



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 800 – 824

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 Contract Region (sometimes called three-digit) route number system, initiated when Government bus routes were renumbered during the period 1938-44 and private bus routes similarly renumbered during the period 1981-2004

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

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

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

Summary of routes 800 – 824

800	Parramatta-Liverpool, etc
800	Fairfield-Blacktown
801	Liverpool-Badgerys Creek
802	Parramatta-Fairfield
802	Parramatta-Liverpool
803	Parramatta-Guildford, etc
803	Liverpool-The Valley Plaza
804	Parramatta-Fairfield
804	Parramatta-Liverpool
805	Parramatta-Guildford
805	Cabramatta-Liverpool
806	Merrylands-Guildford
806	Merrylands-Campbell Pl
806	Parramatta-Liverpool
807	Merrylands-Guildford
807	Cabramatta-Liverpool
808	Parramatta-Woodpark, etc
808	Fairfield-Liverpool

809	Parramatta-Guildford
809	Merrylands-Pemulwuy
810	Merrylands-Parramatta
810	Parramatta-Merrylands
810X	Parramatta-Merrylands
811	Merrylands-Parramatta
811	Merrylands-Pemulwuy
811X	Merrylands-Pemulwuy
812	Merrylands-S Wentworthville
812	Fairfield-Blacktown
813	Strathfield-West Strathfield
813	Merrylands-Parramatta
813	Fairfield-W Syd P'klands, etc
814	Strathfield-Homebush
814	Merrylands-Westmead Hosp
814	Fairfield-Smithfield, etc
815	Merrylands-Parramatta
815	Cabramatta-Mt Pritchard

816	Cabramatta-Greenfield Park
817	Merrylands-Guildford
817	Fairfield-Cabramatta
817	Fairfield-Cabramatta
818	Fairfield-Chester Hill
818	Merrylands-Westmead Hosp
819	Merrylands-Guildford
819	Liverpool-Orange Grove, etc
820	Merrylands-Guildford
821	Guildford-Guildford West
821	Guildford-Smithfield Ind'l
822	Guildford-Woodpark Ind'l
822	Fairfield-Bossley Park, etc
822	Merrylands-Guildford
823	Fairfield-Cabramatta
823	Liverpool-Warwick Farm
824	Fairfield-Wakeley
824	Parramatta-Westmead Hosp

Route 800

CABRAMATTA – EDENSOR PARK■

PARRAMATTA – SMITHFIELD – CABRAMATTA■

PARRAMATTA – SMITHFIELD – LIVERPOOL■

Timeline

2 November 1981:

- Cabramatta – Edensor Park via St Johns Rd section of 45 & the whole of 167 [1925 route numbers] (& new route connecting Smithfield & St Johns Park) amalgamated as 800:
Parramatta – Smithfield – Cabramatta via St Johns Rd
Cabramatta – Edensor Park via St Johns Rd.
- These routes shared St Johns Rd with part of 40 [1925 route number].
- Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).
- First private bus route to be numbered into Sydney Region Route Number System.

24 October 1982: Following agreement between Bosnjaks Bus Service & Calabro Bros:

- Parramatta – Smithfield – Cabramatta rerouted via Canley Vale Rd instead of St Johns Rd
- Cabramatta – Edensor Park rerouted via Canley Vale Rd instead of St Johns Rd
- Together these routes replaced remaining section of 45 [1925 route number].

November 1983: Selected Cabramatta-Edensor Park trips through-routed with 832 at Edensor Park.

October 1984: Operator's name changed to Westbus Pty Ltd.

3 December 1984: Cabramatta – Edensor Park section of 800 (& through-routing with 832 trips) renumbered 833, leaving 800 as Parramatta – Smithfield – Cabramatta.

21 September 1987: Rerouted & extended as Parramatta – Smithfield – Liverpool. Service between Cabramatta & St Johns Park already being provided by 833, which was renumbered 823 from this date.

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

20 March 2000:

- 600 & 800 amalgamated as 600 Liverpool – Parramatta – Rogans Hill & rerouted between Wakeley & Liverpool via Edensor Park & Bonnyrigg.
- Liverpool – Wakeley section of 800 replaced by 838.

Service provided by 600 & 838

4 February 2002: 600 split into pre-20 March 2000 constituent parts. 800 reverted to Parramatta – Smithfield – Liverpool.

