN SYDNEY Campbelltown ■

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

Timeline

20 February 1995:

- Extended route, Macquarie Fields – St Andrews – University of Western Sydney Campbelltown, replaced parts of previous 871-875 as part of reorganisation of 870-875.
- Shared Macquarie Fields – Macarthur Square (other than Minto Mall – St Andrews – Minto Mall Loop) with 874.
- Operated by Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

23 November 1998: Shortened to become Minto Mall – St Andrews as part of reorganisation of 872-874.

1 January 2005: Became part of Contract Region 2.

18 August 2008: Rerouted/extended as Minto – Minto Mall – St Andrews – Bow Bowling & renumbered 875 as a result of Ministry of Transport review of Contract Region 2.

Streets

Macquarie Fields – Minto – St Andrews – Minto – University of Western Sydney Campbelltown

From 20 February 1995

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Harold St, Rosewood Dr, (right) Eucalyptus Dr (anti-clockwise loop), Evelyn St, Harold St, Fields Rd, Oxford Rd, Bugatti Dr, Peugeot Dr, Oxford Rd, Lagonda Dr, Lancia Dr, Chester Rd, Cumberland Rd, Oxford Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Cumberland Rd, Sackville St, Minto Rd, Eagleview Rd, Plowman Rd, Longhurst Rd, Ohlfsen Rd, Kitson Pl, Benham Rd, Mortimer St, Guernsey Av, Durham St, Pembroke Rd, Brookfield Rd (**Minto Mall**),

then **unidirectional loop Minto Mall – St Andrews – Minto Mall** via Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto**), Wiltshire St, Lincoln St, Sussex St, Airs Rd, Ben Lomond Rd, Campbelltown Rd, Raby Rd, Stranraer Dr, Ballantrae Dr, St Andrews Rd (**St Andrews**), Midlothian Rd, Aberdeen Rd, St Andrews Rd, Bouddi St (**Bow Bowling**), Central Park Dr, Campbelltown Rd, Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto**), Wiltshire St, Ben Lomond Rd, Pembroke Rd, Brookfield Rd (**Minto Mall**),

then Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Pembroke Rd, Rudd Rd, Queen St (**Campbelltown**), Railway St, Hurley St, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)]. Goldsmith Av (University of Western Sydney Campbelltown).

From University of Western Sydney Campbelltown via David Pilgrim Av, William Downes Av, Narellan Rd, Gilchrist Dr, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)]. Kellicar Rd, Narellan [now Camden] Rd, Moore-Oxley Bypass, Allman St, Queen St, then reverse route to **Minto Mall**, then **via unidirectional loop Minto Mall – St Andrews – Minto Mall** (*as above*) to **Minto Mall**, then Pembroke Rd, Durham St, then reverse route to Macquarie Fields Station.

Minto – St Andrews

From 23 November 1998

From Minto Mall (Brookfield Rd) via Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto**), Wiltshire St, Lincoln St, Sussex St, Airs Rd, Ben Lomond Rd, Campbelltown Rd, Raby Rd, Stranraer Dr, Ballantrae Dr, St Andrews Rd (**St Andrews**), Midlothian Rd, Aberdeen Rd, St Andrews Rd, Bouddi St (**Bow Bowling**), Central Park Dr, Campbelltown Rd, Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto**), Wiltshire St, Ben Lomond Rd, Pembroke Rd, Brookfield Rd to Minto Mall.

Alterations to route & location of Macarthur Square Bus Terminal

- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Dr via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Dr via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

20 February 1995

Macquarie Fields – Campbelltown routes 872, 874

During the currency of this timetable, the basic M-F daytime service on 872 & 874 ran Macquarie Fields-Campbelltown. As part of that service in both directions, 872 buses ran Minto Mall-St Andrews-Minto Mall in a unidirectional loop & 874 buses ran Minto Mall-Raby-Minto Mall in a similar unidirectional loop. On weeknights and all weekend 872 buses ran Minto Mall-St Andrews-Minto Mall in the same unidirectional loop as a standalone service, while 874 buses ran Minto Mall-Raby-Minto Mall in the same unidirectional loop as a standalone service.

