



# SYDNEY BUS ROUTES

## Sydney Region route numbers

### Routes 775 – 799

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

A work in progress. Corrections and comments welcome – [robkit.henderson@bigpond.com](mailto:robkit.henderson@bigpond.com)

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

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

#### Summary of routes 775 – 799

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

|     |                             |
|-----|-----------------------------|
| 784 | Penrith-St Marys            |
| 784 | St Marys-Werrington County  |
| 784 | Penrith-Cranebrook          |
| 785 | Penrith-Cranebrook, etc     |
| 785 | Penrith-Werrington          |
| 786 | Penrith-Cranebrook, etc     |
| 787 | Penrith-Cambridge Park      |
| 787 | Penrith-N Cranebrook, etc   |
| 787 | Penrith Free Shuttle        |
| 788 | Penrith-Windsor, etc        |
| 789 | Penrith-Luddenham, etc      |
| 790 | Penrith-St Marys            |
| 790 | Penrith-W Syd Int'l Airport |
| 791 | Penrith-South Penrith       |
| 791 | Penrith-Jamisontown         |

|     |                         |
|-----|-------------------------|
| 791 | Penrith-South Penrith   |
| 792 | Penrith-Jamisontown     |
| 793 | Penrith-Glenmore Park   |
| 793 | Penrith-Nepean Shores   |
| 793 | Penrith-South Penrith   |
| 794 | Penrith-Regentville     |
| 794 | Penrith-Glenmore Park   |
| 794 | Penrith-Jamisontown     |
| 794 | Penrith-Glenmore Park   |
| 795 | Penrith-Warragamba, etc |
| 796 | Penrith-Glenmore Park   |
| 797 | Penrith-Glenmore Park   |
| 798 | Penrith-Glenmore Park   |
| 799 | Penrith-Glenmore Park   |

#### Route 775

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

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

#### **Timeline**

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

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

**6 October 2013:** Transferred to Busways Blacktown 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, Belmore Av, Kurrajong Av, Carlisle Av, Roper Rd, Swallow Dr (complete circuit) (**Erskine Park**), Peppertree Dr, Erskine Park Rd, Bennett Rd, Endeavour Av, Moore St, Melville Rd (**St Clair**), St Clair Av, Banks Dr, Mamre Rd, Queen St, Station St, **St Marys** Interchange, Queen St, Charles Hackett Dr, Great Western Hwy, **University of Western Sydney** internal roads, O'Connell St, Second Av, Derby St, Station St, High St, Riley St to Penrith Interchange.

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

## Alteration

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

## Timetable Summary

11 October 2009

### St Marys – University of Western Sydney Penrith – Penrith routes 774-776

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

# Average day frequencies along common route:

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

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

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

\* More frequent in peak hours.

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

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

3 June 2018

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

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

# Average day frequencies along common route:

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

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

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

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

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

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

18 April 2021

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

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

# Average day frequencies along common route:

M-F St Marys-Penrith (775, 776) 15.  
Sat St Marys-Penrith (775, 776) 30.  
Sun St Marys-Penrith (775, 776) 30.

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

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

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

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

P – To Penrith.

S – To St Marys.

## Route 776

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

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

#### **Timeline**

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

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

**6 October 2013:** Transferred to Busways Blacktown 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, Roper Rd, Explorers Way, Colorado Dr, Coonawarra Dr, Bennett Rd, Endeavour Av, Banks Dr, Blackwell Av (**St Clair**), Cook Pde, Solander Dr, Mamre Rd, Queen St, Station St, **St Marys** Interchange, Queen St, Charles Hackett Dr, Great Western Hwy, **University of Western Sydney** internal roads, O'Connell St, Second Av, Derby St, Station St, High St, Riley St to Penrith Interchange.

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

#### **Alteration**

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

## Timetable Summary

See 775

## Route 777

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

#### Timeline

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

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

#### Streets

*From 5 December 1975*

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

#### Alteration

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

## Timetable Summary

*9 May 1988*

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

## Route 777

### **CAMPBELLTOWN FREE SHUTTLE■**

#### Timeline

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

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

#### Streets

*From 31 January 2011*

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

## Timetable Summary

*31 January 2011*

| Destinations                 | Off-peak trip time | Day | First trip   |        | Last trip    |        | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|--------------|--------|--------------|--------|-------------------------|-------|
|                              |                    |     | From         | Time   | From         | Time   |                         |       |
| Campbelltown free<br>shuttle | 18                 | M-F | Campbelltown | 9.00am | Campbelltown | 2.35pm | 20                      |       |
|                              |                    | Sat |              | 9.00am |              | 5.35pm | 20                      |       |
|                              |                    | Sun |              | 9.00am |              | 5.35pm | 20                      |       |

## Route 778

### ST MARYS – CLAREMONT MEADOWS – CADDENS ■

#### Timeline

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

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

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

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

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

#### Streets

##### St Marys – Claremont Meadows (Caddens Rd East)

*From 11 October 2009*

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

##### St Marys – Claremont Meadows – Caddens

*From 20 November 2016*

#### Mornings

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

#### Afternoons

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

#### Alteration

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

#### Timetable Summary

*11 October 2009*

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

\* More frequent in peak hours.

*20 November 2016*

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

\* More frequent in peak hours.

## Route 779

### **ST MARYS – ERSKINE PARK – KEMPS CREEK (INDUSTRIAL)**

#### **Timeline**

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

**6 October 2013:** Transferred to Busways Blacktown 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.

**24 October 2021:**

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

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

#### **Streets**

##### **St Marys – Erskine Park Industrial Area**

*From 11 October 2009*

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

##### **St Marys – Erskine Park – Kemps Creek**

*From 24 October 2021*

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

#### **Timetable Summary**

*11 October 2009*

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

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

*24 October 2021*

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

\* More frequent in peak hours.