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: As a result of Ministry of Transport review of Contract Region 3:

- Ceased, mostly without direct replacement, although various new routes intersected 800, providing some alternative service.
- Part of route in Merrylands West replaced by 810 & 811.

Streets

Parramatta – Smithfield – Cabramatta

Via St Johns Rd

From 2 November 1981

From Parramatta (Market St) via Church St, Fitzwilliam St, Wentworth St, Parkes St, Junction St, Great Western Hwy, Marsden St, Boundary St, Railway St, Burnett St, Hilltop Rd (**Hilltop**), Holroyd Rd, Merrylands Rd, Fowler Rd, Kenyons Rd, Sherwood Rd, Warren Rd (**Smithfield**), Smithfield Rd, Richards Rd, Bulls Rd, Hargreaves St [now Box Rd], Winburndale Rd, Bibby's Rd [now approx line of Winburndale Rd] (**Bonnyrigg**), Brisbane Rd, Knapton St, Edensor Rd, Humphries Rd, St Johns Rd, Gladstone St, McBurney Rd, Park Rd, John St, Railway Pde to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via McBurney Rd, then reverse route to Boundary St, then Church St, Victoria Rd, Marist Pl, Market St (Parramatta).

Woodpark & Smithfield Industrial Area diversion: From Holroyd Rd via Merrylands Rd, Sherwood Rd, Duffy St, Bruce St, Betts Rd, Woodpark Rd, Cooper St, Long St to Warren Rd. Also various parts of this diversion. Reverse on return.

Via Canley Vale Rd

From 24 October 1982

From Parramatta (Market St) via Church St, Lansdowne St, Marsden St, Boundary St, Railway St, Franklin St, Crimea St, Burnett St, Hilltop Rd (**Hilltop**), Holroyd Rd, Merrylands Rd, Fowler Rd, Kenyons Rd, Sherwood Rd, Warren Rd (**Smithfield**), Smithfield Rd, Richards Rd, Bulls Rd, Canley Vale Rd, Brisbane Rd, Melbourne Rd, Canley Vale Rd, Humphries Rd, Avoca Rd, Canley Vale Rd, Railway Pde (**Canley Vale**) to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via Railway Pde, John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, then reverse route to Marsden St, then Boundary St, Church St, Victoria Rd, Marist Pl, Market St (Parramatta).

Alteration

From 15 September 1985 (opening of Church St Mall): Ex Parramatta from Church St via George St, Smith St, Station St, Darcy St, Church St. Ex Fairfield from Church St via Argyle St, Marsden St, Market St (Parramatta).

Cabramatta – Edensor Park

Via St Johns Rd

From 2 November 1981

From Cabramatta (Railway Pde at Station) via McBurney Rd, Gladstone St, St Johns Rd, Humphries Rd, Edensor Rd to Cowpasture Rd (Edensor Park).

From Edensor Park (Edensor Rd at Cowpasture Rd) via reverse route to McBurney Rd, then Park Rd, John St, Railway Pde to Cabramatta Station.

Via Canley Vale Rd

From 24 October 1982

From Cabramatta (Railway Pde at Station) via Railway Pde, John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd (**Canley Heights**), Avoca Rd, Humphries Rd, Canley Vale Rd, Melbourne Rd, Bulls Rd, Edensor Rd to Cowpasture Rd (Edensor Park).

From Edensor Park (Edensor Rd at Cowpasture Rd) via reverse route to Avoca Rd, then Canley Vale Rd, Railway Pde to Cabramatta Station.

Alteration

By November 1983: Ex Cabramatta from Melbourne Rd via Edensor Rd. Reverse on return.

Parramatta – Smithfield – Liverpool

From 21 September 1987

From Parramatta (Market St) via Church St, George St, Smith St, Darcy St, Church St, Lansdowne St, Marsden St, Boundary St, Railway St, Franklin St, Crimea St, Burnett St, Hilltop Rd (**Hilltop**), Holroyd Rd, Merrylands Rd, Fowler Rd, Kenyons Rd (**Merrylands West**), Sherwood Rd, Woodpark Rd, Warren Rd (**Smithfield**), Smithfield Rd, The Horsley Dr, Lily St (**Wetherill Park**), Vidal St, Conrad St, Polding St, Corio Rd, Beavors Rd, Smithfield Rd, Richards Rd, Bulls Rd (**Wakeley**), Canley Vale Rd (**Canley Heights**), Cambridge St, Joseph St, Orange Grove Rd, Hume Hwy, Elizabeth Dr, Elizabeth St, Bigge St to Liverpool Interchange.