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|---------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 872: Macquarie Fields-Minto-Campbelltown-Uni of Western Sydney C'tn | Fr M Flds 28I 96U | M-F | Campbelltown | 7.00amM | Macquarie Fds | 4.35pmU | 60* | A |
| | | | Uni of W Syd | 8.50amM | | 5.35pmL | | |
| | | Sat | Ingleburn | 7.30amM | | 6.00pmI | 60 | |
| 872: Minto-St Andrews† | 21 round trip | M-F | St Andrews | 5.35am | St Andrews | 9.23pm | 30* | |
| | | Sat | Minto | 7.56am | Minto | 6.30pm | 60 | |
| | | Sun | | 8.39am | | 6.24pm | 60 | |
| 874: Macquarie Fields-Minto-Campbelltown† | 89 | M-F | Campbelltown | 7.50am | Campbelltown | 6.54pm | 60* | B |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 874: Minto-Raby‡ | 28 round trip | M-F | Raby | 5.27am | Raby | 9.31pm | 30* | |
| | | Sat | Minto | 7.18am | Minto | 6.30pm | 60 | |
| | | Sun | | 8.04am | Raby | 5.56pm | 60 | |

Average day frequencies along common route:

M-F Macquarie Fields-Campbelltown (872, 874) 30.

* More frequent in peak hours.

† Selected trips extended to University of Western Sydney Campbelltown.

‡ Includes Macquarie Fields-Campbelltown/University of Western Sydney Campbelltown trips in panel above.

A – Plus short-working/s before first trip & after last trip shown (including 7.00am trip from Macarthur Square to Macquarie Fields).

B – Selected trips (mainly short-workins in peak hours) extended to University of Western Sydney Campbelltown. Plus short-working/s before first trip & after last trip shown.

C – To Campbelltown.

I – To Ingleburn.

L – To Minto Mall.

M – To Macquarie Fields.

U – To University of Wstern Sydney Campbelltown.

23 November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-St Andrews | 22 round trip | M-F | Minto | 5.29am | Minto | 9.18pm | 45* | |
| | | Sat | | 8.09am | | 6.21pm | 60 | |
| | | Sun | | 8.34am | | 6.21pm | 60 | |

* More frequent in peak hours.

Route 872

LIVERPOOL – GLENFIELD – INGLEBURN – CAMPBELLTOWN HOSPITAL via Macquarie Fields (Eucalyptus Dr) & Leumeah (Parkhill Av)

Timeline

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Contract Region 2:

- Busabout's (old) 864 & 866 and Interline's 870 replaced by (new) 870-873.
- Ran Glenfield – Ingleburn – Campbelltown Hospital.
- Replaced most of Busways' 881 in Leumeah North.
- Shares majority of route with 870 & 871.
- Operated jointly by Busabout (Calabro family) & Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

11 October 2009: Extended from Glenfield to Liverpool.

1 June 2014: Transferred entirely to Interline Bus Services as successful tenderer for bus services in Contract Region 2.

Streets

Glenfield – Ingleburn – Campbelltown Hospital via Macquarie Fields (Eucalyptus Dr) & Leumeah (Parkhill Av)

From 18 August 2008

From Glenfield (Railway Pde at Station) via Railway Pde, Victoria Rd, Harold St, Rosewood Dr, **Eucalyptus Dr** (clockwise loop), Evelyn St, Groundsel Av, Saywell Rd (**Macquarie Fields**), Fields Rd, Kings Rd, Macquarie Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Brenda St, Sackville St, Cumberland Rd, Minto Rd, Ohlfsen Rd, Guernsey Rd, Durham St, Pembroke Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Katherine St, Parkhill Av (**Leumeah**), Leumeah Rd, Rose Payten Dr, Pembroke Rd, Old Leumeah Rd, O'Sullivan Rd, Pembroke Rd, Rudd Rd, Queen St (**Campbelltown**), Railway St, Hurley St, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)]. Gilchrist Dr, Therry Rd, entrance road [now Central Rd] to Campbelltown Hospital. Reverse on return.

