



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 675 – 699

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 675 – 699

675	Windsor-Bligh Park
675	Windsor-Richmond loop
675A	Windsor-Richmond loop
675C	Windsor-Richmond loop
676	Windsor-South Windsor
677	Richmond-Penrith, etc
678	Richmond-Penrith, etc
679	Richmond-Uni of West Syd
679	Windsor-Maraylya
680	Windsor-Penrith
680	Windsor-Kurrajong, etc

680	Richmond-Bowen Mountain
682	Windsor-Berkshire Park
682	Windsor-Glossodia
682	Richmond-Kurrajong, etc
683	Windsor-Londonderry
685	Windsor-Bligh Park
686	Windsor-South Windsor
688	Windsor-Glossodia
689	Windsor-Sackville
690	City-University of NSW
690	Windsor-Richmond

691	Central-University of NSW
691	Richmond-Kurrajong, etc
692	Richmond-Bilpin
693	Central-University of NSW
693	Richmond-Agnes Banks, etc
694	University of NSW-City
695	City-University of NSW
696	Randwick-University of NSW
697	Central-University of NSW

Route 675

WINDSOR – SOUTH WINDSOR – Blich Park■

Timeline

24 October 1988: Renumbered from 685. Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

27 November 1995: Rerouted via George, Ham & Church Sts, instead of Berger Rd. Service to Berger Rd area replaced by rerouted 676.

May 1999: Westbus transferred to National Express Group.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: 675, 679 & that part of 680 between Windsor & Richmond amalgamated as 675 (*see next entry*), as a result of Ministry of Transport review of Contract Region 1. Service in Sirius Rd, Bligh Park replaced by 673 & 674.

Streets

From 24 October 1988

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Brabyn St, Macquarie St, Drummond St (**South Windsor**), Stewart St, Ham St, Berger Rd, Woods Rd,

Stewart St, McKellar Cr, Stewart St, Collith Av, Woods St, Mileham St, Rifle Range Rd, Sirius Rd, Colonial Dr, Alexander St (clockwise loop) (**Bligh Park**), Colonial Dr, Sirius Rd, then reverse route to George St, then Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

Alterations

- **By 28 May 1990:** Ex Windsor from Rifle Range Rd via Colonial Dr, Alexander St (**Bligh Park**), Colonial Dr, Sirius Rd, Rifle Range Rd.
- **By 18 April 1991:** Ex Windsor from Rifle Range Rd/Colonial Dr (eastern intersection) via Rifle Range Rd, Porpoise Cr (anti-clockwise loop), Rifle Range Rd, Colonial Dr (**Bligh Park**).
- **By 1 June 1992:** Ex Windsor from Rifle Range Rd via Sirius Rd, Colonial Dr, Alexander St (**Bligh Park**), Colonial Dr, Rifle Range Rd, Porpoise Cr (anti-clockwise loop), Rifle Range Rd to George St
- **From 27 November 1995:** Ex Windsor from Windsor Station via George St, Ham St, Church St, Rickaby St, Macquarie St, Rifle Range Rd. Reverse on return.

Timetable Summary

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Bligh Park	35 round trip	M-F	Bligh Park	5.30am	Windsor	7.13pm	60*	
		Sat		7.30am		6.20pm	60	
		Sun						

* More frequent in peak hours.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Bligh Park	41 round trip	M-F	Bligh Park	5.07am	Windsor	9.30pm	60*	
		Sat		7.17am		6.10pm	60	
		Sun		8.17am		6.10pm	120	

* More frequent in peak hours.

Route 675

WINDSOR – Blich Park – UNIVERSITY of WESTERN SYDNEY Hawkesbury – RICHMOND – RAAF BASE – WINDSOR (bidirectional loop)■

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

Timeline

11 October 2009: 675, 679 & the Windsor – Richmond part of 680 amalgamated as 675, as a result of Ministry of Transport review of Contract Region 1. Operated by Westbus (ComfortDelGro Cabcharge).

Circa 2010: Rerouted via College St & Blacktown Rd instead of through University of Western Sydney Hawkesbury grounds.

6 October 2013:

- Transferred to Busways Blacktown (Rowe family) as successful tenderer for bus services in Contract Region 1.
- Renumbered 675A (anti-clockwise trips) & 675C (clockwise trips).

Streets

From 11 October 2009

Clockwise

From Windsor (Kable St at George St Mall) via Kable St, Macquarie St, Richmond Rd [now Hawkesbury Valley Way], George St, Windsor Interchange, George St, Drummond St, Mileham St (**South Windsor**), Rifle Range Rd, Porpoise Cr (anti-clockwise loop), Rifle Range Rd, Colonial Dr (**Bligh Park**), George St, Blacktown Rd, Campus Dr, Science Rd, Resources Rd, Vines Dr (**University of Western Sydney Hawkesbury**), Londonderry Rd, Paget St, Lennox St, East Market St (**Richmond**), Francis St, Jersey St, Copeland St, Faithfull St, Clarendon St, Dight St (**RAAF Base**), Percival St, Richmond Rd [now Hawkesbury Valley Way], George St, Windsor Interchange, George St, Richmond Rd [now Hawkesbury Valley Way], Macquarie St, Fitzgerald St, The Terrace, Kable St to George St Mall (Windsor).

Anti-clockwise

From Windsor (Kable St at George St Mall) via Kable St, Macquarie St, Richmond Rd [now Hawkesbury Valley Way], George St, Windsor Interchange, George St, Richmond Rd [now Hawkesbury Valley Way], Percival St, then reverse of clockwise route to Colonial Dr (**Bligh Park**), then Rifle Range Rd, Porpoise Cr (anti-clockwise loop), Rifle Range Rd, George St, Windsor Interchange George St, Richmond Rd [now Hawkesbury Valley Way], Macquarie St, Fitzgerald St, The Terrace, Kable St to George St Mall (Windsor).

Alterations

- **Circa 2010:** Ex Windsor (*clockwise loop*) from Blacktown Rd via Bourke St, College St, Paget St, Lennox St. Reverse on anti-clockwise loop.
- **From February 2012 (both directions):** To approach Windsor from Windsor Interchange via George St, Suffolk St, Macquarie St. Unaltered on return from Windsor Mall to Windsor Interchange.
- **From February 2012 (selected trips – Hawkesbury Hospital extension):** From Windsor (George St Mall) to Hawkesbury Hospital (route not listed in timetable) & return.
- **From February 2012 (clockwise loop):** From Drummond St via Macquarie St, George St (*not* via Mileham St).