From Liverpool (Interchange) via Bigge St, Moore St, Macquarie St, Elizabeth Dr, then reverse route to Boundary St, then Church St, Argyle St, Marsden St, Market St (Parramatta).

Merrylands West (Bruce St) diversion: Ex Parramatta from Holroyd Rd via Merrylands Rd, Sherwood Rd, Duffy Rd, Bruce St, Betts Rd to Warren Rd. Reverse on return.

Alterations

- ***From 4 February 1991:*** Ex Parramatta from Smithfield Rd via Victoria St, Justin St, The Horsley Dr. Unaltered on return.
- ***From 4 February 1991:*** Ex Parramatta from Lily St via Polding St, Mimosa Rd, Smithfield Rd, Box Rd, Bulls Rd. Reverse on return.
- ***From 4 February 1991:*** Ex Liverpool from Moore St via Northumberland St, Elizabeth Dr. Unaltered ex Parramatta.
- ***By 30 November 1992:*** Ex Parramatta from Elizabeth St via George St, Moore St to Liverpool Interchange. Return from Liverpool Interchange via Moore St, Northumberland St, Elizabeth Dr.
- ***By 14 October 1996:*** To start from Parramatta (Darcy St) via Church St.
- ***By 14 October 1996:*** Approached Parramatta from Church St via Argyle St, Wentworth St, Parkes St, Station St, Darcy St to Parramatta Station.
- ***From 19 February 2006 (opening of new Parramatta Interchange):*** Parramatta terminus at new Interchange (Argyle St).

Timetable Summary

2 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Cabramatta via St Johns Rd	Fr P'matta 25S 54C	M-F	Cabramatta	5.52am	Parramatta	6.30pm	A	
		Sat		7.04am		5.40pm	B	
		Sun		9.00am		5.10pm	3 trips	
Cabramatta-Edensor Park via St Johns Rd	19	M-F	Edensor Park	4.54am	Cabramatta	9.00pm	60*	
		Sat		5.44am		6.50pm	60	
		Sun		7.31am		6.10pm	2 trips	

* More frequent in peak hours.

A – Parramatta-Smithfield Industrial Area 30*, Parramatta-Cabramatta 60. Plus short-working/s before first trip & after last trip shown. Extra trips Thursday night.

B – Parramatta-Merrylands West 30, Parramatta-Cabramatta 60.

C – To Cabramatta.

S – To Smithfield.

24 October 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Cabramatta via Canley Vale Rd	Fr P'matta 27S 53C	M-F	Parramatta	6.04am	Parramatta	6.25pm	A	
		Sat	Cabramatta	6.15am		5.10pm	AM 30 PM 60	
		Sun						
Cabramatta-Edensor Park via Canley Vale Rd	24	M-F	Edensor Park	4.59am	Cabramatta	9.00pm	60*	B
		Sat		5.47am		6.00pm	6 trips	B
		Sun		8.37am		6.00pm	60	B

* More frequent in peak hours.

A – Parramatta-Smithfield 30*, Parramatta-Cabramatta 60. Plus short-working/s before first trip & after last trip shown. Extra trips Thursday night.

B – Some trips ran Cabramatta-St Johns Park.

C – To Cabramatta.

S – To Smithfield.

21 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Smithfield-Liverpool	Fr P'matta 28S 59L	M-F	Parramatta	5.53am	Liverpool	8.30pm	A	
		Sat		7.00am		6.00pm	60	B
		Sun		10.05am		6.00pm	120	C

* More frequent in peak hours.

A – Parramatta-Smithfield 30*, Parramatta-Liverpool 60. Plus short-working/s before first trip & after last trip shown.

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

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

L – To Liverpool.

S – To Smithfield.

4 February 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Smithfield-Liverpool	63	M-F	Parramatta	5.35am	Liverpool	6.15pm	60*	
		Sat		7.30am		6.30pm	120	
		Sun						

* More frequent in peak hours.