Liverpool – Glenfield – Ingleburn – Campbelltown Hospital via Macquarie Fields (Eucalyptus Dr) & Leumeah (Parkhill Av)

Alteration

From 11 October 2009: Extended from Glenfield via Railway Pde, Glenfield Rd, Campbelltown Rd, Hume Hwy (**Casula**), Moore St to Liverpool Interchange. Reverse on return.

Timetable Summary

See 870

Route 873

INGLEBURN – INGLEBURN (Williamson Rd) Industrial Area

INGLEBURN – MINTO – LEUMEAH (Westmoreland Rd) via Lagonda Dr

MACQUARIE FIELDS – INGLEBURN via Parliament Rd & Lagonda Dr

Timeline

4 December 1983: Ingleburn – Minto – Leumeah (Westmoreland Rd) commenced as part of reorganisation & renumbering of 102 [1925 number]. Operated by Ingleburn Bus Services (branch of the Oliveri family).

21 August 1985:

- Ingleburn – Minto via Lagonda Dr split into:
 - 873 Ingleburn – Lagonda Dr
 - 875 Minto – Longhurst Rd
- Minto – Leumeah (Westmoreland Rd) renumbered part of 870.
- New route, Ingleburn – Ingleburn (Williamson Rd Industrial Area), commenced.

1 July 1989: Ingleburn Bus Services & Oliveri Transport Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

By December 1993: Trading name of the Ingleburn operation altered to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

20 February 1995: Altered to Ingleburn – Ingleburn (Williamson Rd Industrial Area) (only) as part of general reorganisation of 870-875. Ingleburn – Minto via Lagonda Dr & Longhurst Rd replaced by 872 & 874.

23 November 1998: As part of reorganisation of 872-874:

- Resumed part of its previous route to become Macquarie Fields – Ingleburn via Parliament Rd & Lagonda Dr.
- Ingleburn – Ingleburn (Williamson Rd) Industrial Area renumbered 875.

1 January 2005: Became part of Contract Region 2.

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of Contract Region 2, rerouted as Ingleburn – Minto via Lagonda Dr (*see next entry*), replacing part of 870 in the Longhurst Rd area. Part of Ingleburn – Lagonda Dr route in Lancia Dr temporarily discontinued.

Streets

Ingleburn – Minto – Leumeah (Westmoreland Rd) via Lagonda Dr

From 4 December 1983

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Lagonda Dr, Chester Rd, Collins Prom, Eagleview Rd, Plowman Rd, Longhurst Rd, Ohlfsen Rd, Minto Rd, Pembroke Rd, Durham St, Minto Rd (**Minto**), Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd to Bennett St (on the border of Minto & Leumeah).

From Westmoreland Rd (at Bennett St) via reverse route to Oxford Rd, then Carlisle St, Norfolk St, Ingleburn Rd to Ingleburn Station.

Ingleburn – Ingleburn (Lagonda Dr)

From 21 August 1985

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Cumberland Rd, Chester Rd, Collins Prom, Oxford Rd, Lagonda Dr, Lancia Dr, Chester Rd, Cumberland Rd, Oxford Rd, Nardoo St, Norfolk St, Ingleburn Rd to Ingleburn Station.

Trips via Brenda St: From Ingleburn via Ingleburn Rd, Chester Rd, Brenda St, Sackville St, Collins Prom to Chester Rd. Reverse on return.

Ingleburn – Ingleburn (Williamson Rd) Industrial Area

From 21 August 1985

From Ingleburn (Stanley Rd at Station) via Stanley Rd, Aero Rd, Lancaster St, Henderson Rd, Williamson Rd to Campbelltown Rd (Ingleburn Industrial Area). Reverse on return.