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		
Anti-clockwise: Windsor-RAAF Base-Richmond-Bligh Park-Windsor	54WRr Fr Bligh Pk 15W	M-F	Bligh Park	5.03amW	Windsor	6.24pmL	A	
			Windsor	7.23amL				
		Sat	Bligh Park	7.29amW		6.07pmL	A	
			Windsor	9.03amL				
		Sun		9.03amL		5.03pmL	120	
Clockwise: Windsor-Bligh Park-Richmond-RAAF Base-Windsor	Fr Winds 14B 55WRr	M-F	Windsor	7.00amL	Windsor	5.50pmL 9.21pmB	C	
		Sat	Bligh Park	7.42amL		5.26pmL	D	
			Windsor	9.26amL		7.30pmB		
		Sun		9.56amL		6.00pmL	120	

* More frequent in peak hours.

A – Early morning, from Bligh Park to Windsor only. Day, complete loop, Windsor-Richmond-Windsor 60*.

B – To Bligh Park (direct).

C – Day, complete loop, Windsor-Richmond-Windsor 60*. Night, from Windsor to Bligh Park only. Plus short-working/s before first trip shown.

D – Day, complete loop, Windsor-Richmond-Windsor 60. Night, from Windsor to Bligh Park only.

L – To Windsor (complete loop via Richmond).

W – To Windsor (direct).

WRr – Round trip (complete loop), Windsor-Richmond-Windsor.

Route 675A

WINDSOR – RAAF BASE – RICHMOND – BLIGH PARK – WINDSOR (anti-clockwise loop)

Timeline

6 October 2013: Renumbered from anti-clockwise trips on 675. Operated by Busways Blacktown (Rowe family). Part of Contract Region 1.

Streets

Same as anti-clockwise trips on 675.

Timetable Summary

Similar to anti-clockwise trips on 675.

Route 675C

WINDSOR – BLIGH PARK – RICHMOND – RAAF BASE – WINDSOR (clockwise loop)

Timeline

6 October 2013: Renumbered from clockwise trips on 675. Operated by Busways Blacktown (Rowe family). Part of Contract Region 1.

Streets

Same as clockwise trips on 675.

Timetable Summary

Similar to clockwise trips on 675.

Route 676

WINDSOR – WINDSOR (James Meehan St)■

WINDSOR – SOUTH WINDSOR (Berger Rd Loop)

Timeline

24 October 1988: Windsor – Windsor (James Meehan St - renamed from Meehan St about this time) renumbered from 686. Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

27 November 1995: Route in Berger Rd area of 675 transferred to 676 & loop route formed.

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

Windsor – Windsor (James Meehan St)

From 24 October 1988

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Brabyn St, Mileham St, Fairey Rd, James Meehan St, Harris St (clockwise loop), James Meehan St, Fairey Rd, Mileham St, Brabyn St, George St, Windsor Station, George St, Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

Windsor – South Windsor (Berger Rd Loop)

From 27 November 1995

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Argyle St, Mileham St (**South Windsor**), Drummond St, Stewart St, Woods Rd, Berger Rd (**South Windsor**), Ham St, Fairey Rd, James Meehan St, Harris St (clockwise loop), James Meehan St, Fairey Rd, Mileham St, Brabyn St, George St, Windsor Station, George St, Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

From 11 October 2009

From Windsor (Kable St at George St Mall) via Kable St, Macquarie St, Richmond Rd [now Hawkesbury Valley Way], George St, Windsor Interchange, George St, Drummond St (**South Windsor**), Stewart St, Woods Rd, Berger Rd (**South Windsor**), Ham St, Fairey Rd, Argyle St, George St, Windsor Interchange, George St, Richmond Rd [now Hawkesbury Valley Way], Macquarie St, Fitzgerald St, The Terrace, Kable St to George St Mall (Windsor).

Windsor (James Meehan St) diversion: From Fairey Rd/Argyle St via Fairey Rd, James Meehan St, Harris St (clockwise loop), James Meehan St, Fairey Rd to Argyle St.

Alterations

From February 2012:

- To approach Windsor from Windsor Interchange via George St, Suffolk St, Macquarie St. Unaltered on return from Windsor Mall to Windsor Interchange.
- **Hawkesbury Hospital extension** (*selected trips*): From Windsor (George St Mall) to Hawkesbury Hospital (route not listed in timetable) & return.

Timetable Summary

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Windsor (James Meehan St)	7	M-F	Windsor	7.55am	Windsor	3.30pm	4 trips	A
		Sat		9.48am	J/Meehan St	12.10pm	2 trips	
		Sun						

A – Plus diversions of 675 on request in afternoon peak hour.

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-South Windsor (Berger Rd Loop)	25 round trip	M-F	South Windsor	6.44am	Windsor	6.30pm	8 trips	
		Sat	Windsor	8.45am	South Windsor	3.51pm	4 trips	
		Sun						

Route 677

RICHMOND – LONDONDERRY – PENRITH

- **Richmond – University of Western Sydney Hawkesbury (1994-95)**
(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

31 October 1994: Renumbered from 202 [1925 number]. Operated by Westbus (Bosnjak family, proprietors).

27 November 1995:

- Richmond – Penrith route simplified.
- Richmond – University of Western Sydney Hawkesbury trips renumbered 679.

May 1999: Westbus transferred to National Express Group.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

Richmond – Londonderry – Penrith

From 31 October 1994

From Richmond (East Market St at Station) via East Market St, Laurence St, Powell St (**Hobartville**), Valder Av, Southee Rd, Londonderry Rd (**Londonderry**), The Northern Rd, Parker St, High St, Henry St, Riley St, Jane St to Penrith Station.

From Penrith (Jane St at Station) via Station St, Henry St, then reverse route to Richmond Station.

Londonderry (Carrington Rd) diversion: From Londonderry Rd/Carrington Rd via Carrington Rd, Howell Rd, Laurence Rd, Parker Rd, Carrington Rd to Londonderry Rd.

Also various other diversions.