## Route 780

### **PENRITH – ST MARYS via Derby St & Second Av**

#### **Timeline**

**16 August 1982:** Renumbered from amalgamation of parts of 215 [1925 route number]. Operated by Bosnjaks Penrith Pty Ltd (Bosnjak family, proprietors (RL (Roger Lance) Graham, general manager until 1990).

**October 1984:** Operator's name changed to Westbus.

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

## Streets

*From 16 August 1982*

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

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

## Alteration

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

## Timetable Summary

*16 August 1982*

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

## Route 780

**PENRITH – UNIVERSITY of WESTERN SYDNEY Nepean [now Penrith] – ST MARYS**  
(“UNILINK”) ■

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

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

## Timeline

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

**28 May 1990:** Trial service made permanent.

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

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

**13 August 2001:** Diverted through Nepean District Hospital.

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

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

## Streets

**Kingswood – University of Western Sydney Nepean**

*From 5 March 1990*

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

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

**Penrith – University of Western Sydney Nepean – St Marys**

*From 12 January 1992*

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

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

**By 26 February 2001**

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

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

### **Alteration**

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

## **St Marys – University of Western Sydney Penrith**

**From 18 November 2002**

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

### **Timetable Summary**

**5 March 1990**

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

A – University semesters only.

**12 January 1992**

## **St Marys – Kingswood routes**

**780, 781**

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

# Average day frequency along common route:

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

\* More frequent in peak hours.

† Selected trips extended to Penrith.

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

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

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

K – To Kingswood.

O – To Orchard Hills.

P – To Penrith.

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

Q – To Quarry Hills.

S – To St Marys.

**31 August 1992**

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

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

**18 November 2002**

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

\* More frequent in peak hours.

## Route 780

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

#### **Timeline**

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

**6 October 2013:** Transferred to Busways Blacktown 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, Belmore Av, Luxford Rd (**Whalan**), Hatherton Rd (**Tregear**), Rymill Rd, Ellsworth Dr, Susannah Dr, Pulley Dr, Hollows Pde (**Ropes Crossing**), Ropes Crossing Blvd, Forrester Rd, Christie St, Dunheved Rd, Francis Rd, William St, Oxford St (**Cambridge Park**), The Northern Rd, Parker St, High St, Lawson St, Henry St, Riley St, Jane St to Penrith Interchange.

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

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

#### **Alteration**

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

## Timetable Summary

11 October 2009

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

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

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

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

M – To Mt Druitt.

P – To Penrith.

T – To Tregear.

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-Tregear-Ropes Crossing-Cambridge Park-Penrith | 27MTr<br>42MP      | M-F | Mt Druitt  | 5.18amP | Mt Druitt | 10.12pmP<br>11.13pmT | A                       |       |
|                                                         |                    | Sat |            | 6.00am  |           | 12.00mn              | 30                      |       |
|                                                         |                    | Sun |            | 6.00am  | Penrith   | 11.13pm              | 30                      |       |

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

P – To Penrith.

T – To Tregear.

MP – Mt Druitt-Penrith.

MTr – Mt Druitt-Tregear-Mt Druitt round trip.

## Combined Routes 780/781

### ST MARYS – QUARRY HILLS – PENRITH■

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

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

## Timeline

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

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

## Streets

*From 12 January 1992*

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

## Timetable Summary

See 780

## Route 781

### **ST MARYS – QUARRY HILLS – ORCHARD HILLS – PENRITH■**

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

#### **Timeline**

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

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

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

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

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

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

#### **Streets**

##### **St Marys – Orchard Hills**

*From 26 May 1986*

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

##### **St Marys – Quarry Hills**

*From 24 October 1988*

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

#### **Alteration**

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

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

##### **St Marys – Orchard Hills – Penrith**

*From 1 November 2004*

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

#### **Timetable Summary**

*26 May 1986*

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

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

**24 October 1988**

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

\* More frequent in peak hours.

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

O – To Orchard Hills.

Q – To Quarry Hills.

S – To St Marys.

**12 January 1992**

See 780

**1 November 2004**

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

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

O – To Orchard Hills.

P – To Penrith.

## Route 781

### ST MARYS – ORCHARD HILLS – GLENMORE PARK – PENRITH

#### Timeline

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

**6 October 2013:** Transferred to Busways Blacktown 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 St Marys** (Interchange) via Queen St, Charles Hackett Dr, Great Western Hwy, Gipps Rd, Caddens Rd, Ulm Rd, Castle Rd (**Orchard Hills**), Kingswood Rd, Wentworth Rd, Glenmore Pkwy, Surveyors Creek Rd, The Lakes Dr, William Howell Dr, Morrison St (**Glenmore Park**), Glenmore Pkwy, Kenneth Slessor Dr, Harwood Cct, Jeanette Cct, School House Rd, Mulgoa Rd, Jamison Rd, Station St to Penrith Interchange.

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

#### Alteration

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

## Timetable Summary

11 October 2009

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

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

O – To Orchard Hills.

S – To St Marys.

## Route 782

### **PENRITH – WERRINGTON – ST MARYS via Greenbank Dr**

#### Timeline

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

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

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

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

**May 1999:** Westbus transferred to National Express Group.

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

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

**1 November 2004:**

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

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

**6 October 2013:** Transferred to Busways Blacktown 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

### **Penrith – Werrington**

*From 16 August 1982*

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

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

## Alterations

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

## **Penrith – Werrington – St Marys**

### Alteration

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

## **Penrith – Werrington (Lethbridge Av)**

**From 7 April 1997**

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

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

### Alteration

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

## **Penrith – Werrington – St Marys**

### Alterations

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

## **Penrith – Werrington**

**From 11 October 2009**

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

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

## **Penrith – Werrington – North St Marys – St Marys**

### Alteration

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

## **Timetable Summary**

**16 August 1982**

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

\*\* Less frequent in afternoon.