Macquarie Fields – Ingleburn via Lagonda Dr

From 23 November 1998

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Brooks St, Glenquarie shops internal roads, Harold St, Rosewood Dr, (right) Eucalyptus Dr, Evelyn St, Harold St, Fields Rd, Oxford Rd, Bugatti Dr, Peugeot Dr, Oxford Rd, Lagonda Dr, Lancia Dr, Chester Rd, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Cumberland Rd, Chester Rd, Lancia Dr, then reverse route to Macquarie Fields.

Timetable Summary

4 December 1983

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ingleburn-Minto-Leumeah (Westmoreland Rd) | Fr Ingle 14M 23W | M-F | W'm'land Rd | 5.29amM | Ingleburn | 7.11pmM | A | |
| | | | Ingleburn | 6.32amW | Minto | 8.26pmW | | |
| | | Sat | | 8.25amM | | 4.51pmF | 60 | B |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Peak hours, mainly Minto- Leumeah (Westmoreland Rd). Day, Ingleburn-Minto 60*.

B – 2 trips extended from Minto to Leumeah (Westmoreland Rd). Afternoon trips *from* Minto ran to Macquarie Fields (*not* Ingleburn).

F – To Macquarie Fields.

M – To Minto.

W – To Leumeah (Westmoreland Rd).

21 August 1985

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ingleburn-Ingleburn (Lagonda Dr) | 17 round trip | M-F | Lagonda Dr | 5.47am | Lagonda Dr | 6.53pm | 60* | |
| | | Sat | | 7.28am | | 3.17pm | 60 | |
| | | Sun | | | | | | |
| Ingleburn-Ingleburn (Williamson Rd) Industrial Area | 6 | M-F | Ingleburn | 6.48am | W/Rd Ind Area | 4.02pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

23 November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|---------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Macquarie Fields-Ingleburn via Lagonda Dr | Fr Ingle 12B 28M | M-F | Bugatti Dr | 5.31amI | Ingleburn | 2.25pmM | A | |
| | | | Macquarie Fds | 9.10amI | | 9.15pmB | | |
| | | Sat | Bugatti Dr | 6.26amI | Macquarie Fds | 6.25pmI | C | |
| | | | Macquarie Fds | 9.10amI | | | | |
| | | Sun | Ingleburn | 8.33amM | | 5.25pmI | 60 | D |
| | | | | | | | | |

A – Peak hours & night, Ingleburn-Bugatti Dr. Day, Ingleburn-Macquarie Fields 30. Plus short-working/s after last trip shown.

B – To Bugatti Dr.

C – Early morning, Ingleburn-Bugatti Dr. Day, Ingleburn-Macquarie Fields 60. Plus short-working/s after last trip shown.

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

I – To Ingleburn.

M – To Macquarie Fields.

Route 873

INGLEBURN – MINTO MALL via Lagonda Dr

Timeline

18 August 2008: In the reorganisation of Liverpool-Campbelltown corridor routes, as a result of the Ministry of Transport review of **Contract Region 2**:

- Route in previous entry rerouted as Ingleburn – Minto Mall via Lagonda Dr, replacing part of 870 in the Longhurst Rd area.
- Part of route in Lancia Dr temporarily discontinued until 11 October 2009.
- Operated by Interline Bus Services (branch of the Oliveri family).

Streets

From 18 August 2008

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Cumberland Rd, Chester Rd, Collins Prom, Oxford Rd, Bugatti Dr, Peugeot Dr, Oxford Rd, Lagonda Dr, Chester Rd, Collins Prom, Eagleview Rd, Plowman Rd, Longhurst Rd, Benham Rd, Mortimer St, Guernsey Av, Durham St, Minto Rd (**Minto**), Redfern Rd, Brookfield Rd to Minto Mall.

From Minto Mall (Brookfield Rd) via reverse route to Collins Prom, then Chester Rd, Ingleburn Rd to Ingleburn Station.

Alteration

From 11 October 2009: Ex Ingleburn from Lagonda Dr via Lancia Dr, Chester Rd, Collins Prom, Eagleview Rd. Reverse on return.