Alterations

By 27 November 1995

- Ex Richmond from Londonderry Rd via Carrington Rd, Mushcarry Rd, Trahlee Rd to Londonderry Rd. Reverse on return.
- Ex Richmond from Parker St via Derby St, Station St, Henry St, Riley St, Jane St to Penrith Station. Return via Station St, Derby St.

From 12 October 2009:

- Ex Richmond from Parker St via High St, Lawson St, Henry St, Riley St, Jane St to Penrith Station. Return via Station St, Henry St.
- **Londonderry (Carrington Rd) diversion:** From Londonderry Rd/Carrington Rd via Carrington Rd, Parker Rd, Laurence Rd, Howell Rd, Leitch Av, Sutherland Rd, Mills Rd, Bowman Rd, Carrington Rd to Londonderry Rd.

Richmond – University of Western Sydney Hawkesbury

From 31 October 1994

From Richmond (East Market St at Station) via East Market St, Windsor St, Bourke St, College Dr, (?) to University of Western Sydney Hawkesbury.

Timetable Summary

31 October 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Londonderry-Penrith	Fr Rich 14L 34P	M-F	Londonderry	6.22amR	Richmond	3.20pmP	A	
			Penrith	8.12amR		6.08pmL		
		Sat	Richmond	8.25amP	Penrith	3.05pmR	3 trips	B
		Sun						
Richmond-University of Western Sydney Hawkesbury	7	M-F	Richmond	7.18am	UWS Hawkes	5.23pm	C	
		Sat						
		Sun						

A – 2 trips Richmond-Penrith, plus 2 trips on combined 677/678 from Penrith to Richmond. Plus school trips.

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

C – 4 trips from Richmond, 3 trips from University of Western Sydney Hawkesbury.

L – To Londonderry.

P – To Penrith.

R – To Richmond.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Londonderry-Penrith	48	M-F	Richmond	7.10am	Richmond	5.30pm	5 trips	
		Sat		9.16am	Penrith	5.09pm	2 trips	
		Sun						

3 June 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Londonderry-Penrith	37	M-F	Richmond	6.17am	Richmond	6.28pm	120*	
		Sat		7.40am	Penrith	6.54pm	120	
		Sun		7.35am		6.44pm	120	

* More frequent in peak hours.

Route 678

RICHMOND – CASTLEREAGH – PENRITH

- **Extended from Penrith to Panthers Club (selected trips 1988-91)**

Timeline

24 October 1988: New route, Richmond-Penrith (selected trips extended to Panthers Club), commenced:

- Replaced 693 Richmond – Castlereagh
- Replaced Penrith – Castlereagh school trips of 788, but running every weekday.
- Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

18 April 1991: Curtailed to run Richmond-Penrith (*not* to Panthers Club).

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

From 24 October 1988

From Richmond (East Market St at Station) via East Market St, Windsor Rd, Bosworth St, Castlereagh Rd (**Castlereagh**), Church Lane, Cranebrook Rd, Vincent Rd, Grays Lane (**Cranebrook**), Boundary Rd, Castlereagh Rd, Great Western Hwy, Riley St, Jane St to Penrith Station.

From Penrith (Jane St at Station) via Station St, Henry St, Great Western Hwy, then reverse route to Church Lane, then Castlereagh Rd, Lennox St, East Market St to Richmond Station.

(Route between Penrith & Panthers Club not specified in timetable.)

Alteration

By 1 June 1992: Ex Richmond from Church Lane, via Cranebrook Rd, Castlereagh Rd (*not* via Grays Lane). Reverse on return.

From 12 October 2009

From Richmond (East Market St at Station) via East Market St, Laurence St, Powell St (**Hobartville**), Valder Av, Southee Rd, Castlereagh Rd (**Anges Banks**), Hinxman Rd, Sheridan Rd (**Castlereagh**), East Wilchard Rd, Church Lane, Cranebrook Rd, Boundary Rd, Laycock St (**Cranebrook**), Greygums Rd, Richmond Rd, Caloola Av, Arakoon Av, Coreen Av, Lemongrove Rd, Macquarie Av, Henry St, Riley St, Jane St to Penrith Interchange.

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

Timetable Summary

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Castlereagh-Penrith†	38	M-F	Richmond	6.53am	Penrith	5.07pm	4 trips	A
		Sat						
		Sun						

† Selected trips extended from Penrith to Panthers Club.

A – Selected trips extended from Penrith to Panthers Club. Plus short-working/s after last trip shown.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Castlereagh-Penrith	46	M-F	Penrith	6.27am	Richmond	5.32pm	5 trips	A
		Sat	Richmond	8.08am	Penrith	2.05pm	2 trips	
		Sun						

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

Route 679

RICHMOND – UNIVERSITY of WESTERN SYDNEY Hawkesbury

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

Timeline

27 November 1995: Renumbered from part of 677. Limited service operated by Westbus (Bosnjak family, proprietors).

May 1999: Westbus transferred to National Express Group.

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: 675, 679 & the Windsor – Richmond part of 680 amalgamated as 675, as a result of Ministry of Transport review of Contract Region 1.

Streets

By 27 November 1995

From Richmond (East Market St at Station) via Windsor St, Bourke St, College Dr, (?) to University of Western Sydney Hawkesbury.

Timetable Summary

27 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-University of Western Sydney Hawkesbury	12	M-F	Richmond	7.38am	UWS Hawkes	5.24pm	3 trips	
		Sat						
		Sun						

Route 679

WINDSOR – MARAYLYA

Timeline

26 May 2019:

- Limited service renumbered from 664, coincident with opening of Sydney Metro North West line (Chatswood-Tallawong).
- Operated by Busways Blacktown (Rowe family).
- Part of Contract Region 1.

Streets

From 26 May 2019

From Windsor (Interchange) via George St, Suffolk St, Macquarie St, Fitzgerald St, The Terrace, Kable St, Macquarie St, Windsor Rd, Pitt Town Rd, Old Hawkesbury Rd, Plimsoll St, Andrew Thompson Dr, Meares Rd, Old Hawkesbury Rd, Pitt Town Rd, Wolseley Rd, Old Stock Route Rd, Scheyville Rd, Old Pitt Town Rd, Old Stock Route Rd, Glebe Rd, Bathurst St, Chatham St, Eldon St, Bathurst St, Johnston St (**Pitt Town**), Hawkesbury St, Hall St, Bathurst St, Eldon St, Cattai Rd, Pitt Town-Dural Rd, Scheyville Rd (**Scheyville**), Neich Rd, Boundary Rd, Cattai Ridge Rd, St Johns Rd, Reedy Rd to Fisher Rd (Maraylya).

