



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 750 – 774

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 750 – 774

750	Emerton-Macquarie Ctr, etc
750	Blacktown-Mt Druitt
751	Blacktown-Quakers Hill
751	Blacktown-Marsden Pk, etc
752	Blacktown-Pank Pde
752	Blacktown-Quakers Hill
752	Blacktown-Rouse Hill
753	Blacktown-Doonside
753W	Blacktown-Woodcroft
754	Mt Druitt-Plumpton, etc
754	Blacktown-Mt Druitt
755	Blacktown-Mt Druitt
755	Mt Druitt-Plumpton
756	Mt Druitt-Plumpton
756	Blacktown-Glendenning, etc

756	Blacktown-Mt Druitt
756G	Blacktown-Glendenning, etc
757	Mt Druitt-Plumpton, etc
757	Mt Druitt-Riverstone
758	Mt Druitt-Eastern Creek
758	Mt Druitt-Hassall
758	Mt Druitt-St Marys
759	Mt Druitt-Minchinbury
759	Mt Druitt-St Marys
760	Mt Druitt-Riverstone
760	Mt Druitt-Parramatta
761	Mt Druitt-Bidwill
762	Mt Druitt-Bidwill
763	Mt Druitt-Shalvey
766	Mt Druitt-St Marys

767	Mt Druitt-St Marys
768	St Marys-Lethbridge Park
768i	St Marys-Dunheved, etc
769	St Marys-North St Marys
769	Mt Druitt-St Marys
770	St Marys-Mt Druitt
770	Mt Druitt-Penrith
771	St Marys-Colyton, etc
772	St Marys-Mt Druitt
773	St Marys-West St Clair
774	Mt Druitt-West St Clair
774	Penrith-St Marys
774	Mt Druitt-Penrith

Route 750

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

Motorway■

MT DRUITT – BLACKTOWN – MACQUARIE CENTRE via M2 Hills Motorway■

- **Extended from Emerton or St Marys to University of Western Sydney Penrith (limited service, 1999-2004)**

Also:

- **St Marys – Hebersham (2002-04)**

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

Timeline

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

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

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

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

28 January 2004:

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

1 January 2005: Became part of Contract Region 1.

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

Streets

Mt Druitt – Blacktown – Macquarie Centre via M2 Hills Motorway

From 27 May 1997

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

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

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

From 15 February 1999

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

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

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

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

Emerton – Quakers Hill – Macquarie Centre via M2 Hills Motorway

From 27 July 2002

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

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

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

From 27 July 2002

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

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

Plumpton – Quakers Hill – Macquarie Centre via M2 Hills Motorway

From 28 January 2004

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

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

Alterations

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

Timetable Summary

27 May 1997

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

* More frequent in peak hours.

15 February 1999

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

* More frequent in peak hours.

† Selected trips extended to University of Western Sydney Penrith.

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

27 July 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Emerton-Macquarie Centre	77	M-F	Emerton	6.40am	Macquarie Ctr	6.05pm	Ph	
		Sat						
		Sun						
St Marys-Hebersham†	Fr Heber 26S 36U	M-F	Stanhope Gdns	7.30am	UWS Kingswd	5.10pm	A	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to University of Western Sydney Penrith.

A – Morning peak hour from either Stanhope Gardens or Hebersham to UWS Kingswood. Day, St Marys-Hebersham
60. Afternoon peak hour, from University of Western Sydney Kingswood to Hebersham.

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

S – To St Marys.

U – To University of Western Sydney Kingswood.

13 July 2009

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

Route 750

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

11 October 2009:

- Commenced by Busways Blacktown Pty Ltd (Rowe family, proprietors) as a result of Ministry of Transport review of Contract Region 1, replacing parts of 755 & 762.
- Route along Richmond Rd shared with 754.
- Route along Carlisle Av shared with 761.
- Part of Contract Region 1.

By 26 May 2019: Operator Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 11 October 2009

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

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

Alteration

From 29 October 2011: Curtailed to start from/terminate at Blacktown Interchange. (Shuttle bus ran daily Westpoint Blacktown – Blacktown Interchange until 9 January 2025.)

Timetable Summary

11 October 2009

Mt Druitt – Bidwill via Carlisle Av routes 750, 761

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

Average day frequencies along common route:

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

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

Sun Mt Druitt-Bidwill (750) 30.

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

B – To Bidwill.

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

M – To Mt Druitt.

Route 751

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

Timeline

27 November 1983: Blacktown – Quakers Hill (west side) renumbered from part of 70 [1925 route number].

Operated by Rowes Bus Service Pty Ltd.

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

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

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

1 January 2005: Became part of Contract Region 1.

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

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

Streets

Blacktown – Quakers Hill (west side)

From 27 November 1983

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

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

By 11 September 1988

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

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

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

From 5 December 1992

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

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

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

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

Alterations

- **By 7 June 1997:** Approached Blacktown from Richmond Rd to Blacktown Interchange, then bus bridge, Patrick St to Westpoint shops. Reverse on return.
- **By 7 June 1997:** From Chaplin Cr via Quakers Rd, Quakers Hill Pkwy, (left) Hambledon Rd.
- **By 7 June 1997:** From Pye Rd via Highfield Rd, Ramona St, Pearce Rd, Lalor Rd, Hambledon Rd, Quakers Hill Pkwy, Quakers Rd.
- **By 13 February 1999:** From Chaplin Cr via Quakers Rd, Quakers Hill Pkwy, (right) Hambledon Rd, Lalor Rd to roundabout at Station, then Lalor Rd, Hambledon Rd, Bali Dr.
- **By 13 February 1999:** From Pye Rd via Highfield Rd, Lalor Rd to roundabout at Station, then Lalor Rd, Hambledon Rd, Quakers Hill Pkwy.
- **By 11 March 2007:** Approached Blacktown from bus bridge to Westpoint tunnel. Reverse on return.
- **From 16 November 2011:** Curtailed to start from/terminate at Blacktown Interchange. (Shuttle bus ran daily Westpoint Blacktown – Blacktown Interchange until 9 January 2025.)

Timetable Summary

27 November 1983

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

11 September 1988

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

* More frequent in peak hours.

† Clockwise loop in East Quakers Hill.

5 December 1992

Blacktown – Quakers Hill routes

751, 752

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

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

Average day frequencies along common route:

M-F Blacktown-Quakers Hill Station (751, 752) 30.

Sat AM Blacktown-Quakers Hill Station (751, 752) 30.

Sat PM Blacktown-Quakers Hill Station (751) 60.

Sun Blacktown-Quakers Hill Station (751) 120.

† Clockwise loop in East Quakers Hill.

‡ Anti-clockwise loop in East Quakers Hill.

7 June 1997

Blacktown – Quakers Hill routes

751, 752

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

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

Average day frequencies along common route:

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

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

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

† Clockwise loop in East Quakers Hill.

‡ Anti-clockwise loop in East Quakers Hill.