Timetable Summary

18 August 2008

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ingleburn-Minto via Lagonda Dr | 27 | M-F | Ingleburn | 5.35am | Ingleburn | 6.50pm | 30 | A |
| | | Sat | | 7.27am | | 6.27pm | 60 | A |
| | | Sun | | 8.32am | Minto | 4.58pm | 60 | B |

* More frequent in peak hours.

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

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

Route 874

MINTO MALL – ST ANDREWS – RABY■

- **Extended from Minto to Macarthur Square (*selected trips*)**

Timeline

4 December 1983: Minto Mall – St Andrews – Raby reorganised & renumbered from part of 102 [1925 number] as part of reorganisation & renumbering of 102 [1925 number]. Operated by Ingleburn Bus Services (branch of the Oliveri family).

21 August 1985:

- During peak hours, separate trips ran Minto – St Andrews and Minto – Raby. Combined at other times.
- Selected trips extended from Minto Mall to Macarthur Square.

1 July 1989: Ingleburn Bus Service & Oliveri Transport Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

Circa 1990: Selected trips diverted via Bow Bowling (new suburb).

By December 1993: Trading name of the Ingleburn operation altered to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

20 February 1995: Absorbed into new 872 & 874 (*see next entry*) as part of general reorganisation of 870-875.

Streets

Minto Mall – St Andrews – Raby

From 4 December 1983

From Minto Mall (Brookfield Rd) via Redfern Rd (incl former level crossing), Campbelltown Rd, St Andrews Rd, (second) Ballantrae Dr (**St Andrews**), Stranraer Dr, Raby Rd, Spitfire Dr, Sunderland Dr (**Raby**), Hurricane Dr, Spitfire Dr, then reverse route to Minto Mall.

Temporary route till roadworks completed: Ex Minto Mall from Spitfire Dr via Hurricane Dr, Sopwith Av, Beaufighter St, Sunderland Dr.

Reverse peak hour trips via Raby Rd direct:

Morning

Ex Minto from Redfern Rd via Campbelltown Rd, Raby Rd, Spitfire Dr (*not* via St Andrews on outward leg).

Afternoon

Ex Raby from Spitfire Dr via Raby Rd, Campbelltown Rd, Redfern Rd (*not* via St Andrews on inward leg).

From 21 August 1985

Minto Mall – St Andrews (morning peak hour)

From Minto Mall (Brookfield Rd) via Redfern Rd (incl former level crossing), Campbelltown Rd, Raby Rd, Stranraer Dr, (left) Ballantrae Dr (**St Andrews**), St Andrews Rd, Midlothian Rd, Aberdeen Rd, St Andrews Rd, Campbelltown Rd, Redfern Rd (incl former level crossing), Brookfield Rd (Minto Mall).

Minto Mall – St Andrews (afternoon peak hour)

Reverse of morning peak.

Minto Mall – Raby (peak hours)

From Minto Mall (Brookfield Rd) via Redfern Rd (incl former level crossing), Campbelltown Rd, Raby Rd, Spitfire Dr, Sunderland Dr (**Raby**), Thunderbolt Dr, Raby Rd, Mustang Dr, Hurricane Dr, Spitfire Dr, then reverse route to Minto Mall.

Minto Mall – St Andrews – Raby (weekday off-peak)

From Minto Mall (Brookfield Rd) via Redfern Rd (incl former level crossing), Campbelltown Rd, St Andrews Rd, Aberdeen Rd, Midlothian Rd, St Andrews Rd, (second) Ballantrae Dr (**St Andrews**), Stranraer Dr, Raby Rd, Spitfire Dr, Sunderland Dr (**Raby**), Thunderbolt Dr, Raby Rd, Mustang Dr, Hurricane Dr, Spitfire Dr, Raby Rd, Stranraer Dr, then reverse route to Minto Mall.