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

### 13 February 1993

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

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

### 26 April 1994

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

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

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

### 7 April 1997

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

### 13 August 2001

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

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

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

### 11 October 2009

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

\* More frequent in peak hours.

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

26 November 2012

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

\* More frequent in peak hours.

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

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

P – To Penrith.

S – To St Marys.

W – To Werrington.

## Route 782E

### WERRINGTON – NORTH ST MARYS – ST MARYS■

#### Timeline

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

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

#### Streets

*From 21 December 2011*

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

#### Timetable Summary

*21 December 2011*

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

## Route 783

### KINGSWOOD – MT PLEASANT■

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

#### Timeline

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

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

**By 13 August 2001:** Ceased without direct replacement.

#### Streets

*From 13 February 1993*

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

### Timetable Summary

13 February 1993

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

Ph – Peak hours only.

## Route 783

### **KINGSWOOD – CAMBRIDGE GARDENS**

#### Timeline

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

#### Streets

*From 1 November 2004*

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

### Timetable Summary

1 November 2004

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

Ph – Peak hours only.

## Route 783

### **PENRITH – JORDAN SPRINGS – WERRINGTON**

#### Timeline

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

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

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

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

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

#### Streets

### **Penrith – Jordan Springs**

*From 6 October 2013*

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

### Alteration

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

### **Penrith – Jordan Springs – Werrington**

**From 18 April 2021**

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

### **Timetable Summary**

**6 October 2013**

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

\* More frequent in peak hours.

**18 April 2021**

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

\* More frequent in peak hours.

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

## **Route 784**

### **PENRITH – KINGSWOOD – WERRINGTON – ST MARYS■**

#### **Timeline**

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

**November 1983:** Extended from Werrington to St Marys.

**October 1984:** Operator's name changed to Westbus.

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

**26 April 1994:**

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

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

#### **Streets**

### **Penrith – Werrington via Rugby St**

**From 16 August 1982**

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

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

## Penrith – Werrington – St Marys via Rugby St

### Alteration

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

**By 30 April 1984**

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

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

### Alteration

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

## Penrith – Werrington via Oxford St

**By 26 April 1994**

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

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

### Alteration

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

### Timetable Summary

**16 August 1982**

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

\* More frequent in peak hours.

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

**November 1983**

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

\* More frequent in peak hours.

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

**13 February 1993**

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

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

S – To St Marys.

W – To Werrington.

26 April 1994

## Penrith – Kingswood – Werrington routes

784, 785, 787

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

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

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

Ns – Night service.

## Route 784

### ST MARYS – WERRINGTON – WERRINGTON COUNTY■

#### Timeline

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

Operated by Westbus (Bosnjak family, proprietors).

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

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

#### Streets

From 7 April 1997

#### Other than weekday afternoons

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

#### Weekday afternoons

Via loop through Werrington County in reverse direction.

#### Timetable Summary

7 April 1997

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

\* More frequent in peak hours.

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

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

C – To Werrington County.

S – To St Marys.

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

W – To Werrington.

WCr – Round trip Werrington-Werrington County-Werrington.

## Route 784

### **PENRITH – CRANEBROOK via Castlereagh Rd**

#### **Timeline**

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

**6 October 2013:** Transferred to Busways Blacktown 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 1 November 2004*

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

#### **Timetable Summary**

*See 786*

## Route 785

### **KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK**

### **PENRITH – CAMBRIDGE PARK – KINGSWOOD**

### **PENRITH – KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK**

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

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

#### **Timeline**

**16 August 1982:**

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

**30 April 1984:**

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

**October 1984:** Operator's name changed to Westbus.

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

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

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

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

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

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

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

**1 November 2004:**

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

## **Streets**

### **Penrith – Kingswood – Cambridge Park**

*From 16 August 1982*

#### ***Weekday daytime & Saturday mornings***

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

#### ***Nights, Saturday afternoons & Sundays***

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

### **Penrith – Cambridge Park – Kingswood**

*From 30 April 1984*

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

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

### **Kingswood – Cambridge Park – Cranebrook**

*From 30 April 1984*

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

### **Panthers Club – Penrith – Cambridge Park**

*From 13 February 1993*

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

### **Penrith – Cambridge Park – Kingswood**

*From 26 April 1994*

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

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

*From 7 April 1997*

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

Cambridge St, Wrench St, Harrow Rd, Herbert St, then reverse route to Station St, then High St, Riley St, Jane St to Penrith Interchange.

### From 13 August 2001

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

### From 1 November 2004

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

## Timetable Summary

16 August 1982

### Penrith – Kingswood – Cranebrook routes 785, 786

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

† Selected trips extended to Cranebrook.

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

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

C – To Cranebrook.

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

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

F – Afternoon service provided by 785.

G – Service at other times provided by 785.

K – To Kingswood.

P – To Penrith.

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

PMr – Round trip Penrith-Cambridge Park-Penrith.

### 30 April 1984

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

A – Extra trip Thursday night.

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

K – To Kingswood.

P – To Penrith.

**13 February 1993**

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

\*\* More frequent service Panthers Club-Penrith.

A – To Panthers Club.

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

C – To Cambridge Park.

P – To Penrith.

**26 April 1994**

See 784

**7 April 1997**

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

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

**1 November 2004**

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

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

B – Includes night service provided by N3.

## Route 785

### **PENRITH – CAMBRIDGE PARK – WERRINGTON**

#### **Timeline**

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

**6 October 2013:** Transferred to Busways Blacktown 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 Penrith** (Interchange) via Station St, High St, Evan St, Macquarie Av, Lemongrove Rd, Thurston St, King St, Copeland St, College St, Cambridge St (**Cambridge Park**), Wrench St, Victoria St, Burton St, Heavey St, Lethbridge Av, Victoria St to Werrington Station.