From Maraylya (Boundary & Pitt Town Rds) via Boundary Rd, Cattai Ridge Rd, St Johns Rd, Reedy Rd, Fisher Rd, Pitt Town-Dural Rd, Cattai Rd, Eldon St, Bathurst St, Johnston St (**Pitt Town**), Hawkesbury St, Hall St, Bathurst St, Eldon St, Chatham St, Bathurst St, Pitt Town Rd, Old Hawkesbury Rd, Plimsoll St, Andrew Thompson Dr, Meares Rd, Old Hawkesbury Rd, Pitt Town Rd, Windsor Rd via Fitzgerald St, The Terrace, Kable St, Macquarie St, Hawkesbury Valley Way, George St to Windsor Interchange.

Timetable Summary

26 May 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Maraylya	42	M-F	Maraylya	7.35am	Windsor	3.25pm	1 trip	
		Sat						
		Sun						

Route 680

WINDSOR – LONDONDERRY (?) – PENRITH

Timeline

By February 1985:

- Renumbered from part of 206 [1925 number].
- Probably a school-only route at that time.
- Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Incorporated into expanded 788.

Route 680

WINDSOR – RICHMOND – GROSE VALE – KURRAJONG■

WINDSOR – RICHMOND – KURMOND – KURRAJONG■

- **Extended from Kurrajong to Kurrajong Heights & Bilpin (*selected trips*)**
- **Extended from Bilpin to Berambing (*school trips*)**
- **Windsor – Richmond – Bowen Mountain (either via Grose Vale or Kurmond)**

Timeline

24 October 1988:

- 690 (Windsor – RAAF Base – Richmond), 691 (Richmond – Kurrajong & Richmond – Bowen Mountain) & 692 (Richmond – Berambing) amalgamated as 680, as per heading above.
- Some Richmond – Kurrajong trips on weekdays ran as a loop:
Mornings: Richmond – Grose Vale – Kurrajong – Kurmond – Richmond
Afternoons: Richmond – Kurmond – Kurrajong – Grose Vale – Richmond
- Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

By 13 January 1992:

- Most Richmond – Kurrajong trips ran as a loop:
Weekday mornings & all day Saturdays: Richmond – Grose Vale – Kurrajong – Kurmond – Richmond
Weekday afternoons: Richmond – Kurmond – Kurrajong – Grose Vale – Richmond.
- Days of service of various school trips extended to all weekdays.

1 January 2005: Became part of Contract Region 1.

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

- Richmond – Grose Vale – Bowen Mountain (expanded to run also via Grose Wold, plus selected trips extended from Bowen Mountain to Kurrajong) continued as 680 (*see next entry*).
- Windsor – Richmond part of 680, plus 675 & 679, amalgamated as 675.
- Richmond – Kurmond – Kurrajong (selected trips extended to Berambing) renumbered 682.

Streets

Windsor – Richmond – Kurmond – Kurrajong (*selected trips extended to Kurrajong Heights & Bilpin, school trips further extended to Berambing*)

From 24 October 1988

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Richmond Rd [now Hawkesbury Valley Way], Percival St (**RAAF Base**), Dight St, Clarendon St, Pitt St, Windsor St, Bourke St, March St, East Market St (**Richmond**), Windsor Rd, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond, Kurmond**), Old Bells Line of Road to Kurrajong Post Office.

From Kurrajong (Post Office, Old Bells Line of Road) via reverse route to George St, then Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

North Richmond diversion: From North Richmond (Bells Line of Road) via Charles St, Elizabeth St, Campbell St, Pecks Rd, Grose Vale Rd to Bells Line of Road.

Kurrajong Heights & Bilpin extension: From Kurrajong (Bells Line of Road/Old Bells Line of Road) via Old Bells Line of Road, Bells Line of Road (**Kurrajong Heights**) to Bilpin. Reverse on return. (Kurrajong Heights terminus at Post Office.)

Berambing extension (*school days*): From Kurrajong Heights Post Office via Bells Line of Road (**Bilpin**) to Berambing. Reverse on return.

Windsor – Richmond – Grose Vale – Kurrajong

From 24 October 1988

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Richmond Rd [now Hawkesbury Valley Way], Percival St (**RAAF Base**), Dight St, Clarendon St, Pitt St, Windsor St, Bourke St, March St, East Market St (**Richmond**), Windsor Rd, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond**), Grose Vale Rd (**Grose Vale**), Old Bells Line of Road to Kurrajong Post Office.

From Kurrajong (Post Office, Old Bells Line of Road) via reverse route to George St, then Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

Windsor – Richmond – Grose Vale – Bowen Mountain**Windsor – Richmond – Kurmond – Bowen Mountain***From 24 October 1988***Via Grose Vale**

Same as **Windsor – Richmond – Grose Vale – Kurrajong** to Grose Vale Rd, then Bowen Mountain Rd, Wattle St, Bellbird Cr, Bunya Cr, Lieut Bowen Rd (**Bowen Mountain**), Bellbird Cr, Wattle St, Bowen Mountain Rd to Grose Vale Rd, then same as **Windsor – Richmond – Grose Vale – Kurrajong** to Windsor.

Via Kurmond

Same as **Windsor – Richmond – Kurmond – Kurrajong** to Kurraong Post Office, then Old Bells Line of Road, Grose Vale Rd, Westbury Rd, Bowen Mountain Rd, Wattle St, Bellbird Cr, Bunya Cr, Lieut Bowen Rd (**Bowen Mountain**), Bellbird Cr, Wattle St, Bowen Mountain Rd, Westbury Rd, Grose Vale Rd, Old Bells Line of Road to Kurrajong Post Office, then same as **Windsor – Richmond – Kurmond – Kurrajong** to Windsor.

Timetable Summary*24 October 1988*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	13	M-F	Windsor	5.45am	Richmond	5.45pm	A	
		Sat		8.10am		5.04pm	4 trips	
		Sun						
Richmond-Grose Vale-Kurrajong	20	M-F	Richmond	6.25am	Kurrajong	6.11pm	6 trips	C
		Sat						
		Sun						
Richmond-Kurmond-Kurrajong†	17RK	M-F	Richmond	5.50amK	Richmond	3.40pmB	D	
			Bilpin	7.23amR		6.36pmK		
		Sat	Richmond	9.03amK	Kurrajong	4.52pmR	3 trips	E
		Sun						
Richmond-Bowen Mountain	27	M-F	Bowen Mtn	9.25am	Bowen Mtn	2.00pm	F	
		Sat						
		Sun						

Most Windsor-Richmond trips through-routed with trips to/from other destinations west of Richmond.