Minto Mall – Raby – St Andrews (weekend mornings)

From Minto Mall (Brookfield Rd) via Redfern Rd (incl former level crossing), Campbelltown Rd, Raby Rd, Spitfire Dr, Sunderland Dr (**Raby**), Thunderbolt Dr, Raby Rd, Mustang Dr, Hurricane Dr, Spitfire Dr, Raby Rd, Stranraer Dr, (left) Ballantrae Dr (**St Andrews**), St Andrews Rd, Midlothian Rd, Aberdeen Rd, St Andrews Rd, Campbelltown Rd, Redfern Rd (incl former level crossing), Brookfield Rd (Minto Mall).

Minto Mall – St Andrews – Raby (weekend afternoons)

From Minto Mall (Brookfield Rd) via Redfern Rd (incl former level crossing), Campbelltown Rd, St Andrews Rd, Aberdeen Rd, Midlothian Rd, St Andrews Rd, (second) Ballantrae Dr (**St Andrews**), Stranraer Dr, Raby Rd, Spitfire Dr, Sunderland Dr (**Raby**), Thunderbolt Dr, Raby Rd, Mustang Dr, Hurricane Dr, Spitfire Dr, Raby Rd, Campbelltown Rd, Redfern Rd (incl former level crossing), Brookfield Rd (Minto Mall).

Extension from Minto Mall to Macarthur Square

Extended from Minto Mall via 870 to Macarthur Square. Reverse on return.

Timetable Summary

4 December 1983

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-St Andrews-Raby | 25 round trip | M-F | Minto | 5.37am | St Andrews | 7.10pm | 60* | |
| | | Sat | | 7.30am | | 4.30pm | 60 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

21 August 1985

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|---------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-St Andrews† | 16MSr 40MSRr | M-F | Minto | 5.38am | St Andrews | 7.37pm | 50* | A |
| | | Sat | | 7.12am | | 4.47pm | 60 | B |
| | | Sun | | 11.10am | | 4.24pm | 4 trips | B |
| Minto-Raby | 23MRr 40MSRr | M-F | Minto | 5.33am | Raby | 7.45pm | 50* | A |
| | | Sat | | 7.12am | | 4.53pm | 60 | B |
| | | Sun | | 11.10am | | 4.29pm | 4 trips | B |

* More frequent in peak hours.

† Selected trips extended to Macarthur Square.

A – Includes combined Minto-St Andrews-Raby-St Andrews-Minto trips between peaks. 4 trips extended from Minto Mall to Macarthur Square, 3 trips on return from Macarthur Square.

B – Morning, Minto-Raby-St Andrews-Minto. Afternoon, Minto-St Andrews-Raby-Minto.

MRr – Round trip Minto-Raby-Minto.

MSr – Round trip Minto-St Andrews-Minto.

MSRr – Round trip Minto-St Andrews-Raby-Minto.

Route 874

MACQUARIE FIELDS – MINTO – RABY – MINTO – MACARTHUR SQUARE – UNIVERSITY of WESTERN SYDNEY Campbelltown

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

Timeline

20 February 1995:

- Extended route, Macquarie Fields – Raby – University of Western Sydney Campbelltown, replaced parts of previous 871-875, as part of general reorganisation of 870-875.
- Shared Macquarie Fields – Macarthur Square (other than Minto Mall – Raby – Minto Mall Loop) with 872.
- Operated to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

23 November 1998: Curtailed to run Raby – Minto Mall – University of Western Sydney Campbelltown as part of reorganisation of 872-874.

1 January 2005: Became part of Contract Region 2.

18 August 2008: Curtailed to run Minto Station (east side) – Minto Mall – Raby, as a result of Ministry of Transport review of Contract Region 2.