A – Plus 12.36am trip from Blacktown.

B – Extra trip Friday night.

Route 751

BLACKTOWN – COLEBEE – MARSDEN PARK (various termini)

- Extended from Marsden Park to Rouse Hill Town Centre (2018-21)

(The Elara Estate (Elara Blvd/Rosepark Dr), Marsden Park terminus is in current Melonba, gazetted as a suburb in 2020.)

Timeline

18 May 2014: Peak hour service, Blacktown – Colebee, commenced by Busways Blacktown Pty Ltd (Rowe family, proprietors) to new residential area. Part of Contract Region 1.

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

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

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

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

By 26 May 2019: Operator traded as Busways Western Sydney.

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

18 April 2021: Curtailed/alterd to run Blacktown – Colebee – Melonba (Elara Blvd). Marsden Park – Rouse Hill Town Centre replaced by new 748.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

4 August 2024 (upon opening of extension of Sydney Metro from Chatswood to Sydenham via Crows Nest, North Sydney & City stations):

- Extended in Melonba from Elara Blvd to Abell Rd (new residential area).
- Frequencies improved.

Streets

Blacktown – Colebee

From 18 May 2014

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

Blacktown – Colebee – Marsden Park (Harris St)

Alterations

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

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

From 3 June 2018

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

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

Alteration

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

Blacktown – Colebee – Melonba (Elara Blvd)

From 18 April 2021

From Blacktown (Interchange) via Richmond Rd, Symonds Rd, Stonecutters Dr (**Colebee**), Alderton Dr, Richmond Rd, Hollinsworth Rd, Harris St, Hawthorne Av, Richmond Rd, Elara Blvd (**Marsden Park**) to Rosepark Dr (Melonba). Reverse on return.

Blacktown – Colebee – Melonba (Abell Rd)

Alteration

From 26 May 2019: Extended in Melonba from Elara Blvd via Kaluta Av, Abell Rd to Emu Pde. Reverse on return.

Timetable Summary

18 May 2014

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

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

29 November 2015

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

* More frequent in morning peak hour.

21 November 2016

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

* More frequent in peak hours.

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

B – To Blacktown.

C – To Colebee.

M – To Marsden Park (Harris St).

3 June 2018

See also 749

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

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

26 May 2019

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

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

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

B – To Blacktown.

S – To Schofields.

18 April 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Colebee-Melonba (Elara Blvd)	44	M-F	Blacktown	4.53am	Blacktown	10.05pm	30	A
		Sat		5.50am	Melonba	9.34pm	60	
		Sun		7.34am		7.34pm	60	A

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

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Colebee-Melonba (Abell Rd)	43	M-F	Blacktown	4.46am	Abell Rd	10.30pm	30	
		Sat	Abell Rd	5.30am	Blacktown	11.11pm	30	
		Sun		6.30am		10.11pm	30	

Route 752

BLACKTOWN – BLACKTOWN (Pank Pde) via Lyton St

Timeline

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

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

5 December 1992: Absorbed into 753.

Streets

From 27 November 1983

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

Timetable Summary

27 November 1983

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

* More frequent in peak hours.

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

Route 752

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

Timeline

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

1 January 2005: Became part of Contract Region 1.

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

Streets

From 5 December 1992

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

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

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

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

Alterations

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

Timetable Summary

See 751

Route 752

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

Timeline

20 October 2013: Previous 752 altered & extended from East Quakers Hill to Rouse Hill Town Centre in a rearrangement of 751 & 752. Operated by Busways Blacktown Pty Ltd (Rowe family, proprietors). **Part of Contract Region 1.**

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 6 October 2013

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

Timetable Summary

20 October 2013

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

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

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

Combined Routes 752/754

Combined Routes 752/755

BLACKTOWN – PLUMPTON – MT DRUITT via Pank Pde■

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

Timeline

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

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

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

5 December 1992: Replaced by rerouting of 753.

Streets

Combined routes 752/754

Blacktown – Plumpton via Pank Pde

From 27 November 1983

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

Combined routes 752/755

Blacktown – Plumpton – Mt Druitt via Pank Pde

From 11 September 1988

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

Timetable Summary

See 754

Route 753

BLACKTOWN – DOONSIDE via Hill End Rd

Timeline

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

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

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

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

1 January 2005: Became part of Contract Region 1.

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

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 27 November 1983

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

Alterations

- **By 31 July 1989:** From Blacktown Station via Richmond Rd, Breakfast Rd, Terrigal Dr. Reverse on return.
- **From 5 December 1992 (mostly every second trip):** Ex Blacktown Station from Richmond Rd via Lyton St, Pank Pde, McClean St, Tulloch St, Richmond Rd, Breakfast Rd. Reverse on return.
- **By 7 June 1997:** Approached Blacktown from Richmond Rd to Blacktown Interchange, then bus bridge, Patrick St to Westpoint. Reverse on return.
- **By 7 June 1997:** Almost all trips rerouted via Pank Pde.
- **By 11 March 2007:** Approached Blacktown from bus bridge to Westpoint tunnel. Reverse on return.
- **From 11 October 2009:** Ex Blacktown from Falmouth Rd via Tallagandra Dr, Quakers Hill Pkwy, Richmond Rd, Hill End Rd. Reverse on return.

From 16 November 2011: Curtailed to terminate at/start from Blacktown Interchange. (Shuttle bus ran daily Westpoint Blacktown – Blacktown Interchange until 9 January 2025.)

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Timetable Summary

27 November 1983

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

* More frequent in peak hours.

7 June 1997

Blacktown – Woodcroft – Doonside routes

753, 753W

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
753: Blacktown-Doonside	42 round trip	M-F	Blacktown	5.23am	Blacktown	6.05pm	30	A
		Sat	Doonside	5.53am		5.17pm	30	B
		Sun	Blacktown	8.12am	Doonside	5.12pm	60	B
753W: Blacktown-Woodcroft	12	M-F	Woodcroft	6.26am	Woodcroft	6.26pm	60	
		Sat	Blacktown	9.17am		4.29pm	60	
		Sun		9.28am		4.37pm	60	
753/753W: Blacktown-Woodcroft-Doonside	25	M-F	Doonside	5.29am	Blacktown	10.54pm	MNs1	
		Sat		6.26am		11.54pm	MNs2	
		Sun		7.23am		8.54pm	MNs2	

Average day frequencies along common route:

M-F Blacktown-Woodcroft Dr (753, 753W) 3 trips per hour.

Sat Blacktown-Woodcroft Dr (753, 753W) 3 trips per hour.

Sun Blacktown-Woodcroft Dr (753, 753W) 30.

A – Service in early morning & night provided by combined 753/753W. Extra trip Friday night. Plus short-working/s before first trip shown.

B – Service in early morning & night provided by combined 753/753W.

MNs1 – Early morning & night service. Extra trip Friday night.