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

#### **Alteration**

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

## Timetable Summary

11 October 2009

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

\* More frequent in peak hours.

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

## Route 786

### **KINGSWOOD – CRANE BROOK**

### **PENRITH – CRANE BROOK**

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

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

## Timeline

### 16 August 1982:

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

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

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

**October 1984:** Operator's name changed to Westbus.

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

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

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

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

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

### 18 November 2002:

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

### 1 November 2004:

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

**6 October 2013:** Transferred to Busways Blacktown 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**

### **Penrith – Cranebrook**

*From 16 August 1982*

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

#### Alteration

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

### **Panthers Club – Penrith – Cranebrook**

*From 26 April 1994*

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

#### Alteration

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

*By 7 April 1997*

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

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

#### Alteration

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

*By 13 August 2001*

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

### **Penrith – Cranebrook**

#### Alteration

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

*From 1 November 2004*

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

### **Kingswood – Cranebrook**

*From 30 April 1984*

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

(Cranebrook), Pendock Rd, Borrowdale Way, The Northern Rd, Oxford St, Wrench St, Cambridge St, Cam St, Richmond Rd, Victoria St, Walter St, Park Av to Kingswood Station.

### Timetable Summary

16 August 1982

See 785

November 1983

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

\* More frequent in peak hours.

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

30 April 1984

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

KCr – Round trip Kingswood-Cranebrook-Kingswood.

Ms – Early morning service.

PCr – Round trip Penrith-Cranebrook-Penrith.

Ph – Peak hours only (both directions).

13 February 1993

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

26 April 1994

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

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

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

PCr – Round trip Penrith-Cranebrook-Penrith.

7 April 1997

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

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

A – To Panthers Club.

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

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

C – To Mt Pleasant.

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

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

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

P – To Penrith.

MNs – Early morning & night service.

Ns – Night service.

13 August 2001

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

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

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

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

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

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

MNs – Early morning & night service.

1 November 2004

## Penrith – Cranebrook routes

**784, 786**

See also N3

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

\* More frequent in peak hours.

A – Night service provided by N3.

Ph – Peak hours only (both directions).

11 October 2009

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

## Route 787

### **PENRITH – CAMBRIDGE PARK Loop**

#### **Timeline**

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

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

#### **Streets**

*From 26 April 1994*

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

#### **Timetable Summary**

See 784

## Route 787

### **PANTHERS CLUB – PENRITH – CRANEBROOK – NORTH CRANEBROOK**

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

#### **Timeline**

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

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

**18 November 2002:**

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

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

## Streets

### Panthers Club – Penrith – Cranebrook – North Cranebrook

*From 7 April 1997*

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

*By 13 August 2001*

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

### Penrith – Cranebrook – North Cranebrook

#### Alteration

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

## Timetable Summary

*See 786*

## Route 787

### PENRITH FREE SHUTTLE ■

#### Timeline

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

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

## Streets

*From 14 March 2011*

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

*From 12 December 2011*

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

## Timetable Summary

*14 March 2011*

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

## Route 788

### **PENRITH – [NORTH] CRANE BROOK – LLANDILO – WINDSOR**

- **Extended from Penrith to Panthers Club (1988-93)**

**Also:**

- **Penrith – Castlereagh (school trips, 1982-88)**

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

#### **Timeline**

**16 August 1982:**

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

**October 1984:** Operator's name changed to Westbus.

**24 October 1988:**

- Extended at each end to run Panthers Club – Penrith – Llandilo – Londonderry – Windsor.
- Probably incorporated part of 680 Penrith – Windsor school route.
- Penrith – Castlereagh school trips covered by new 788.

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

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

**27 November 1995:**

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

**7 April 1997:**

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

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

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

**1 November 2004:**

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

#### **Streets**

##### **Penrith – Llandilo**

*From 16 August 1982*

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

##### **Alteration**

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

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

*From 24 October 1988*

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

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

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

*Route between Penrith & Panthers Club not shown in timetable.*

### Alterations

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

### **Penrith – North Cranebrook**

*From 27 November 1995*

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

*From 7 April 1997*

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

### Alteration

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

### **Timetable Summary**

*16 August 1982*

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

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

*24 October 1988*

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

† Selected trips extended to Panthers Club.

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

N – To Panthers Club.

P – To Penrith.

W – To Windsor.

13 February 1993

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

\* More frequent in peak hours.

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

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

C – To Cranebrook.

P – To Penrith.

PCr – Round trip, Penrith-Cranebrook-Penrith.

W – To Windsor.

27 November 1995

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

## Route 789

### PENRITH – LUDDENHAM

### PENRITH – ORCHARD HILLS ■

- Extended from Luddenham to Bringelly (1992)

#### **Timeline**

#### **Unnumbered period 1983-92**

#### **Timeline**

**By November 1983:** Limited unnumbered service Penrith – Luddenham commenced by Bosnjaks Penrith Pty Ltd.

**October 1984:** Operator's name changed to Westbus (Bosnjak family).

#### **31 August 1992:**

- Numbered 789 [Sydney Region route number] & extended to run Penrith – Bringelly.
- Operated by Westbus (Bosnjak family, proprietors).

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

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

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

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

#### **1 November 2004:**

- Penrith – Orchard Hills transferred to 781.
- 789 reverted to Penrith – Luddenham (still limited service).