† Selected trips extended to Kurrajong Heights or Bilpin & school trips further extended to Berambing.

A – 9 trips from Windsor, 12 trips from Richmond.

B – To Bilpin.

C – Includes loop trips (morning, Richmond-Grose Vale-Kurrajong-Kurmond-Richmond; afternoon, reverse route).

D – 10 trips from Richmond to Kurrajong, 11 trips from Kurrajong to Richmond. Includes loop trips (morning, Richmond-Grose Vale-Kurrajong-Kurmond-Richmond; afternoon, reverse route). Trips extended to Kurrajong Heights: 4 from Richmond, 3 from Kurrajong Heights. 1 trip further extended to Bilpin. Plus school trip further extended to Berambing & other school trips.

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

F – 2 trips from Bowen Mountain, 1 trip from Richmond. Plus school trips.

K – To Kurrajong.

R – To Richmond.

RK – From Richmond to Kurrajong.

1 June 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	13	M-F	Windsor	8.17am	Windsor	5.18pm	5 trips	
		Sat		8.41am	Richmond	5.14pm	5 trips	
		Sun						
Richmond-Grose Vale-Kurrajong	22	M-F	Richmond	5.38am	Kurrajong	5.59pm	5 trips	A
		Sat		9.04am	Richmond	4.41pm	4 trips	A
		Sun						
Richmond-Kurmond-Kurrajong†	18RK	M-F	Kurrajong	5.55amR	Richmond	4.02pmB	C	
			Bilpin	7.02amR		6.34pmK		
		Sat	Kurrajong	9.23amR	Kurrajong	4.31pmR	4 trips	D
		Sun						
Richmond-Bowen Mountain‡	23V 33U	M-F	Bowen Mtn	7.24am	Richmond	6.04pm	E	
		Sat						
		Sun						

Most Windsor-Richmond trips through-routed with trips to/from other destinations west of Richmond.

† Selected trips extended to Kurrajong Heights or Bilpin.

‡ Via either Grose Vale or Kurmond.

A – Includes loop trips (weekday mornings & Saturdays, Richmond-Grose Vale-Kurrajong-Kurmond-Richmond; weekday afternoons, reverse route).

B – To Bilpin.

C – 8 trips from Richmond to Kurrajong, 10 trips from Kurrajong to Richmond. Includes loop trips (morning, Richmond-Grose Vale-Kurrajong-Kurmond-Richmond; afternoon, reverse route). Trips extended to Kurrajong Heights: 2 from Richmond, 3 from Kurrajong Heights. 1 trip further extended to Bilpin. Plus school trips.

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

E – 2 trips from Bowen Mountain, 1 trip from Richmond. Plus school trips.

K – To Kurrajong.

R – To Richmond.

RK – From Richmond to Kurrajong.

U – Via Kurmond.

V – Via Grose Vale.

Route 680

RICHMOND – BOWEN MOUNTAIN (via Grose Vale on trips from Richmond; via Grose Wold on return trips)

- **Extended from Bowen Mountain to Kurrajong (selected off-peak trips)**

Timeline

11 October 2009: As part of rearrangement of 680, Richmond – Bowen Mountain (selected trips extended from Bowen Mountain to Kurrajong) continued as 680, as a result of Ministry of Transport review of **Contract Region 1**.

Streets

From 11 October 2009

From Richmond (East Market St at Station) via East Market St, Windsor Rd, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond**), Grose Vale Rd, William St, Campbell St, Pecks Rd, Grose Vale Rd (**Grose Vale**), Bowen Mountain Rd, Pamela Cr, Bunya Cr (**Bowen Mountain**), Bellbird Cr, Wattle St, Bowen Mountain Rd, Grose Vale Rd, Grose Wold Rd (**Grose Wold**), Grose River Rd, Grose Vale Rd, then reverse route to Kurrajong Rd, then Chapel St, Windsor Dt, East Market St to Richmond Station.

Kurrajong extension: On return from Bowen Mountain from Bowen Mountain Rd via Westbury Rd, Grose Vale Rd, Bells Line of Road (**Kurrajong**), Kurrajong Rd, Old Bells Line of Road, Grose Vale Rd, Grose Wold Rd.

Weekend trips: From Richmond Station via normal route (via Grose Vale) to Grose Vale Rd/Grose Wold Rd, then Grose Wold Rd, then normal route (via Grose Wold) to Richmond Station.

Alterations

- **By May 2012:** Selected trips via Grose Vale Rd direct, instead of William St, Campbell St, Pecks Rd.
- **By May 2012:** Selected trips divert from Bowen Mountain Rd/Pamela Cr via Lieut Bowen Dr to end, then Lieut Bowen Dr to Pamela Cr.
- **By 29 November 2015:**
North Richmond (Ron Middleton VC Gardens) diversion: Either direction from Pecks Rd/Campbell St via Pecks Rd, Arthur Phillip Dr to Ron Middleton VC Gardens, then reverse route to Pecks Rd/Campbell St.

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		
Richmond-Bowen Mountain	Fr Rich 22G 28B 63RKr	M-F	Richmond	6.11amB	Bowen Mtn	6.33pmR	A	
				10.02amK	Kurrajong	1.42pmR		
		Sat		8.04amG	Grose Vale	5.26pmR	4 trips	
		Sun		9.04amG		2.26pmR	2 trips	

A – 8 trips. 2 off-peak trips extended to Kurrajong.

B – To Bowen Mountain.

G – To Grose Vale.

K – To Kurrajong.

R – To Richmond.

RKr – Round trip, Richmond-Bowen Mountain-Kurrajong-Richmond.

Route 682

WINDSOR – BERKSHIRE PARK■

Timeline

By February 1985: Renumbered from part of 206 [1925 number]. Operated on school days only by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Renumbered 674.

Streets

From October 1985

Same or similar to 674 from 24 October 1988.