MNs2 – Early morning & night service.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside	17	M-F	Blacktown	5.30am	Doonside	9.46pm	30*	A
		Sat	Doonside	6.44am		9.47pm	30	
		Sun	Blacktown	8.10am		9.22pm	30	

Generally alternate trips (every fourth trip on Sundays) ran via Pank Pde during daylight hours.

* More frequent in peak hours.

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

Combined Routes 753/753W

BLACKTOWN – WOODCROFT – DOONSIDER

Timeline

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

1 January 2005: Became part of Contract Region 1.

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

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

Streets

From 7 June 1997

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

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

Alteration

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

Timetable Summary

See 753

Route 753W

BLACKTOWN – WOODCROFT

Timeline

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

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

1 January 2005: Became part of Contract Region 1.

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

Streets

From 10 December 1994

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

Alterations

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

Timetable Summary

10 December 1994

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

* More frequent in peak hours.

7 June 1997

See 753

Route 754

MT DRUITT – PLUMPTON via Mt Druitt Hospital

ROOTY HILL – PLUMPTON

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

Timeline

October 1982:

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

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

Streets

Mt Druitt – Plumpton via Mt Druitt Hospital

From October 1982

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

Rooty Hill – Plumpton

From October 1982

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

Timetable Summary

October 1982

See also 756

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

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

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

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

Route 754

BLACKTOWN – ROOTY HILL – MT DRUITT

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

Timeline.

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

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

11 September 1988:

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

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

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

Streets

Blacktown – Plumpton

From 27 November 1983

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

From 8 May 1985

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

Blacktown – Rooty Hill – Mt Druitt

From 11 September 1988

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

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

Timetable Summary

27 November 1983

Blacktown – Plumpton routes

754, 752/754

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
754: Blacktown-Plumpton	18	M-F	Plumpton	4.48am	Blacktown	3.00pm	A	
		Sat		5.54am		6.37am	B	
		Sun						C
752/754: Blacktown-Plumpton via Pank Pde	18	M-F	Plumpton	5.18am	Blacktown	11.05pm	MNs	
		Sat		7.18am		10.37pm	MNs	
		Sun		7.47am		8.05pm	90	

A – Early morning, Blacktown-Plumpton. Afternoon, occasional trips Blacktown-Plumpton. Service at other times provided by combined 752/754.

B – Early morning, Blacktown-Plumpton. Service at other times provided by combined 752/754.

MNs – Early morning, late afternoon & night service.

Route 754

BLACKTOWN – HASSALL GROVE – MT DRUITT

Timeline

5 December 1992:

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

1 January 2005: Became part of Contract Region 1.

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 5 December 1992

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

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

Temporary routes in Glendenning & Hassall Grove before roadworks completed:

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

Alterations

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

Timetable Summary

5 December 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
754: Blacktown-Hassall Grove-Mt Druitt	Fr Mt D 23H 51B	M-F	Glendenning	4.50amM	Mt Druitt	10.18pmB	A	
			Mt Druitt	6.12amB				
		Sat	Glendenning	6.01amM		11.41pmB	C	
			Mt Druitt	6.27amB				
		Sun		7.59amH		8.57pmB	D	
755: Blacktown-Shalvey-Mt Druitt	Fr Mt D 19S 55B	M-F	Shalvey	4.01amM	Mt Druitt	5.18pmB	E	
			Blacktown	6.58amM		11.11pmS		
		Sat	Shalvey	5.36amM		4.15pmB	E	
			Blacktown	8.03amM		12.11amS		
		Sun	Shalvey	7.06amM		7.28pmB	F	
			Blacktown	8.17amM		10.57pmS		

Average day frequencies along common route:

M-F Mt Druitt-Shalvey (755, 763) 20.
Blacktown-Glendenning (754, 755) 30
Sat AM Mt Druitt-Shalvey (755, 763) 20.
Blacktown-Glendenning (754, 755) 30
Sat PM Mt Druitt-Shalvey (755, 763) 30.
Blacktown-Glendenning (754, 755) 30
Sun Mt Druitt-Shalvey (755, 763) 30.
Blacktown-Glendenning (755) 60

* More frequent in peak hours.

A – Day, Mt Druitt-Hassall Grove 30, Mt Druitt-Blacktown 60. Night, Mt Druitt-Blacktown. Plus short-working/s before first trip & after last trip shown.

B – To Blacktown.

C – Day, Mt Druitt-Hassall Grove 30, Mt Druitt-Blacktown 60. Night, Mt Druitt-Blacktown. Plus short-working/s before first trip shown.

D – Day & night, Mt Druitt-Hassall Grove, last trip each way Mt Druitt-Blacktown.

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

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

H – To Hassall Grove.

M – To Mt Druitt.

S – To Shalvey.

7 June 1997

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

* More frequent in peak hours.

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

7 June 1997

Blacktown – Mt Druitt routes

754, 755 (& 756 – for Timetable Summary, see below)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
754: Blacktown-Hassall Grove-Mt Druitt	Fr Mt D 15H 43B	M-F	Glendenning	4.47amM	Blacktown	11.06pmM	A	
			Mt Druitt	5.25amB				
		Sat	Blacktown	6.07amM		11.06pmM	C	
		Sun		8.17amM		9.06pmM	D	
755: Blacktown-Shalvey-Mt Druitt	Fr Mt D 18S 54B	M-F	Shalvey	3.59amM	Blacktown	8.39pmM	E	
			Mt Druitt	6.18amB				
		Sat	Shalvey	5.36amM		8.39pmM	F	
			Mt Druitt	6.52amB				
		Sun	Glendenning	6.55amM		6.39pmM	I	
			Mt Druitt	7.48amB				
755/762: Mt Druitt-Shalvey-Bidwill	25 round trip	M-F	Mt Druitt	9.25pm	Mt Druitt	11.15pm	Ns1	
		Sat		9.25pm		12.15am	Ns2	
		Sun		8.56pm		10.56pm	Ns2	

Average day frequencies along common route:

M-F Blacktown-Plumpton (754, 755, 756) 15
 Sat Blacktown-Plumpton (754, 755, 756) 15
 Sun Blacktown-Plumpton (754, 755) 30.

* More frequent in peak hours.

A – Morning peak hour mainly, from Hassall Grove (first trip from Glendenning) to Mt Druitt & from Mt Druitt to Blacktown. Day & afternoon peak hour, Blacktown-Mt Druitt 30*. Night, Mt Druitt-Hassall Grove & Mt Druitt-Blacktown alternately.

B – To Blacktown.

C – Early morning & night, Mt Druitt-Hassall Grove & Mt Druitt-Blacktown alternately. Day, Blacktown-Mt Druitt 30*.

D – Day, Mt Druitt-Hassall Grove 30, Mt Druitt-Blacktown 60. Night, from Blacktown to Mt Druitt & from Mt Druitt to Glendenning.