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

**6 October 2013:** Transferred to Busways Blacktown 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**

### **Penrith – Luddenham – Bringelly**

*From 31 August 1992*

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

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

## Penrith – Luddenham

By 13 February 1993

### Mornings

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

### Afternoons

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

## Penrith – Orchard Hills

From 26 April 1994

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

By 26 February 2001

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

## Penrith – Luddenham – Orchard Hills

By 18 November 2002

### Mornings

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

### Afternoons

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

## Penrith – Luddenham

From 1 November 2004

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

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

### Timetable Summary

31 August 1992

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

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

*13 February 1993*

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

*26 April 1994*

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

*6 October 2013*

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

## Route 790

**PENRITH – SOUTH PENRITH (Jamison Rd Loop)■**

**PENRITH – KINGSWOOD – CLAREMONT MEADOWS – St MARYS via various routes■**

### Timeline

**16 August 1982:**

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

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

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

**October 1984:** Operator's name changed to Westbus.

**24 February 1986:** Extended to run Penrith – Kingswood via Maxwell St, then in a loop via Somerset St, Great Western Hwy, O'Connell St & Second Av, replacing part of 780.

**31 August 1992:**

- Extended/alterd to run Penrith – Kingswood – Claremont Meadows – St Marys via Maxwell St.
- The extension from O'Connell St to St Marys replaced St Marys – Claremont Meadows [Quarry Hills until about that time] trips on 781.

**13 February 1993:** Monday-Saturday service improved & extended to Sundays upon introduction of "Nepean Nippers" (fleet of minibuses).

**26 April 1994:**

- Rerouted between Penrith & Kingswood via Jamison Rd instead of Racecourse Rd & Maxwell St.
- 794 replaced 790 along Racecourse Rd.

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

## **Streets**

### **Penrith – South Penrith (Jamison Rd loop)**

*From 16 August 1982*

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

### **Penrith – Kingswood (Station) via Maxwell St**

*From 30 April 1984*

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

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

### **Penrith – Kingswood (loop via Somerset St, Great Western Hwy, O'Connell St & Second Av) via Maxwell St**

#### Alteration

*From 24 February 1986:* Approached Kingswood from Bringelly Rd via Jamison Rd, Somerset St, Rodgers St, Bringelly Rd, Great Western Hwy, O'Connell St, Second Av, Bringelly Rd, Peppermint Cr (north leg).

### **Penrith – Kingswood – Claremont Meadows – St Marys via Maxwell St**

*From 31 August 1992*

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

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

### **Penrith – Kingswood – Claremont Meadows – St Marys via Jamison Rd**

#### Alterations

- *From 26 April 1994:* Approached Penrith from Somerset St via Jamison Rd, Doonmore St, Derby St, Station St, Henry St, Riley St to Penrith Station. Return from Penrith Interchange via Station St, Derby St, Doonmore St, Jamison Rd, Somerset St.
- *By 26 February 2001:* Ex St Marys from Bringelly Rd via Rodgers St, Somerset St. Unaltered ex Penrith.
- *By 26 February 2001 (trips terminating at Claremont Meadows (Loop)):* Ex Penrith from O'Connell St via (right) Sunflower Dr, Myrtle Rd, Sunflower Dr (anti-clockwise loop), O'Connell St.
- *By 13 August 2001:* Ex Penrith from Somerset St via Derby St, **Nepean Hospital** internal road, Somerset St. Reverse on return.
- *By 13 August 2001:* Claremont Meadows terminal loop no longer applicable.
- *By 18 November 2002:* Reverted to route as from 26 February 2001 (*not* though Nepean Hospital).

## Timetable Summary

16 August 1982

### Penrith – South Penrith routes

790-792

| Destinations                                 | Off-peak trip time | Day | First trip    |        | Last trip     |         | Av day freq/No of trips | Notes |
|----------------------------------------------|--------------------|-----|---------------|--------|---------------|---------|-------------------------|-------|
|                                              |                    |     | From          | Time   | From          | Time    |                         |       |
| 790: Penrith-South Penrith (Jamison Rd Loop) | 38 round trip      | M-F | South Penrith | 5.17am | South Penrith | 6.34pm  | 60*                     | A     |
|                                              |                    | Sat |               | 6.44am |               | 12.24pm | 60                      | A     |
|                                              |                    | Sun |               |        |               |         |                         | A     |
| 791: Penrith-South Penrith Loop              | 38 round trip      | M-F | South Penrith | 5.36am | Penrith       | 6.24pm  | 30*                     | A     |
|                                              |                    | Sat |               | 7.42am | South Penrith | 12.12pm | 60                      | A     |
|                                              |                    | Sun |               |        |               |         |                         | A     |
| 792: Penrith-South Penrith combined loop     | 32 round trip      | M-F | South Penrith | 4.52am | Penrith       | 9.10pm  | MNs                     |       |
|                                              |                    | Sat |               | 6.44am |               | 6.28pm  | MAs                     |       |
|                                              |                    | Sun | Penrith       | 8.48am |               | 6.28pm  | 7 trips                 |       |

\* More frequent in peak hours.

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

MAs – Early morning & afternoon service.

MNs – Early morning & night service.

30 April 1984

### Penrith – South Penrith routes

790, 791

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

\* More frequent in peak hours.

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

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

31 August 1992

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

\* More frequent in peak hours.

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

13 February 1993

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

\* More frequent in peak hours.

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

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

18 November 2002

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

\* More frequent in peak hours.

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

B – Night service provided by on-demand Penrith South Move Zone.

## Route 790

### **PENRITH – KINGSWOOD – 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 Penrith** (interchange) via ..... Derby St (**Kingswood**), Bringelly Rd, The Northern Rd, M12 Motorway, Warami 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 |                         |       |
| Penrith-Western Sydney International Airport | 60                 | M-F |            |      |           |      | 30                      |       |
|                                              |                    | Sat |            |      |           |      | 30                      |       |
|                                              |                    | Sun |            |      |           |      | 30                      |       |

## Route 791

### **PENRITH – SOUTH PENRITH Loop**

#### **Timeline**

16 August 1982:

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

30 April 1984:

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

**October 1984:** Operator's name changed to Westbus.

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

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

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

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

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

## Streets

**From 16 August 1982**

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

**From 30 April 1984**

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

**Jamisontown (Glenbrook & Ikin Sts) diversion** (*alternate trips in weekday daytime*): From York Rd/Ikin St via Ikin St, Glenbrook St, Thurwood Av, Ikin St to York Rd.