Route 682

WINDSOR – RICHMOND – GLOSSODIA via Terrace Rd■

Timeline

24 October 1988:

- Probably converted from a school service to provide:
Richmond – Glossodia (school day service).
Windsor – Richmond – Freemans Reach (shopping service, Thursdays only).
- Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

By 28 May 1990: Windsor – Richmond – Freemans Reach shopping service also ran on Fridays.

18 April 1991: Service increased to run all weekdays, but curtailed to run Richmond – Glossodia.

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

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

11 October 2009: 668 & 682 amalgamated as 668 Windsor – Wilberforce – Glossodia – Richmond via Terrace Rd, as a result of Ministry of Transport review of Contract Region 1.

Streets

Richmond – Glossodia (school trips)

From 24 October 1988

From Richmond (East Market St at Station) via East Market St, Windsor Rd, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond**), Terrace Rd (**Freemans Reach**), Kurmond Rd, Creek Ridge Rd, Spinks Rd, Rose Cr, Kentucky Dr (**Glossodia**), Golden Valley Dr, Lindsay Pl, Chestnut Dr, Spinks Rd, Boomerang Dr, Ian St, Mitchell Dr,

Spinks Rd, Creek Ridge Rd, Kurmond Rd, Terrace Rd (**Freemans Reach**), Bells Line of Road, Kurrajong Rd, Bosworth St, Windsor Rd, East Market St to Richmond Station.

Windsor – Richmond – Freemans Reach (*shopping trips*)

From 24 October 1988

(Route between Windsor and Richmond not specified in timetable, but likely route shown between these two suburbs)

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Richmond Rd [now Hawkesbury Valley Way], Windsor Rd, Windsor St, Bourke St, March St, East Market St (**Richmond**), Windsor Rd, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond**), Crooked Lane, Kurmond Rd, Terrace Rd (**Freemans Reach**), Bells Line of Road, Kurrajong Rd, then reverse route to George St, then Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

Richmond – Glossodia

From 18 April 1991

From Richmond (East Market St at Station) via East Market St, Windsor St, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond**), Crooked Lane, Kurmond Rd, Spinks Rd, Kentucky Dr (**Glossodia**), Golden Valley Dr, Lindsay Pl, Chestnut Dr, Spinks Rd, Boomerang Dr, Ian St, Mitchell Dr, Spinks Rd, Creek Ridge Rd, Kurmond Rd, Terrace Rd (**Freemans Reach**), Bells Line of Road, Kurrajong Rd, Bosworth St, Windsor St, East Market St to Richmond Station.

Timetable Summary

24 October 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond-Freemans Reach	20	M-F	Windsor	9.42am	Freemans Rch	1.05pm	2 trips	A
		Sat						
		Sun						

A – Thursdays only. Plus school trips Richmond-Glossodia.

18 April 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Glossodia	40 round trip	M-F	Glossodia	9.30am	Glossodia	2.07pm	2 trips	A
		Sat						
		Sun						

A – Plus school trips.

Route 682

RICHMOND – KURRAJONG

- **Extended from Kurrajong to Berambing (*selected trips*)**

Timeline

11 October 2009: Renumbered from part of 680, as a result of Ministry of Transport review of **Contract Region 1**.

Operated by Westbus (ComfortDelGro Cabcharge).

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

Streets

From 11 October 2009

From Richmond (East Market St at Station) via Windsor St, Bosworth St, Kurrajong Rd, Bells Line of Road (**North Richmond**, **Kurmond**), Old Bells Line of Road, Kurrajong Rd, Old Bells Line of Road to Kurrajong Post Office.

From Kurrajong (Post Office, Old Bells Line of Road) via Old Bells Line of Road, Bells Line of Road, Kurrajong Rd, Chapel St, Windsor St, East Market St to Richmond Station.

Berambing extension: From Kurrajong (Bells Line of Road/Old Bells Line of Road) via Bells Line of Road (**Bilpin**) to Whitby turnaround (Berambing). 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		
Richmond-Kurrajong†	Fr Rich 18K 52B	M-F	Kurrajong	6.24amR	Richmond	4.05pmB	A	
			Berambing	6.55amR		8.02pmK		
		Sat	Richmond	7.04am	Kurrajong	4.23pm	4 trips	
		Sun		10.04am		4.23pm	2 trips	

† Selected trips extended to Berambing.

A – Richmond-Kurrajong 11 trips, Richmond-Berambing 1 trip.

B – To Berambing.

K – To Kurrajong.

R – To Richmond.

Route 683

WINDSOR – LONDONDERRY■

Timeline

By February 1985: Limited service renumbered from part of 206 [1925 number]. Windsor – South Windsor shared with 685. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Absorbed into 788.

Streets

From October 1985

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Brabyn St, Macquarie St, Bell St, George St, Campbell St, Macquarie St, Drummond St (**South Windsor**), Stewart St, Ham St, Berger Rd (**South Windsor**), Woods Rd, Stewart St, McKellar Cr (anti-clockwise loop), Stewart St, Collith Av, Woods Rd, George St, Blacktown Rd, Bennett Rd, Carrington Rd to Londonderry Rd (Londonderry).

From Londonderry (Carrington Rd at Londonderry Rd) via reverse route to Brabyn St, then George St, Windsor Station, George St, Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

Timetable Summary

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Londonderry	25	M-F	Londonderry	7.40am	Windsor	3.07pm	2 trips	A
		Sat		7.45am		12.00md	1 trip	
		Sun						

A – Plus school trips.

Route 685

WINDSOR – SOUTH WINDSOR – BLIGH PARK■

Timeline

By February 1985:

- Windsor – South Windsor renumbered from part of 206 [1925 number].
- Windsor – South Windsor shared with 683.
- Operated by Macquarie Towns Coach Lines.

Late 1985: Extended from South Windsor to Bligh Park (new suburb).

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Renumbered 675.

Streets

Windsor – South Windsor

From October 1985

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Brabyn St, Macquarie St, Bell St, George St, Campbell St, Macquarie St, Drummond St, Stewart St, Ham St, Berger Rd, Woods Rd, Stewart St, McKellar Cr (anti-clockwise loop), Stewart St, Collith Av, Woods Rd, George St, Rickaby St (**South Windsor**), Church St, Ham St, George St, Bell St, Macquarie St, Brabyn St, George St, Windsor Station, George St, Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor).