E – Morning peak hour, mainly Mt Druitt-Shalvey. Day, Mt Druitt-Shalvey 15, Mt Druitt-Blacktown 60. Later night service provided by combined 755/762.

G – Day, Mt Druitt-Shalvey 15, Mt Druitt-Blacktown 60. Late afternoon, Mt Druitt-Shalvey 30, Mt Druitt-Blacktown 60. Later night service provided by combined 755/762.

H – To Hassall Grove.

I – Day, Mt Druitt-Shalvey 30, Mt Druitt-Blacktown 60. Early night, Mt Druitt-Shalvey. Later night service provided by combined 755/762.

M – To Mt Druitt.

Ns1 – Night service. Extra trips Friday night.

Ns2 – Night service.

S – To Shalvey.

Route 755

BLACKTOWN – SHALVEY – MT DRUITT area (loop)■

BLACKTOWN – SHALVEY – MT DRUITT (Station)■

Timeline

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

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

11 September 1988:

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

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

5 December 1992:

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

1 January 2005: Became part of Contract Region 1.

11 October 2009:

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

Streets

Blacktown – Shalvey – Mt Druitt area (loop)

From June 1982

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

From 8 May 1985

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

Blacktown – Shalvey – Mt Druitt (Station)

From 11 September 1988

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

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

Alterations

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

Timetable Summary

June 1982

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

* More frequent in peak hours.

11 September 1988

Mt Druitt – Shalvey routes

755, 763

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
755: Blacktown-Shalvey-Mt Druitt (Station)	Fr Black 19D 50M	M-F	Dean Park	4.24amB	Blacktown	6.58pmM	A	
			Mt Druitt	6.28amB		11.14pmD		
		Sat	Dean Park	5.34amB		4.12pmM	C	
			Mt Druitt	7.42amB		11.12pmD		
		Sun	Dean Park	7.23amB		5.12pmM	C	
			Mt Druitt	8.58amB		8.12pmD		
763: Mt Druitt-Shalvey	27 round trip	M-F	Shalvey	4.09am	Mt Druitt	9.53pm	20/40	E
		Sat		5.25am		8.54am	AM 20/40 PM 60	F
		Sun		7.05am		7.54pm	60	G
763/761/762: Mt Druitt-Shalvey-Bidwill	27 round trip	M-F	Mt Druitt	10.23pm	Mt Druitt	11.20pm	Ns1	
		Sat		9.24pm		12.20pm	Ns2	
		Sun		8.24pm		10.54pm	Ns2	

Average day frequencies along common route:

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

* More frequent in peak hours.

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

B – To Blacktown.

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

D – To Dean Park.

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

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

G – Late night service provided by combined 763/762/761.

M – To Mt Druitt.

Ns1 – Night service. Extra trips Friday night.

Ns2 – Night service.

5 December 1992

See 754

Route 755

MT DRUITT – SHALVEY – PLUMPTON

Timeline

1 March 2010: Shorter version of previous 755 recommenced by Busways Blacktown Pty Ltd (Rowe family, proprietors). Part of Contract Region 1.

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 1 March 2010

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

Timetable Summary

1 March 2010

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

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

M – To Mt Druitt.

P – To Plumpton.

S – To Shalvey.

Combined Routes 755/762

MT DRUITT – SHALVEY – BIDWILL

Timeline

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

1 January 2005: Became part of Contract Region 1.

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

Streets

From 5 December 1992

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

Timetable Summary

See 754

Route 756

MT DRUITT – ROOTY HILL – PLUMPTON via Mt Druitt Hospital

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

Timeline

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

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

9 October 1985: Extended to Blacktown & renumbered 757.

Streets

Mt Druitt – Rooty Hill via Mt Druitt Hospital

From October 1982

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

Mt Druitt – Rooty Hill – Plumpton via Mt Druitt Hospital

From 27 November 1983

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

Timetable Summary

October 1982

See also 754

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

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

27 November 1983

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

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

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

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

M – To Mt Druitt.

P – To Plumpton.

R – To Rooty Hill RSL.

W – To Woodstock Av.

Route 756

BLACKTOWN – GLENDENNING Industrial Area ■

MT DRUITT – GLENDENNING Industrial Area ■

Timeline

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

7 June 1997: Renumbered 756G.

Streets

Blacktown – Glendenning Industrial Area

From 5 December 1992

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

Mt Druitt – Glendenning Industrial Area

From 5 December 1992

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

Timetable Summary

5 December 1992

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

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

Route 756

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

Timeline

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

1 January 2005: Became part of Contract Region 1.

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

Streets

From 7 June 1997

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

Alteration

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

Timetable Summary

7 June 1997

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

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

B – To Blacktown.

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

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

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

M – To Mt Druitt.

R – To Oakhurst (Rooty Hill Rd North).

13 May 2000

Mt Druitt – Oakhurst (Rooty Hill Rd North) routes

756, 757

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

Average day frequencies along common route:

M-F Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 30.
 Sat Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 30.
 Sun Mt Druitt-Oakhurst (Rooty Hill Rd North) (756, 757) 60.

* More frequent in peak hours.

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

B – To Blacktown.

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

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

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

H – To Marsden Park (Hollinsworth Rd).

M – To Mt Druitt.

R – To Oakhurst (Rooty Hill Rd North).

V – To Riverstone.

Route 756

BLACKTOWN – WOODCROFT – PLUMPTON – MT DRUITT

- **Diverted via Glendenning Industrial Area (peak hours)**

Timeline

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

- Previous 756 rerouted via Woodcroft, replacing 753W.
- Peak hour diversions via Glendenning Industrial Area replaced 756G.
- Shared Mt Druitt – Plumpton with 757 until 18 April 2021.
- Operated by Busways Blacktown Pty Ltd (Rowe family, proprietors).

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 11 October 2009

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

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

Timetable Summary

11 October 2009

Mt Druitt – Plumpton via Hyatts Rd routes

756, 757

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

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

Average day frequencies along common route:

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

Sat Mt Druitt-Plumpton (756) 30.

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

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

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

C – Alternate trips via Carnarvon Rd & Garfield Rd.

H – To Marsden Park (Hollinsworth Rd).

M – To Mt Druitt.

P – To Plumpton.

PV – Plumpton to Riverstone.

V – To Riverstone

26 May 2019

Mt Druitt – Plumpton via Hyatts Rd routes

756, 757

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

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

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

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

M – To Mt Druitt.

P – To Plumpton.

V – To Riverstone

Route 756G

BLACKTOWN – GLENDENNING Industrial Area ■

MT DRUITT – GLENDENNING Industrial Area ■

Timeline

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

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

1 January 2005: Became part of Contract Region 1.

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

Streets

Blacktown – Glendenning Industrial Area

From 7 June 1997

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

Mt Druitt – Glendenning Industrial Area

From 7 June 1997

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

Alteration

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

Timetable Summary

Similar to 756.