**South Penrith (Birmingham Rd) diversion** (*alternate trips in weekday daytime & most Saturday morning trips*): From York Rd/Birmingham Rd via Birmingham Rd, Mosely Av, Denintend Pl to York Rd.

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

## Alterations

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

## Timetable Summary

**16 August 1982 - 30 April 1984**

*See 790*

**13 February 1993**

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

**18 November 2002**

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

\* More frequent in peak hours.

A – Night service provided by Penrith South Move Zone.

1 November 2004

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

\* More frequent in peak hours.

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

## Route 791

### PENRITH – SOUTH PENRITH – JAMISONTOWN

#### Timeline

11 October 2009:

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

**6 October 2013:** Transferred to Busways Blacktown 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 Penrith** (Interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Maxwell St (**South Penrith**), Fragar Rd, Tukara Rd, York Rd, Ikin St, Thurwood Av, Glenbrook St (**Jamisontown**), Ikin St, then reverse route to Station St, then High St, Riley St to Penrith Interchange.

#### Timetable Summary

11 October 2009

#### Penrith – South Penrith routes 791, 793

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

\* More frequent in peak hours.

16 October 2013

#### Penrith – South Penrith routes 791, 793

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

\* More frequent in peak hours.

## Route 792

### **PENRITH – SOUTH PENRITH via Jamison Rd**■

#### **Timeline**

**16 August 1982:**

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

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

#### **Streets**

*From 16 August 1982*

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

#### **Timetable Summary**

*See 790*

## Route 792

### **PENRITH – SOUTH PENRITH – JAMISONTOWN**■

#### **Timeline**

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

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

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

#### **Streets**

*From 7 April 1997*

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

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

#### **Timetable Summary**

*7 April 1997*

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

\* More frequent in peak hours.

## Route 793

### **PENRITH – GLENMORE PARK (Precincts 5 & 6) via Mulgoa Rd**■

*(See Chronology of all Glenmore Park routes under 799.)*

#### **Timeline**

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

**27 November 1995:** Replaced by extension of 794.

## Streets

*From 31 October 1994*

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

## Timetable Summary

*31 October 1994*

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

## Route 793

### **PENRITH – NEPEAN SHORES** ■

## Timeline

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

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

**13 August 2001:** Replaced by rerouting of 795.

## Streets

*From 27 November 1995*

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

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

## Timetable Summary

*27 November 1995*

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

## Route 793

### **PENRITH – SOUTH PENRITH Loop**

## Timeline

**11 October 2009:**

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

**6 October 2013:** Transferred to Busways Blacktown 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 Penrith** (Interchange) via Station St, Jamison Rd, Racecourse Rd, Smith St, Fragar Rd, Maxwell St (**South Penrith**), York Rd, Batt St, Racecourse Rd, Jamison Rd, Station St, High St, Riley St to Penrith Interchange.

## Timetable Summary

*11 October 2009*

*See 791*

## Route 794

### **PENRITH – JAMISONTOWN – REGENTVILLE** ■

## Timeline

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

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

## Streets

*From 16 August 1982*

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

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

## Timetable Summary

*16 August 1982*

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

\* More frequent in peak hours.

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

## Route 794

### **PENRITH – GLENMORE PARK (various termini) via Mulgoa Rd** ■

- **Includes trips via Nepean Shores (1992-93)**

*(See Chronology of all Glenmore Park routes under 799.)*

## Timeline

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

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

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

**26 April 1994:** Rerouted via Racecourse Rd, replacing part of 790 along Racecourse Rd.

**27 November 1995:** Extended to run Penrith – Glenmore Park (Surveyors Creek Rd via Camellia Av), replacing temporary 793.

**7 April 1997:** Rerouted direct via Mulgoa Rd. Route in Racecourse Rd area replaced by 792.

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

**26 February 2001:** Replaced by 796 & 797.

## Streets

### Penrith – Glenmore Park (Camellia Av)

*From 31 August 1992*

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

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

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

### Alteration

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

*From 26 April 1994*

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

### Penrith – Glenmore Park (Surveyors Creek Rd) via Camellia Av

*By 27 November 1995*

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

### Alterations

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

## Timetable Summary

*31 August 1992*

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

*13 February 1993*

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

27 November 1995

| Destinations                                            | Off-peak trip time | Day | First trip    |        | Last trip |        | Av day freq/No of trips | Notes |
|---------------------------------------------------------|--------------------|-----|---------------|--------|-----------|--------|-------------------------|-------|
|                                                         |                    |     | From          | Time   | From      | Time   |                         |       |
| Penrith-Glenmore Park (Surveyors Ck Rd) via Camellia Av | 67 round trip      | M-F | Glenmore Park | 4.25am | Penrith   | 9.12pm | 30*                     |       |
|                                                         |                    | Sat |               | 7.42am |           | 7.12pm | 60                      |       |
|                                                         |                    | Sun |               | 8.38am |           | 7.12pm | 60                      |       |

\* More frequent in peak hours.

7 April 1997

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

## Route 794

### **PENRITH – JAMISONTOWN Loop**■

### **PENRITH – PANTHERS CLUB – JAMISONTOWN bidirectional loop**■

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

### **Timeline**

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

**1 November 2004:**

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

**16 October 2006:** Ceased to run via Panthers Club.

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

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

### **Streets**

#### **Penrith – Panthers Club**

*From 18 November 2002*

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

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

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

#### **Penrith – Jamisontown Loop**

*From 1 November 2004*

##### **Mornings**

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

##### **Afternoons**

Reverse route.