Windsor – South Windsor – Bligh Park

From late 1985

Likely route same as or similar to 685 above, but extended to Bligh Park on same as or similar route to 675 (from 24 October 1988).

Timetable Summary

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Bligh Park	20	M-F	Bligh Park	6.14am	Windsor	6.50pm	45*	
		Sat		7.50am		1.25pm	60	
		Sun						

* More frequent in peak hours.

Route 686

WINDSOR – SOUTH WINDSOR (Meehan St) [now James Meehan St]■

Timeline

By February 1985: Renumbered from part of 206 [1925 number]. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Renumbered 676.

Streets

From October 1985

Same as 676.

Timetable Summary

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Windsor (Meehan St)	10	M-F	Meehan St	8.20am	Windsor	3.30pm	3 trips	A
		Sat						
		Sun						

A – Plus later afternoon service provided by diversions of 685.

Route 688

WINDSOR – WILBERFORCE – GLOSSODIA■

Timeline

By February 1985: Renumbered from part of 206 [1925 number]. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Renumbered 668.

Streets

From October 1985

Same as or similar to 668 from 24 January 1988.

Timetable Summary

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Glossodia	35	M-F	Windsor	6.19am	Glossodia	6.11pm	6 trips	
		Sat		8.20am		1.10pm	3 trips	
		Sun						

Route 689

WINDSOR – WILBERFORCE – SACKVILLE

Timeline

By February 1985: Renumbered from part of 206 [1925 number]. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Renumbered 669.

Streets

From October 1985

Same as or similar to 669 from 24 October 1988.

Route 690

CITY (Circular Quay) – UNIVERSITY of NSW (High St)

Timeline

By 1970s:

- Peak hour service commenced by Department of Government Transport.
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).

17 July 1995: Renumbered 890.

Streets

From (?)

From City (Circular Quay) (Young St) via Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Kensington**), High St to University of NSW.

From University of NSW (High St) via reverse route to Phillip St, then Bent St, Young St to Circular Quay (City)

Timetable Summary

February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- University of NSW (High St)		M-F	Circular Quay	8.15am	High St	5.05pm	Ph	
		Sat						
		Sun						

Route 690

WINDSOR – RAAF BASE – RICHMOND

Timeline

By February 1985: Renumbered from 212 [1925 number]. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: 690, 691 & 692 amalgamated & renumbered 680.

Streets

From October 1985

From Windsor (Kable St at George St Mall) via Kable St, The Terrace, Fitzgerald St, George St, Windsor Station, George St, Richmond Rd [now Hawkesbury Valley Way], Percival St, Dight St (**RAAF Base**), Clarendon St, Pitt St, Windsor St, Bourke St, March St, East Market St to Richmond Station.

From Richmond (East Market St at Station) via East Market St, Windsor St, then reverse route to George St, then Fitzgerald St, Macquarie St, Kable St to George St Mall (Windsor shops).

Timetable Summary

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	12	M-F	Richmond	7.02am	Windsor	5.50pm	8 trips	
		Sat	Windsor	8.10am	Richmond	12.06pm	3 trips	
		Sun						

Route 691

CITY (Central Railway) – UNIVERSITY of NSW (High St) (EXPRESS)■

Timeline

On or after 2 March 1964:

- Peak hour service commenced by Department of Government Transport.
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).

17 July 1995: Renumbered 891.

Streets

From March 1988

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Devonshire St, Bourke St, Crescent St, Dowling St, Todman Av (**Kensington**), Anzac Pde, High St to University of NSW.

From University of NSW (High St) via reverse route to Crescent St, then Phillip St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)- University of NSW (High St)		M-F	Railway Sq	8.05am	High St	5.07pm	Ph	
		Sat						
		Sun						

Route 691

RICHMOND – KURRAJONG■

- **Extended from Kurrajong to Bilpin (selected trips)**
- **Extended from Kurrajong to Bowen Mountain (selected trips)**

Timeline

By February 1985: Previously unnumbered route given route number in the Sydney Region Route Number System. Operated by Macquarie Towns Coach Lines. Route between Richmond & Kurrajong shared with 692.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: 690, 691 & 692 amalgamated & renumbered 680.

Streets

Richmond – Kurmond – Kurrajong (selected trips extended to Bilpin)

From October 1985

From Richmond (East Market St at Station) via East Market St, Windsor St, Chapel St, Kurrajong Rd, Bells Line of Road (**North Richmond, Kurmond**), Old Bells Line of Road to Kurrajong Post Office.

From Kurrajong (Post Office, Old Bells Line of Road) via reverse route to Kurrajong Rd, then March St, East Market St to Richmond Station.

Bilpin extension: From Kurrajong (Bells Line of Road/Old Bells Line of Road) via Bells Line of Road to Bilpin. Reverse on return.

North Richmond (Campbell St) diversion: From North Richmond (Bells Line of Road) via Charles St, Elizabeth St, Campbell St, Pecks Rd, Grose Vale Rd to Bells Line of Road.

North Richmond (Keda Circ) diversion: From Grose Vale Rd via Sunnyside Cr, Matheson Av, Keda Circ (anti-clockwise loop), Matheson Av, Enfield Av, Sunnyside Cr to Grose Vale Rd.

Richmond – Bowen Mountain – Kurrajong

From October 1985

From Richmond (East Market St at Station) via East Market St, Windsor St, Chapel St, Kurrajong Rd, Bells Line of Road (**North Richmond**), Grose Vale Rd (**Grose Vale**), Bowen Mountain Rd, Wattle St, Bellbird Cr, Bunya Cr, Lieut Bowen Rd (**Bowen Mountain**), Bellbird Cr, Wattle St, Bowen Mountain Rd, Westbury Rd, Grose Vale Rd, Old Bells Line of Road (**Kurrajong**), then return to Richmond via Kurmond as per Richmond – Kurmond – Kurrajong above.

Timetable Summary

October 1985

Richmond – Kurrajong routes

691, 692

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
691: Richmond-Kurrajong†	Fr Rich 15K 26B	M-F	Kurrajong	6.15amR	Bowen Mtn	2.16pmR	A	
			Bowen Mtn	9.25amR	Richmond	6.05pmK		
		Sat	Richmond	8.28amN 9.28amK	Kurrajong	11.50amR	C	
		Sun						
692: Richmond-Bilpin		M-F	Bilpin	7.25am	Richmond	3.40pm	1 trip	
		Sat						
		Sun						

† Selected trips extended to Bowen Mountain.