Route 757

MT DRUITT – PLUMPTON via Mt Druitt Hospital

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

Timeline

9 October 1985:

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

11 September 1988:

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

Streets

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

From 9 October 1985

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

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

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

Timetable Summary

9 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Plumpton†	Fr Mt D 13P 23R 35B	M-F	Plumpton	6.24amM	Mt Druitt	1.39pmB	A	
			Riverstone	9.02amM		2.37pmR		
			Blacktown	7.50amR		5.05pmP		
		Sat	Plumpton	7.27am		5.20pm	C	
		Sun		9.07am		5.17pm	D	

† Selected trips extended to Blacktown or Riverstone.

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

B – To Blacktown.

C – 5 trips from Plumpton, 6 trips from Mt Druitt.

D – 3 trips from Plumpton, 5 trips from Mt Druitt.

M – To Mt Druitt.

P – To Plumpton.

R – To Riverstone.

Route 757

MT DRUITT – RIVERSTONE via Rooty Hill Rd North■

Timeline

7 June 1997:

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

1 January 2005: Became part of Contract Region 1.

11 October 2009:

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

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

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

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

18 April 2021:

- Ceased.
- Replaced by:
 - Existing 756 between Mt Druitt & Plumpton.
 - Extended 747 between Plumpton & Riverstone.

Streets

Mt Druitt – Riverstone via Carnarvon Rd

From 7 June 1997

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

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

Alteration

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

Mt Druitt – Riverstone via Garfield Rd

From 7 June 1997

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

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

Alterations

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

Timetable Summary

See 756

Route 758

MT DRUITT – ROOTY HILL – EASTERN CREEK■

ROOTY HILL – EASTERN CREEK – MT DRUITT■

Also:

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

Timeline

October 1982:

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

27 November 1983:

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

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

Streets

Rooty Hill – Eastern Creek – Mt Druitt

From October 1982

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

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

Rooty Hill – Horsley Park

From October 1982

Not specified in timetable, but likely route.

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

Mt Druitt – Rooty Hill – Eastern Creek

From 27 November 1983

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

Timetable Summary

October 1982

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

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

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

E – To Eastern Creek.

M – To Mt Druitt.

R – To Rooty Hill.

27 November 1983

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

A – 5 trips extended to Mt Druitt.

E – To Eastern Creek

M – To Mt Druitt.

R – To Rooty Hill.

Route 758

MT DRUITT – HASSALL■

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

Timeline

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

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

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

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

Streets

From 14 August 1985

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

From 11 September 1988

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

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

Timetable Summary

14 August 1985

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

* More frequent in peak hours.

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

9 October 1985

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

* More frequent in peak hours.

Route 758

MT DRUITT – SHALVEY – TREGEAR – ST MARYS

Timeline

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 11 October 2009

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

Timetable Summary

11 October 2009

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

* More frequent in peak hours.

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

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

L – To Shalvey.

M – To Mt Druitt.

S – To St Marys.

Route 759

MT DRUITT – MINCHINBURY ■

Timeline

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

9 October 1985: Renumbered 739.

Streets

From 27 November 1983

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

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

Timetable Summary

27 November 1983

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

Route 759

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

Timeline

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

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 11 October 2009

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

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

Alteration

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

Timetable Summary

11 October 2009

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

* More frequent in peak hours.

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

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

M – To Mt Druitt.

S – To St Marys.

W – To Willmot.

Route 760

MT DRUITT – RIVERSTONE via Rooty Hill Rd North■

Timeline

11 September 1988:

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

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

7 June 1997: Renumbered 757.

Streets

Mt Druitt – Riverstone via Carnarvon Rd

From 11 September 1988

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

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

Alteration

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

Mt Druitt – Riverstone via Garfield Rd

From 11 September 1988

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

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

Alteration

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

Timetable Summary

11 September 1988

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

Generally ran alternately via Carnarvon Rd & Garfield Rd.

* More frequent in peak hours.

Route 760

MT DRUITT – QUAKERS HILL – PARRAMATTA■

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

Timeline

18 March 2000: Commenced by Busways Blacktown Pty Ltd (Rowe family, proprietors).

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

28 January 2004: Ceased without replacement.

Streets

From 18 March 2000

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

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

Alterations

From 27 July 2002:

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

Timetable Summary

18 March 2000

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

Route 761

MT DRUITT – BIDWILL via Carlisle Av

Timeline

9 June 1982:

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

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

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

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

1 January 2005: Became part of Contract Region 1.

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 9 June 1982

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

From 5 December 1992

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

Alteration

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

Timetable Summary

9 June 1982

Mt Druitt – Bidwill routes

761, 762

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
761: Mt Druitt-Bidwill via Carlisle Av	15	M-F	Bidwill	4.24am	Mt Druitt	11.24pm	A	A
		Sat		5.37am		12.12am	B	B
		Sun				9.40pm	C	C
762: Mt Druitt-Bidwill via Popondetta Rd	30 round trip	M-F	Bidwill	5.23am	Mt Druitt	6.27pm	30	A
		Sat		7.46am		12.15pm	30	B
		Sun						C
762/761: Mt Druitt-Bidwill Loop	30 round trip	M-F	Bidwill	4.23am	Mt Druitt	9.53pm	MNs	
		Sat		5.36am		10.37pm	MNs PM 30	
		Sun		7.05am		7.35pm	30	
763/761/762: Mt Druitt-Shalvey-Bidwill Loop	29 round trip	M-F	Mt Druitt	10.26pm	Mt Druitt	11.24pm	LN	
		Sat		11.06am		12.12am	LN	
		Sun		8.37pm		9.40pm	LN	

Average day frequencies along common route:

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

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

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

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

A – Early morning & night service provided by 762/761. Late night service provided by 763/761/762.

B – Early morning, afternoon & night service provided by 762/761. Late night service provided by 763/761/762.

C – Day & night service provided by 762/761. Late night service provided by 763/761/762.

LN – Late night service.

MN – Early morning & night service.

27 November 1983

Mt Druitt – Bidwill routes

761, 762

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
761: Mt Druitt-Bidwill via Carlisle Av	15	M-F	Mt Druitt	5.15am	Bidwill	6.30pm	30*	A
		Sat		7.56am		12.27pm	30*	B
		Sun						C
762: Mt Druitt-Bidwill via Popondetta Rd	30 round trip	M-F	Mt Druitt	5.25am		6.10pm	30	A
		Sat		7.59am		12.22pm	30	B
		Sun						C
762/761: Mt Druitt-Bidwill Loop	29 round trip	M-F	Bidwill	4.33am	Mt Druitt	9.48pm	MNs	
		Sat		5.34am		9.47pm	MNs PM 30	
		Sun		6.56am		10.47pm	30	
763/761/762: Mt Druitt-Shalvey-Bidwill Loop	29 round trip	M-F	Mt Druitt	10.18pm	Mt Druitt	11.18pm	LNs	
		Sat		12.17am		12.17am	LNs	
		Sun		10.47pm		10.47pm	LNs	

Average day frequencies along common route:

M-F Mt Druitt-Hebersham (761, 762) 15.
 Sat AM Mt Druitt-Hebersham (761, 762) 15.
 Sat PM Mt Druitt-Hebersham (combined 761/762) 30.
 Sun Mt Druitt-Hebersham (combined 761/762) 30.