Route 800

FAIRFIELD – PRAIRIEWOOD – PEMULWUY – BLACKTOWN via Clunies Ross St

Timeline

20 October 2013: Commenced by Transit (NSW) Liverpool Pty Ltd, Transit Systems, partly replacing 812, which was reduced to a peak hour service. **Part of Contract Region 3.**

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 20 October 2013

From Fairfield (Interchange) via Smart St, Cunninghame St, Station St, The Boulevarde (**Fairfield Heights**), Polding St, Prairie Vale Rd, Restwell Rd, Liverpool-Parramatta T-way (**Prairiewood**), Canley Vale Rd, Victoria St, Elizabeth St, Frank St, Redfern St (**Wetherill Park**), Hassall St, Gipps Rd (**Greystanes**), Greystanes Rd, Watkin Tench Pde, Driftway Dr (**Pemulwuy**), Nijong Dr, Wombat St, Clunies Ross St, Blacktown Rd, Main St, Newton Rd, Patrick St, Westpoint bus tunnel, bus bridge to Blacktown Interchange. Reverse on return.

Timetable Summary

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Pemulwuy-Blacktown	62	M-F	Blacktown	6.02am	Blacktown	7.50pm	30*	A
		Sat		8.12am		6.42pm	30	A
		Sun	Fairfield	7.17am		5.42pm	30	A

* More frequent in peak hours.

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

Route 801

LIVERPOOL – CECIL HILLS – BADGERYS CREEK

Timeline

22 March 2010: As a result of Ministry of Transport review of **Contract Region 3**:

- Renumbered from 836.
- Limited service transferred from Westbus to Metro-link (branch of the Oliveri family, proprietors).
- Shares parts of route with parts of 807, 808 & 819.

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth Dr, Hume Hwy, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr, Brown Rd, Aplin Rd, Simpson Rd (**Bonnyrigg Heights**), Wilson Rd, Gloucester Rd, Cowpasture Rd, Elizabeth Dr, Windsor Rd, Sandringham Dr, Feodore Dr, Lancaster Av (clockwise loop at end) (**Cecil Hills**), then Lancaster Av, Feodore Dr, Sandringham Dr, Windsor Rd, Elizabeth Dr, Devonshire Rd, Lee & Clark Rd (**Kemps Creek**), Herbert St, Watts Rd, Western Rd, Elizabeth Dr, Martin Rd, Cuthel St, Lawson Rd, Elizabeth Dr, Badgerys Creek Rd to Longleys Rd (Badgerys Creek).

From Badgerys Creek (Badgerys Creek Rd at Longleys Rd) via reverse route to Hume Hwy, then Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.

Alteration

2020s:

- Ex Liverpool from Elizabeth Dr (west of Western Rd via Elizabeth Dr (**not** via Martin Rd, Cuthel St, Lawson Rd), Badgerys Creek Rd [realigned due to construction of new Western Sydney International Airport] to revised terminus [listed in timetable as “Badgerys Creek Airport Terminus, Badgerys Creek Rd”]. Reverse on return.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Badgerys Creek		M-F	Badgerys Ck	7.15am	Liverpool	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Badgerys Creek, afternoon from Liverpool).

Route 802

PARRAMATTA – GUILDFORD – GUILDFORD WEST – FAIRFIELD via McCredie Rd■

PARRAMATTA – GUILDFORD via Amherst St■

Timeline

1 March 1984:

- New route, Parramatta – Guildford – Guildford West – Fairfield via McCredie Rd, as a result of reorganisation & renumbering of 170, 171 & 190 [1925 route numbers].
- Guildford West – Fairfield shared with 804.
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons).

18 June 1990: Saturday service between Guildford & Fairfield provided by 803.

2 September 1996: Re-extended from Guildford to Fairfield on Saturdays, when 803 curtailed to Guildford on that day.

23 March 1998:

- Curtailed & altered to run Parramatta – Guildford via Amherst St.
- Service to Fairfield provided by 804 only.
- Most trips through-routed with 809 at Guildford.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by parts of 802, 804 & 806 between Parramatta & Merrylands and by part of 820 between Merrylands & Guildford, as a result of Ministry of Transport review of Contract Region 3.

Streets

Parramatta – Guildford – Guildford West – Fairfield via McCredie Rd

From 1 March 1984

From Parramatta (Market St) via Church St, Lansdowne St, Marsden St, Crimea St, Pitt St, Terminal Pl (Merrylands), Merrylands Rd, Memorial Av, St Ann St, Denmark St, Myall St, Military Rd (**Guildford**), Calliope St, Kane St, Guildford Rd, McCredie Rd (**Guildford West**), Fairfield Rd, Polding St, The Horsley Dr, Court Rd, Fairfield Interchange.