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

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

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

### Timetable Summary

18 November 2002

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

1 November 2004

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

\* More frequent in peak hours.

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

## Route 794

**PENRITH – SOUTH PENRITH – GLENMORE PARK via The Northern Rd & Bradley St**

*(See Chronology of all Glenmore Park routes under 799.)*

### Timeline

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

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

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

### Streets

*From 18 May 2014*

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

### Timetable Summary

18 May 2014

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

\* More frequent in peak hours.

29 June 2025

| Destinations                              | Off-peak trip time | Day | First trip    |        | Last trip |         | Av day freq/No of trips | Notes |
|-------------------------------------------|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
|                                           |                    |     | From          | Time   | From      | Time    |                         |       |
| Penrith-South<br>Penrith-Glenmore<br>Park | 36                 | M-F | Glenmore Park | 4.51am | Penrith   | 11.39pm | 30                      |       |
|                                           |                    | Sat |               | 5.55am |           | 10.44pm | 30                      |       |
|                                           |                    | Sun |               | 6.25am |           | 9.44pm  | 30                      |       |

## Route 795

### **PENRITH – WARRAGAMBA**

- Includes trips to/via Nepean Shores (*various periods*)

**Also:**

- **Penrith – Glenmore Park (Camellia Av) via Mulgoa Rd (1991-2)**

*(See Chronology of all Glenmore Park routes under 799.)*

### **Timeline**

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

**October 1984:** Operator's name changed to Westbus.

**By 24 February 1986:**

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

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

**31 January 1991:** New route, Penrith – Glenmore Park (Camellia Av) (new suburb) via Mulgoa Rd, commenced.

**31 August 1992:**

- Penrith – Glenmore Park (Camellia Av) renumbered 794.
- Trips to Nepean Shores transferred from 795 to 794.

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

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

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

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

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

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

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

**6 October 2013:** Transferred to Busways Blacktown 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**

#### **Penrith – Warragamba**

*From 16 August 1982*

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

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

## Alterations

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

### From 11 October 2009

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

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

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

## Penrith – Nepean Shores

### From 24 October 1988

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

## Penrith – Glenmore Park (Camellia Av) via Mulgoa Rd

### From 31 January 1991

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

## Timetable Summary

### 16 August 1982

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

A – Extra trip Friday mid-morning.

**30 April 1984**

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

\* More frequent in peak hours.

A – Also short-workings Penrith-Regentville.

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

**31 January 1991**

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

**27 November 1995**

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

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

**13 August 2001**

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

**18 November 2002**

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

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

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

**11 October 2009**

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

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

## Route 796

### **PENRITH – JAMISONTOWN – GLENMORE PARK■**

### **PENRITH – SOUTH PENRITH – GLENMORE PARK WEST■**

*(See Chronology of all Glenmore Park routes under 799.)*

#### **Timeline**

**26 February 2001:**

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

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

**18 November 2002:**

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

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

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

#### **Streets**

### **Penrith – South Penrith – Glenmore Park West via Shearwater Dr**

*From 26 February 2001*

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

### **Penrith – Jamisontown – Glenmore Park (Shearwater Dr) via York Rd, Glenbrook St & Mulgoa Rd**

*From 13 August 2001*

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

### **Penrith – Jamisontown – Glenmore Park (loop via Womra Cr & Kukundi Dr) via Racecourse Rd & Glenbrook St**

*From 18 November 2002*

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

#### **Timetable Summary**

*26 February 2001*

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

## Route 797

### **PENRITH – GLENMORE PARK (Surveyors Creek Rd) via Mulgoa Rd**

*(See Chronology of all Glenmore Park routes under 799.)*

#### **Timeline**

##### **26 February 2001:**

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

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

##### **18 November 2002:**

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

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

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

##### **1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

**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.

#### **Street**

### **Penrith – Glenmore Park East (Surveyors Creek Rd) via Mulgoa Rd**

*From 26 February 2001*

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

#### **Alteration**

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

### **Penrith – Glenmore Park (St Andrews Dr) via Blue Hills**

*From 18 November 2002*

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

### **Penrith – Glenmore Park (Surveyors Creek Rd) via Mulgoa Rd & Camellia Av**

*From 1 November 2004*

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

*From 11 October 2009*

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

### Timetable Summary

*26 February 2001*

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

*1 November 2004*

| Destinations                                    | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|-------------------------------------------------|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|                                                 |                    |     | From          | Time   | From          | Time   |                         |       |
| Penrith-Glenmore Park East (Surveyors Creek Rd) | 58 round trip      | M-F | Glenmore Park | 4.23am | Glenmore Park | 7.34pm | 30                      | A     |
|                                                 |                    | Sat |               |        |               |        |                         | A     |
|                                                 |                    | Sun |               |        |               |        |                         | A     |

A – Service on weeknights, all day Saturday & Sunday provided by N1.

*11 October 2009*

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

## Route 798

### **PENRITH – SOUTH PENRITH – GLENMORE PARK Shops via Blue Hills Loop**

*(See Chronology of all Glenmore Park routes under 799.)*

#### Timeline

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

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

*Number out of use until further rearrangement of routes.*

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

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

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus transferred to ComfortDelGro Cabcharge joint venture.