* More frequent in peak hours.

A – Early morning & night service provided by 762/761. Late night service provided by 763/761/762.

B – Early morning, afternoon & night service provided by 762/761. Late night service provided by 763/761/762.

C – Day & night service provided by 762/761. Late night service provided by 763/761/762.

LNs – Late night service.

MNs – Early morning & night service.

5 December 1992

Mt Druitt – Bidwill routes

761, 762

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
761: Mt Druitt-Bidwill via Carlisle Av†	35 round trip	M-F	Bidwill	5.57am	Mt Druitt	6.27pm	30	A
		Sat		8.26am		4.30pm	30	B
		Sun						C
762: Mt Druitt-Bidwill via Popondetta Rd	35 round trip	M-F	Bidwill	6.02am	Mt Druitt	6.18pm	30	A
		Sat		8.11am		4.15pm	30	B
		Sun						C
762/761: Mt Druitt-Bidwill Loop	27 round trip	M-F	Bidwill	4.03am	Mt Druitt	9.57pm	MNs	
		Sat		5.36am		8.57pm	MNs PM 30	
		Sun		7.06am		7.56pm	30	
755/762: Mt Druitt-Shalvey-Bidwill Loop	27 round trip	M-F	Mt Druitt	10.27pm	Mt Druitt	11.11pm	LN	
		Sat		9.27pm		12.11am	LN	
		Sun		8.27pm		10.57pm	LN	

Average day frequencies along common route:

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

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

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

A – Early morning & night service provided by 762/761. Late night service provided by 755/762.

B – Early morning, afternoon & night service provided by 762/761. Late night service provided by 755/762.

C – Day & night service provided by 762/761. Late night service provided by 755/762.

LN – Late night service. Extra trips Friday night.

MN – Early morning & night service.

11 October 2009

See 750

Route 762

MT DRUITT – BIDWILL via Popondetta Rd■

Timeline

9 June 1982:

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

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

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

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

1 January 2005: Became part of Contract Region 1.

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

Streets

From 9 June 1982

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

From 5 December 1992

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

Timetable Summary

See 761.

Combined Routes 762/761

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

Timeline

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

1 January 2005: Became part of Contract Region 1.

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

Streets

From 9 June 1982

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

Route 763

MT DRUITT – SHALVEY■

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

Timeline

9 June 1982:

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

11 September 1988:

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

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

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

5 December 1992:

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

Streets

From 9 June 1982

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

Alteration

From 12 March 1990:

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

Timetable Summary

9 June 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
763: Mt Druitt-Shalvey	25	M-F	Shalvey	4.21am	Mt Druitt	9.53pm	20	A
		Sat		5.34am		9.37am	AM 15-30 PM 30	A
		Sun		7.36am		7.35pm	30-60	A
763/761/762: Mt Druitt-Bidwill-Shalvey	33	M-F	Mt Druitt	10.26pm	Mt Druitt	11.24pm	LN's	
		Sat		11.08pm		12.12am	LN's	
		Sun		8.37pm		9.40pm	LN's	

A – Late night service provided by combined 763/761/762.

LN's – Late night service.

11 September 1988

See 755

Combined Routes 763/761/762

MT DRUITT – LETHBRIDGE PARK – SHALVEY – BIDWILL loop■

Timeline

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

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

Streets

From 9 June 1982

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

Alterations

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

Timetable Summary

9 June 1982

See 763

27 November 1983

See 755

Route 766

MT DRUITT – TREGEAR – ROPES CROSSING – ST MARYS■

MT DRUITT – TREGEAR – WILLMOT■

Timeline

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

October 1984: Operator's name changed to Westbus.

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

Streets

Mt Druitt – Tregear – Willmot

From 1 February 1984

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

Alterations

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

Mt Druitt – Tregear

From 1 November 2004

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

Mt Druitt – Tregear – Ropes Crossing – St Marys

From 16 October 2006

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

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

Timetable Summary

1 February 1984

Mt Druitt – Tregear – Willmot – St Marys routes

766-768

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
766: Mt Druitt-Willmot	34 round trip	M-F	Willmot	7.42am	Mt Druitt	9.20pm	60	
		Sat		7.29am		6.20pm	60	
		Sun		9.32am		6.18pm	60	
767: Mt Druitt-Tregear-St Marys	Fr St M 20STr 25M	M-F	St Marys	5.24amM	St Marys	8.55pmM 11.20pmT	A	
		Sat		6.28amM		5.55pmM 11.55pmT	B	
		Sun		8.55amM		5.55pmM 9.20pmT	C	
768: St Marys-Willmot-Lethbridge Park	36 round trip	M-F	St Marys	4.42am	Willmot	11.36pm	30*	
		Sat		4.55am		12.11am	30	
		Sun		7.29am		9.36pm	60	

Average day frequencies along common route:

M-F Mt Druitt-Tregear (766, 767) 3 trips per hour.
 Sat AM Mt Druitt-Tregear (766, 767) 3 trips per hour.
 Sat PM Mt Druitt-Tregear (766, 767) 30.
 Sun Mt Druitt-Tregear (766, 767) 30.

* More frequent in peak hours.

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

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

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

M – To Mt Druitt.

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

T – To Tregear loop.

31 August 1992

Mt Druitt – Tregear – Willmot – St Marys routes

766-768

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
766: Mt Druitt-Willmot	35 round trip	M-F	Willmot	7.47am		9.27pm	60	A
		Sat		7.38am	Mt Druitt	5.42pm	60	A
		Sun		8.42am		5.42pm	60	B
767: Mt Druitt-Tregear-St Marys	23	M-F	Mt Druitt	5.55am	St Marys	8.00pm	30*	C
		Sat	St Marys	8.00am	Mt Druitt	5.03pm	30	C
		Sun		8.08am		6.00pm	60	D
768: St Marys-Willmot	37 round trip	M-F	Willmot	4.47am	Willmot	8.09pm	30*	A
		Sat	St Marys	7.22am		5.50pm	60	A
		Sun	Willmot	7.32am		5.38pm	60	B
767/768: St Marys-Tregear-Willmot Loop	27 round trip	M-F	St Marys	4.52am	St Marys	11.45pm	MNs	
		Sat		4.45am		12.15am	MNs	
		Sun		6.05pm		9.30pm	Ns	

Average day frequencies along common route:

M-F Mt Druitt-Tregear (766, 767) 3 trips per hour.

Sat Mt Druitt-Tregear (766, 767) 3 trips per hour.

Sun Mt Druitt-Tregear (766, 767) 30.