From Fairfield (Interchange) via Smart St, Cunningham St, The Horsley Dr, then reverse route to Merrylands Rd, then Pitt St, then reverse route to Church St, then Victoria Rd, Marist Pl, Market St (Parramatta).

Alterations

- **From 15 September 1985** (*opening of Church St Mall*): Ex Parramatta from Church St via George St, Smith St, Station St, Darcy St, Church St. Ex Fairfield from Church St via Argyle St, Marsden St, Market St (Parramatta).
- **By 11 September 1986:** Ex Parramatta from Pitt St via Merrylands Rd. Unaltered on return.
- **By 12 January 1992:** Ex Fairfield from St Ann St via Addlestone St, Merrylands Rd. Unaltered ex Parramatta.

Parramatta – Guildford via Amherst St

Alterations

- **From 23 March 1998:** Ex Parramatta from Military Rd via Elizabeth St, Amherst St, Chetwynd Rd, Guildford Rd, Military Rd to Guildford Station. Reverse on return.
- **From 19 February 2006** (*opening of new Parramatta Interchange*): Ex Parramatta from Station St via bus tunnel, Argyle St, Church St. Unaltered approaching Parramatta.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford-Fairfield	40	M-F	Fairfield	6.20am	Parramatta	9.20pm	30	A
		Sat	Parramatta	7.05am	Fairfield	5.25pm	AM 30 PM 60	A
		Sun		8.25am		5.55pm	60	A

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

11 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford-Fairfield	40	M-F	Paramatta	6.10am	Paramatta	6.05pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

2 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford-Fairfield	Fr P'matta 33W 41F	M-F	Paramatta	6.18am	Paramatta	7.15pm	A	
		Sat	Fairfield	8.51am		5.10pm	B	
		Sun						

* More frequent in peak hours.

A – Parramatta-Guildford West 30*, Parramatta-Fairfield 60*. Includes 808 over same route in morning. Plus short-working/s before first trip & after last trip shown.

B – Morning, Parramatta-Guildford West 30, Parramatta-Fairfield 60. Afternoon, Parramatta-Fairfield 60. Plus short-working/s before first trip & after last trip shown.

F – To Fairfield.

W – To Guildford West.

23 March 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford	27	M-F	Paramatta	7.00am	Paramatta	5.57pm	60*	
		Sat	Guildford	7.50am		5.18pm	60	
		Sun						

* More frequent in peak hours.

Route 802

PARRAMATTA – FAIRFIELD – BONNYRIGG – MILLER – LIVERPOOL

Timeline

22 March 2010:

- New extended route, replacing parts of 802, 803, 804, 809, 812, 824, 844, 845 & 861, as a result of Ministry of Transport review of [Contract Region 3](#).
- Runs in conjunction with 803.
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Parramatta (Interchange) via Argyle St, Pitt St, **Merrylands** Interchange, Merrylands Rd, Fowler Rd, Barcom St to Cardinal Gilroy Village, then Barcom St, Fowler Rd, Albert St (**Merrylands West**), Fairfield Rd, Polding St, The Horsley Dr, Court Rd, **Fairfield** Interchange, The Crescent, Hamilton Rd, Lackey St, Frederick St, Hampton St, Avisford St, Sackville St, Avenel St, The Boulevard, Kalora Av, Maud St, Thorney Rd, Avoca Rd (**Wakeley**), Canley Vale Rd, Humphries Rd, Edensor Rd, Liverpool-Parramatta T-way (**Bonnyrigg**), North Liverpool Rd, Whitford Rd (**Green Valley**), South Liverpool Rd, Banks Rd, Cartwright Av, Miller Rd, Cabramatta Av, Shropshire St, Lady Woodward Pl, Woodward Cr (**Miller**), Cartwright Av, Hoxton Park Rd, Memorial Av, Bathurst St, Moore St, Northumberland St, Elizabeth St, College St to Liverpool Interchange.

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, then reverse route to **Fairfield** Interchange, then Smart St, Cunninghame St, The Horsley Dr, then reverse route to Merrylands Rd, then Pitt St, Argyle St to Parramatta Interchange.