Streets

Macquarie Fields – Minto – Raby – Minto – Macarthur Square

From 20 February 1995

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Harold St, Rosewood Dr, (right) Eucalyptus Dr (anti-clockwise loop), Evelyn St, Harold St, Fields Rd, Oxford Rd, Bugatti Dr, Peugeot Dr, Oxford Rd, Lagonda Dr, Lancia Dr, Chester Rd, Cumberland Rd, Oxford Rd, Ingleburn Rd (**Ingleburn**), Chester Rd, Cumberland Rd, Sackville St, Minto Rd, Eagleview Rd, Plowman Rd, Longhurst Rd, Ohlfsen Rd, Kitson Pl, Benham Rd, Mortimer St, Guernsey Av, Durham St, Pembroke Rd, Brookfield Rd (**Minto Mall**),

then **unidirectional loop Minto Mall – Raby – Minto Mall** via Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto**), Wiltshire St, Lincoln St, Sussex St, Airs Rd, Ben Lomond Rd, Campbelltown Rd, Raby Rd, Spitfire Dr, Thunderbolt Dr (**Raby**), McDonnell St, Thunderbolt Dr, Raby Rd, Mustang Dr, Hurricane Dr, Spitfire Dr, Raby Rd, Campbelltown Rd, Ben Lomond Rd, Airs Rd, Sussex St, Somerset St (**Minto**), Wiltshire St, Ben Lomond Rd, Pembroke Rd, Brookfield Rd (**Minto Mall**),

then Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Pembroke Rd, Rudd Rd, Queen St (**Campbelltown**), Railway St, Hurley St, Kellicar Rd, Macarthur Square bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)].

From Macarthur Square (bus terminal) [*see Note re locations and routes at foot of this file*] via Kellicar Rd, Narellan [now Camden] Rd, Moore-Oxley Bypass, Allman St, Queen St, then reverse route to **Minto Mall**, then **via unidirectional loop Minto Mall – Raby – Minto Mall** (as above) to **Minto Mall**, then Pembroke Rd, Durham St, then reverse route to Macquarie Fields Station.

Raby – Minto – University of Western Sydney Campbelltown

From 23 November 1998

Same base route Raby – Minto – Macarthur Square.

Alterations

From 23 November 1998

- Extended from Macarthur Square to University of Western Sydney Campbelltown (same as 872).
- Ex Raby from Pembroke Rd via Leumeah Rd, O'Sullivan Rd, Rudd Rd. Reverse on return.

Minto – Raby

From 18 August 2008

From Minto (Minto Rd at Station) via Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Campbelltown Rd, Raby Rd, Spitfire Dr, Thunderbolt Dr (**Raby**), McDonnell St, Thunderbolt Dr, Raby Rd, Mustang Dr, Hurricane Dr, Spitfire Dr, Raby Rd, Campbelltown Rd, Ben Lomond Rd, Pembroke Rd, Brookfield Rd (**Minto Mall**), Redfern Rd to Minto Station.

Alterations to route & location of Macarthur Square Bus Terminal

- **1980s:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, bus road, Robinson St, Eggleton St, Kellicar Rd to Gilchrist Dr. (Terminal off west side of Kellicar Rd near Menangle Rd.) Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

20 February 1995

See 872

23 November 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|---------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Raby-Minto-Campbelltown-Uni of Western Sydney Campbelltown | 28MRr 77CRr | M-F | Minto | 5.19amR | Uni of W Syd | 6.45pmR | A | |
| | | | Raby | 6.15amU | Raby | 9.24pmM | | |
| | | Sat | Minto | 7.31amR | | 6.55pmM | 60 | |
| | | Sun | | 8.01amR | | 6.55pmM | 60 | |

* More frequent in peak hours.

A – Peak hours & night, Raby-Minto (some trips extended to University of Western Sydney Campbelltown. Day, University of Western Sydney Campbelltown 30*

CRr – Round trip Macarthur Square-Raby-Macarthur Square (4-8 extra Macarthur Square-University of Western Sydney Campbelltown).

M – To Minto.

MRr – Round trip Minto-Raby-Minto.

R – To Raby.

U – To University of Western Sydney Campbelltown.

18 August 2008

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-Raby | 28 round trip | M-F | Raby | 5.14am | Raby | 8.39pm | 30 | |
| | | Sat | | 7.05am | | 7.08pm | 60 | |
| | | Sun | Minto | 8.56am | | 7.00pm | 60 | |