* More frequent in peak hours.

A – Early morning & night service provided by combined 767/768.

B – Night service provided by combined 767/768.

C – Early morning & night service provided by combined 767/768. Plus short-working/s before first trip shown.

D – Night service provided by combined 767/768. Plus short-working/s before first trip shown.

MNs – Early morning & night service.

Ns – Night service.

27 November 1995

Mt Druitt – Tregear – Willmot – St Marys routes

766-768

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
766: Mt Druitt-Willmot	36 round trip	M-F	Willmot	5.06am	Mt Druitt	6.34pm	20	A
		Sat		7.50am		5.35pm	30	A
		Sun						B
767: Mt Druitt-Tregear-St Marys	24	M-F	St Marys	5.21am	St Marys	6.35pm	20	B
		Sat	Mt Druitt	6.28am	Mt Druitt	5.50pm	30	B
		Sun						B
768: St Marys-Willmot-Lethbridge Park	36 round trip	M-F	Willmot	4.48am	Willmot	6.50pm	30	C
		Sat		8.18am		5.27pm	30	C
		Sun						C
769: St Marys-Willmot	26 round trip	M-F	St Marys	7.00pm	Willmot	11.11pm	Ns	
		Sat		4.49am		11.11pm	Ns	
		Sun		7.21am		10.11pm	30	

Average day frequencies along common route:

M-F Mt Druitt-Tregear (766, 767) 10.

Sat Mt Druitt-Tregear (766, 767) 15.

Sun Mt Druitt-Tregear (769) 30.

A – Monday-Saturday night, early Saturday morning & all-day Sunday service provided by 769 (combined 766/767/768). Plus short-working/s before first trip & after last trip shown.

B – Monday-Saturday night, early Saturday morning & all-day Sunday service provided by 769 (combined 766/767/768).

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

Ns – Night service.

1 November 2004

Mt Druitt – Willmot – Tregear – St Marys routes 766, 769

See also N4

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
766: Mt Druitt-Willmot	35 round trip	M-F	Tregear	5.06am	Tregear	7.15pm	30*	A
		Sat						A
		Sun						A
769: Mt Druitt-Willmot-St Marys	39	M-F	St Marys	6.00amM	Willmot	8.04pmM	30	
		Sat	Mt Druitt	6.48amS		6.51pmS	30	
		Sun	St Marys	8.04amM		6.46pmM	60	

Average day frequencies along common route:

M-F Mt Druitt-Tregear (766, 769) 15.

Sat Mt Druitt-Tregear (769) 30.

Sun Mt Druitt-Tregear (769) 60.

* More frequent in peak hours.

A – Service at night & all day Saturdays & Sundays provided by 769.

M – To Mt Druitt.

S – To St Marys.

16 October 2006

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

* More frequent in peak hours.

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

Route 767

MT DRUITT – TREGEAR – ST MARYS■

Timeline

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

October 1984: Operator's name changed to Westbus.

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

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

May 1999: Westbus transferred to National Express Group.

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

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

Streets

From 1 February 1984

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

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

Alteration

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

Timetable Summary

See 766

Combined Routes 767/768

ST MARYS – TREGEAR – WILLMOT loop■

Timeline

26 May 1986: Service on 767 & 768 provided by combined route on weekday late nights and weekend nights. Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager until 1990).

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

Streets

From 26 May 1986

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

Timetable Summary

See 766

Route 768

ST MARYS – WILLMOT – LETHBRIDGE PARK■

Timeline

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

October 1984: Operator's name changed to Westbus.

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

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

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

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

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

Streets

From 1 February 1984

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

Alterations

- *From 26 May 1986*

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

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

- *By 13 August 2001*

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

Timetable Summary

See 766

Route 768i

ST MARYS – DUNHEVED/ROPEs CREEK Industrial Area (INDUSTRIAL)■

Timeline

Unnumbered period 1984-2001

1 February 1984: Peak hour service, previously part of 2 [1925 route number], continued without a route number. Operated by Bosnjaks Bus Service Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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

13 August 2001: Given number 768i in Sydney Region Route Number System.

Possibly by 1 November 2004: Ceased without replacement.

Timetable Summary

13 August 2001

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

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

Route 769

ST MARYS – NORTH ST MARYS■

Timeline

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

October 1984: Operator's name changed to Westbus.

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

Streets

From 1 February 1984

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

Timetable Summary

1 February 1984

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

* More frequent in peak hours.

Route 769

MT DRUITT – WILLMOT – TREGEAR – ST MARYS

Timeline

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

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

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

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

Streets

From 27 November 1995

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

Alterations

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

Timetable Summary

See 766

Route 770

ST MARYS – OXLEY PARK – MT DRUITT

Timeline

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

October 1984: Operator's name changed to Westbus.

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

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

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

Streets

St Marys – Oxley Park

From 1 February 1984

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

St Marys – Oxley Park – Mt Druitt

From 1 November 2004

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

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

Timetable Summary

1 February 1984

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

* More frequent in peak hours.

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

27 November 1995

See also 771

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

1 November 2004

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

Route 770

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

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

Timeline

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

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

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

From 11 October 2009

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

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

Timetable Summary

11 October 2009

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

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

29 June 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Colyton-St Marys-Penrith	56	M-F	Mt Druitt	5.13am	Penrith	10.36pm	30	
		Sat	Penrith	5.55am		11.54pm	30	
		Sun		5.55am		10.54pm	30	

Route 771

ST MARYS – COLYTON via Carpenter St

ST MARYS – COLYTON – MT DRUITT via Desborough Rd

Timeline

1 February 1984:

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

October 1984: Operator's name changed to Westbus.

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

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

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

27 November 1995: Route extended to run St Marys – Oxley Park – Colyton – Mt Druitt, replacing part of 770.

Service on 770 reduced as a result.

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

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

1 November 2004:

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

- Re-extended to run St Marys – Colyton – Mt Druitt via Desborough Rd
- Night service on N5 replaced by trips on individual routes.

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

St Marys – Colyton via Carpenter St

From 1 February 1984

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

St Marys – Colyton via Desborough Rd

From 12 January 1992

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

St Marys – Colyton – Mt Druitt via Desborough Rd

From 27 November 1995

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

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

St Marys – Colyton via Desborough Rd

From 1 November 2004

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

St Marys – Colyton – Mt Druitt via Desborough Rd

From 11 October 2009

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

Timetable Summary

1 February 1984

St Marys & Mt Druitt – St Clair routes

771-774

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
771: St Marys-Colyton via Carpenter St	25 round trip	M-F	Carpenter St	4.53am	Colyton	7.09pm	30*	A
		Sat		5.12am		6.06pm	AM 30 PM 60	A
		Sun		7.34am		5.06pm	60	A
772: St Marys-St Clair (Erskine Park Rd)	30 round trip	M-F	Erskine Pk Rd	4.51am	St Marys	6.55pm	30*	A
		Sat		5.04am	Erskine Pk Rd	6.32pm	AM 30 PM 60	B
		Sun		7.26am		4.32pm	60	A
773: St Marys-West St Clair	31 round trip	M-F	West St Clair	4.50am	St Marys	9.50pm	30*	
		Sat	St Marys	5.27am	West St Clair	8.02pm	AM 30 PM 60	B
		Sun		7.47am		7.31pm	60	
774: Mt Druitt-West St Clair	31	M-F	West St Clair	8.56am	Mt Druitt	5.12pm	60	
		Sat						
		Sun						
771/772: St Marys-Colyton-St Clair (Erskine Pk Rd)		M-F	St Marys	7.20pm	St Marys	9.22pm	Ns	
		Sat		7.22pm		8.22pm	Ns	
		Sun		5.52pm		6.52pm	Ns	

* More frequent in peak hours.