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

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

## Streets

### Penrith – South Penrith – Glenmore Park (Blue Hills Loop)

*From 13 August 2001*

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

### Penrith – South Penrith – Glenmore Park shops via Blue Hills

*From 1 November 2004*

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

## Timetable Summary

*13 August 2001*

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

*1 November 2004*

| Destinations                                    | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|-------------------------------------------------|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|                                                 |                    |     | From          | Time   | From          | Time   |                         |       |
| Penrith-South<br>Penrith-Glenmore<br>Park shops | 31                 | M-F | Glenmore Park | 6.04am | Glenmore Park | 6.56pm | 60                      | A     |
|                                                 |                    | Sat |               |        |               |        |                         | A     |
|                                                 |                    | Sun |               |        |               |        |                         | A     |

A – Service on weeknights, all day Saturday & Sunday provided by N1.

## Route 799

### **PENRITH – GLENMORE PARK (St Andrews Dr) via Mulgoa Rd & Ridgetop Dr**

*(See Chronology of all Glenmore Park routes below.)*

## Timeline

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

**6 October 2013:** Transferred to Busways Blacktown 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 Penrith** (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Jeanette St, Harwood Cct, Kenneth Slessor Dr, Glenmore Pkwy, Woodlands Dr, Shearwater Dr, Ridgetop Dr, Glengarry Dr, Glenmore Pkwy, St Andrews Dr to Garswood Rd (Glenmore Park).

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

## Timetable Summary

11 October 2009

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

\* More frequent in peak hours.

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## ●● CHRONOLOGY OF ALL GLENMORE PARK ROUTES

*(Glenmore Park estate was officially opened in February 1990.)*

**Routes 781, 793-799, N1** (Sydney Region route numbers)

| Date                    | Change                                                                                                                                                                                                                                            | Routes in operation                                                                                                                                                                                                                                                                                                                 |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>31 January 1991</b>  | First route to new suburb.<br>Temporarily numbered part of 795.                                                                                                                                                                                   | <b>795</b> Penrith – Glenmore Park (Camellia Av) via Mulgoa Rd                                                                                                                                                                                                                                                                      |
| <b>31 August 1992</b>   | Renumbered 794.                                                                                                                                                                                                                                   | <b>794</b> Penrith – Glenmore Park (Camellia Av) via Mulgoa Rd                                                                                                                                                                                                                                                                      |
| <b>31 October 1994</b>  | New 793 commenced.                                                                                                                                                                                                                                | <b>793</b> Penrith – Glenmore Park (Precincts 5 & 6) via Mulgoa Rd<br><b>794</b> Penrith – Glenmore Park (Camellia Av) via Mulgoa Rd                                                                                                                                                                                                |
| <b>27 November 1995</b> | 793 & 794 amalgamated as 794.                                                                                                                                                                                                                     | <b>794</b> Penrith – Glenmore Park (Surveyors Creek Rd) via Mulgoa Rd & Camellia Av                                                                                                                                                                                                                                                 |
| <b>26 February 2001</b> | 794 replaced by 796 & 797.                                                                                                                                                                                                                        | <b>796</b> Penrith – South Penrith – Glenmore Park West via Shearwater Dr<br><b>797</b> Penrith – Glenmore Park East (Surveyors Creek Rd) via Mulgoa Rd                                                                                                                                                                             |
| <b>13 August 2001</b>   | 796 & 797 replaced by 796, 797 & 798.                                                                                                                                                                                                             | <b>796</b> Penrith – Glenmore Park (Shearwater Dr) via Mulgoa Rd<br><b>797</b> Penrith – Glenmore Park Central (loop via Surveyors Creek Rd & Kukundi Dr) via Mulgoa Rd<br><b>798</b> Penrith – South Penrith – Glenmore Park (Blue Hills Loop)                                                                                     |
| <b>18 November 2002</b> | <ul style="list-style-type: none"> <li>796, 797 &amp; 798 replaced by 796 &amp; 797,</li> <li>Night service replaced by Penrith South Move Zone.</li> </ul>                                                                                       | <b>796</b> Penrith – Glenmore Park (loop via Womra Cr & Kukundi Dr) via Mulgoa Rd<br><b>797</b> Penrith – Glenmore Park (St Andrews Dr) via Mulgoa Rd & Blue Hills                                                                                                                                                                  |
| <b>1 November 2004</b>  | <ul style="list-style-type: none"> <li>796 &amp; 797 replaced by 797 &amp; 798,</li> <li>New night route N1 commenced, replacing Penrith South Move Zone, covering daytime 797 &amp; 798.</li> </ul>                                              | <b>797</b> Penrith – Glenmore Park (Surveyors Creek Rd) via Mulgoa Rd & Camellia Av<br><b>798</b> Penrith – South Penrith – Glenmore Park shops via Blue Hills<br><b>N1</b> Penrith – Glenwood Park (Surveyors Creek Rd) via Mulgoa Rd & Camellia Av (night service)                                                                |
| <b>11 October 2009</b>  | As a result of Ministry of Transport review of Contract Region 1: <ul style="list-style-type: none"> <li>797 &amp; 798 replaced by 797 &amp; 799,</li> <li>781 rerouted via Glenmore Park,</li> <li>N1 replaced by extra trips on 797.</li> </ul> | <b>781</b> St Marys – Orchard Hills – Glenmore Park – Penrith (limited service)<br><b>797</b> Penrith – Glenmore Park (Surveyors Creek Rd) via Mulgoa Rd & Camellia Av<br><b>799</b> Penrith – Glenmore Park (St Andrews Dr) via Mulgoa Rd & Ridgetop Dr                                                                            |
| <b>18 May 2014</b>      | New 794 commenced.                                                                                                                                                                                                                                | <b>781</b> St Marys – Orchard Hills – Glenmore Park – Penrith (limited service)<br><b>794</b> Penrith – South Penrith – Glenmore Park shops via Bradley St<br><b>797</b> Penrith – Glenmore Park (Surveyors Creek Rd) via Mulgoa Rd & Camellia Av<br><b>799</b> Penrith – Glenmore Park (St Andrews Dr) via Mulgoa Rd & Ridgetop Dr |