A – Richmond-North Richmond 11 trips, Richmond-Kurrajong 7 trips. 1 trip extended from Kurrajong to Bowen Mountain. Plus 1 trip from Richmond to Bowen Mountain via Grose Vale. Plus school trips.

B – To Bowen Mountain.

C – Richmond-North Richmond 4 trips, Richmond-Kurrajong 2 trips.

K – To Kurrajong.

N – To North Richmond.

R – To Richmond.

Route 692

RICHMOND – BILPIN■

Timeline

By February 1985: Previously unnumbered route given route number in the Sydney Region Route Number System. Limited service. Richmond – Kurrajong shared with 691. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: 690, 691 & 692 amalgamated as 680.

Streets

Same as or similar to 691 from Richmond to Old Bells Line of Road, then Old Bells Line of Road, Bells Line of Road to Bilpin. Reverse on return.

Timetable Summary

See 691.

Route 693

CITY (Railway Square) – UNIVERSITY of NSW (Anzac Pde) (EXPRESS)■

Timeline

2 March 1964:

- Peak hour service renumbered from equivalent trips on 393.
- Operated by Department of Government Transport.
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).

30 October 1986: Replaced by 695.

Streets

From 2 March 1964 (likely route, based on 393)

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Cleveland St, Anzac Pde to University of NSW.

From University of NSW (Anzac Pde) via reverse route to Cleveland St, then Chalmers St, Eddy Av, Pitt St to Railway Sq (City).

From 5 October 1965 (assuming similar to 691)

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Devonshire St, Bourke St, Crescent St, Dowling St, Todman Av (**Kensington**), Anzac Pde to University of NSW.

From University of NSW (Anzac Pde) via reverse route to Crescent St, then Phillip St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av or Foveaux St)-Uni of NSW (Anzac Pde)		M-F	Eddy Av, C/Rly	8.05am	Anzac Pde	6.12pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Eddy Av, Central Railway), afternoon from University of NSW (Anzac Pde)). Subject to cancellation during university vacations (later also exam periods).

Route 693

RICHMOND – AGNES BANKS

- **Extended from Agnes Banks to Castlereagh (school trips)**

Timeline

October 1985: Renumbered from part of 217 [1925 number]. Operated by Macquarie Towns Coach Lines.

December 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

24 October 1988: Renumbered 678 & extended from Castlereagh to Penrith.

Streets

Richmond – Agnes Banks

From October 1985

From Richmond (East Market St at Station) via East Market St, Windsor St, Bosworth St, Castlereagh Rd, William Cox Dr, Grand Flaneur Av (clockwise loop), William Cox Dr, Castlereagh Rd, Penrith [now Castlereagh] Rd, Freeman Rd, Eaton St, Warnock Rd to Penrith [now Castlereagh] Rd (Agnes Banks).

From Agnes Banks (Warnock Rd at Penrith [now Castlereagh] Rd) via Penrith [now Castlereagh] Rd, Castlereagh Rd, William Cox Dr, Grand Flaneur Av (clockwise loop), William Cox Dr, Castlereagh Rd, Lennox St, East Market St to Richmond Station.

Timetable Summary

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Agnes Banks	Fr Rich 5W 10A	M-F	Agnes Banks	8.40am	Richmond	6.05pm	6 trips	B
		Sat	Richmond	8.55am	W'm Cox Dr	11.15am	3 trips	
		Sun						

A – To Agnes Banks.

B – School trips extended to Castlereagh.

W – To William Cox Dr.

Ph – Peak hours only (morning from City (Circular Quay), afternoon from University of NSW (High St)).

Route 694

UNIVERSITY of NSW (Anzac Pde) – CITY (Circular Quay) (EXPRESS)■

Timeline

By 18 October 1987:

- Renumbered from equivalent trips on 394 from University of NSW only.
- Similar to 690, but running express.
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).
- Operated by Urban Transit Authority.

17 July 1995: Renumbered 894.

Streets

From March 1988

From University of NSW (Anzac Pde) via Anzac Pde, Flinders St, Oxford St, Liverpool St, Elizabeth St, Phillip St, Bent St, Young St to Circular Quay (City)

Timetable Summary

18 October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
University of NSW (Anzac Pde)-City (Circular Quay)		M-F	Anzac Pde	4.07pm	Anzac Pde	6.05pm	Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (from University of NSW (Anzac Pde)). Subject to cancellation during university vacations (later also exam periods).

Route 695

CITY (various termini) – UNIVERSITY of NSW (various termini) (some trips EXPRESS)■

Timeline

2 March 1964:

- City (Circular Quay) – University of NSW (Medical School) renumbered from equivalent trips on 395.
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).
- Operated by Department of Government Transport.

By February 1982: Altered to run from University of NSW (Anzac Pde) to City (Railway Square) (afternoon & early evenings only).

30 October 1986: 693 replaced by 695.

17 July 1995: Renumbered 895.

Streets

City (Circular Quay) – University of NSW (Medical School)

From 2 March 1964 (likely route, based on 395)

From City (Circular Quay) (Yong St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St, Finders St, Anzac Pde, (?) to University of NSW (Medical School)

From University of NSW (Medical School) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

University of NSW (Anzac Pde) – City (Railway Square)

By February 1982 (based on 5 November 1988 timetable)

From University of NSW (Anzac Pde) via Anzac Pde, Todman Av, Dowling St, Crescent St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
University of NSW (Anzac Pde)-City (Railway Square)		M-F	Anzac Pde	3.16pm	Anzac Pde	9.03pm	Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour & early evening only (from University of NSW (Anzac Pde)). Subject to cancellation during university vacations (later also exam periods).

Route 696

RANDWICK (Endeavour Migrant Hostel) – UNIVERSITY of NSW■

Timeline

March 1977:

- Commenced by Public Transport Commission (Bus Division).
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).

March 1996: Ceased.

Route 697

CITY (Central Railway) – UNIVERSITY of NSW (EXPRESS)■

Timeline

14 November 1960:

- Renumbered from 397.
- Probably ran in morning peak hour only.
- Conveyed university students, subject to cancellation during university vacations (later also exam periods).

(?): Ceased. Probably absorbed into other routes between City (Railway Square) & University of NSW.