A – Night trips provided by combined 771/772.

B – Night trips provided by combined 771/772. Plus 11.20pm combined 772/773 trips from St Marys.

Ns – Night service.

27 November 1995

St Marys – St Clair – Mt Druitt routes

771-773

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
771: St Marys-Colyton-Mt Druitt	30	M-F	St Marys	5.52am	St Marys	8.30pm	30*	A
		Sat		6.54am	Mt Druitt	6.35pm	60	B
		Sun		8.16am		4.45pm	60	A
772: St Marys-St Clair-Erskine Park-Mt Druitt	35	M-F	St Marys	5.52am	St Marys	10.30pm	30*	A
		Sat	Mt Druitt	5.50am		11.44pm	30	A
		Sun		8.12am		9.30pm	60	A
773: St Marys-West St Clair	32 round trip	M-F	West St Clair	4.45am	St Marys	11.45pm	30*	
		Sat		5.31am		11.44pm	30	
		Sun		7.57am		6.47pm	60	
774: Mt Druitt-West St Clair	41 round trip	M-F	West St Clair	5.15am	Mt Druitt	11.12pm	30	
		Sat		5.17am		12.12am	30	
		Sun		8.01am		9.30pm	60	

Average day frequencies along common route:

M-F Mt Druitt-Erskine Park (772, 774) 15.

Sat Mt Druitt-Erskine Park (772, 774) 3 trips per hour.

Sun Mt Druitt-Erskine Park (772, 774) 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.

1 November 2004

St Marys – St Clair – Mt Druitt routes

771-774

See also N5

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
771: St Marys-Colyton	37 round trip	M-F	Colyton	5.09am	Colyton	7.22pm	30	
		Sat	St Marys	7.33am		6.49pm	60	
		Sun		8.33am		4.59pm	60	
772: St Marys-St Clair-Erskine Park-Mt Druitt	40	M-F	Mt Druitt	5.59am	Erskine Park	7.29pm	30	A
		Sat		6.50am		6.29pm	60	
		Sun		8.50am		5.29am	60	
773: St Marys-West St Clair	46 round trip	M-F	West St Clair	4.51am	West St Clair	7.20pm	30	
		Sat	St Marys	7.33am		5.47pm	60	
		Sun		8.33am		4.47pm	60	

* More frequent in peak hours.

A – Plus short-working/s before first 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		
771: St Marys-Colyton-Mt Druitt via Desborough Rd	30	M-F	St Marys	6.07am	St Marys	7.55pm	60*	A
		Sat		7.28am		7.28pm	60	
		Sun	Mt Druitt	8.48am		6.28pm	60	

* More frequent in peak hours.

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

Combined Routes 771/772

ST MARYS – COLYTON – ST CLAIR■

Timeline

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

October 1984: Operator's name changed to Westbus.

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

Streets

From 1 February 1984

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

Timetable Summary

See 771

Combined Routes 771/772/773

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

Timeline

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

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

Streets

From 26 May 1986

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

Route 772

ST MARYS – ST CLAIR – MT DRUITT

Timeline

1 February 1984:

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

October 1984: Operator's name changed to Westbus.

26 May 1986:

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

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

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

Streets

St Marys – St Clair (Erskine Park Rd)

From 1 February 1984

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

St Marys – St Clair – Mt Druitt

From 26 May 1986

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

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

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

Alterations

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

From 31 August 1992

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

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

Alteration

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

Timetable Summary

See 771

Route 772

MT DRUITT – ST CLAIR – WESTERN SYDNEY INTERNATIONAL AIRPORT

Timeline

5 July 2026:

- New full time route commenced by in anticipation of opening of new airport.
- Part of Contract Region

Streets

From 5 July 2026

From Mt Druitt (interchange) via Great Western Hwy, Bennett Rd, Solander Dr (**St Clair**), Luddenham Rd (**Badgerys Creek**), Elizabeth Dr, Waramai Dr to Western Sydney International Airport.

Timetable Summary

5 July 2026

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Western Sydney International Airport	60	M-F					30	
		Sat					30	
		Sun					30	

Route 773

ST MARYS – WEST ST CLAIR■

Timeline

1 February 1984:

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

October 1984: Operator's name changed to Westbus.

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

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

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

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

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

1 November 2004:

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

1 January 2005: Became part of Contract Region 1.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

Streets

From 1 February 1984

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

Alteration

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

Timetable Summary

See 771

Route 774

MT DRUITT – WEST ST CLAIR ■

Timeline

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

October 1984: Operator's name changed to Westbus.

27 November 1995:

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

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

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

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

Streets

From 1 February 1984

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

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

From 26 May 1986

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

From 31 August 1992

From Mt Druitt (Interchange) via North Pde, Belmore Av, Kurrajong Av, Carlisle Av, Durham St, Melbourne St, Great Western Hwy, Hewitt St, Desborough Rd, Bennett Rd, St Clair Av, Melville Rd, Banks Dr, Cook Pde (**West St**

Clair), Solander Dr, Mamre Rd, McIntyre Av, Cook Pde, Blackwell Av, Banks Dr, Bennett Rd, then reverse route to Mt Druitt Interchange.

From 27 November 1995

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

Timetable Summary

See 771

Route 774

PENRITH – UNIVERSITY of WESTERN SYDNEY Penrith – ST MARYS■

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

Timeline

27 July 2009: Commenced by Westbus (ComfortDelGro Cabcharge).

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

Streets

From 27 July 2009

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

Timetable Summary

27 July 2009

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

Route 774

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

MT DRUITT – OXLEY PARK – ST MARYS – UNIVERSITY of WESTERN SYDNEY Penrith – PENRITH■

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

Timeline

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

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

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

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

By 26 May 2019: Operator traded as Busways Western Sydney.

Circa December 2023: Operator traded as Busways R1 Pty Ltd.

Streets

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

From 11 October 2009

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

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

Alteration

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

Mt Druitt – St Marys – Claremont Meadows – Penrith

From 3 June 2018

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

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

Timetable Summary

11 October 2009

See 775

3 June 2018

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

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

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