Timetable Summary

22 March 2010

See also 803

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bonnyrigg-Liverpool	87	M-F	Liverpool	5.25am	Parramatta	8.06pm	30	A
		Sat		6.20am		6.32pm	30	A
		Sun		7.20am		6.02pm	60	A

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

Route 803

PARRAMATTA – GUILDFORD via various routes■

- **Extended from Guildford to Fairfield (Saturdays, 1986-96)**
- **Extended from Guildford to Yennora (peak hours, 1984-86)**

Timeline

1 March 1984:

- New route, Parramatta – Guildford, with peak hour trips extended from Guildford to Yennora, as a result of reorganisation & renumbering of 170, 171 & 190 [1925 route numbers].
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons).

11 September 1986:

- Shortened to Parramatta – Guildford on weekdays, but extended from Guildford to Fairfield on Saturdays.
- Guildford – Fairfield covered by 804 on weekdays, but shared between 803 & 804 on Saturdays.
- Route through Yennora not replaced.
- Selected trips rerouted via Fowler Rd instead of Chetwynd Rd.

2 September 1996: In a rearrangement of 803 & 804:

- Shortened again to Parramatta – Guildford.
- Rerouted between Merrylands & Guildford, replacing part of 804.

23 March 1998: In a rearrangement of 803 & 809, rerouted again between Merrylands & Guildford,

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by parts of 802, 804 & 806 between Parramatta & Merrylands and by parts of 802 & 804 between Merrylands & Guildford, as a result of Ministry of Transport review of Contract Region 3.

Streets

Parramatta – Guildford via Chetwynd Rd (extended to Yennora in peak hours)

From 1 March 1984

From Parramatta (Market St) via Church St, Lansdowne St, Marsden St, Crimea St, Pitt St, Terminal Pl (**Merrylands**), Merrylands Rd, Memorial Av, St Ann St, Chetwynd Rd, Guildford Rd, Military Rd (Guildford).

From Guildford (Military Rd at Station) via reverse route to Church St, then Victoria Rd, Marist Pl, Market St (Parramatta).

Yennora extension: From Guildford Station via Military Rd, Carrington Rd, Byron Rd, Military Rd, Loftus Rd, Pine Rd, Nelson Rd (**Yennora**), Yennora Av, Loftus Rd, then reverse route to Guildford.

Alteration

From 15 September 1985 (opening of Church St Mall): Ex Parramatta from Church St via George St, Smith St, Station St, Darcy St, Church St. Ex Yennora from Church St via Argyle St, Marsden St, Market St (Parramatta).

Parramatta – Guildford via Chetwynd Rd or via Fowler Rd (extended to Fairfield on Saturdays)

Alterations

- **By 11 September 1986:** Ex Parramatta from Pitt St via Merrylands Rd. Unaltered on return.
- **By 11 September 1986:** Approached Guildford from Guildford Rd via Kane St, Calliope St, Military Rd to Guildford Station. Returning via Guildford Rd.
- **By 11 September 1986 (selected weekday trips via Fowler Rd):** Ex Parramatta from Chetwynd Rd via Hawksview St, Fowler Rd, Guildford Rd. Reverse on return.
- **By 11 September 1986**
Fairfield extension (Saturdays): Same as 802.
- **By 12 January 1992:** Ex Guildford from St Ann St via Addlestone St, Merrylands Rd. Unaltered ex Parramatta.

Parramatta – Guildford via Amherst St & Fowler Rd

Alteration

From 2 September 1996: Ex Parramatta from St Ann St via Military Rd, Elizabeth St, Amherst St, Chetwynd Rd, Hawksview St, Fowler Rd, Guildford Rd, Military Rd to Guildford Station. Reverse on return.

Parramatta – Guildford via Hawksview St & Fowler Rd

Alterations

- **From 23 March 1998:** From St Ann St via Chetwynd Rd, Hawksview St, Fowler Rd, Guildford Rd, Tamplin Rd, Dennistoun Av, Byron Rd, Carrington Rd, Military Rd to Guildford Station. Reverse on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Ex Parramatta from Station St via bus tunnel, Argyle St, Church St. Unaltered approaching Parramatta.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford-Yennora	30	M-F	Parramatta	6.20am	Yennora	5.06pm	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Parramatta-Yennora. Day, Parramatta-Guildford 60*.

11 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford	25C 28F	M-F	Guildford	6.17am	Parramatta	6.20pm	30*	A
		Sat	Parramatta	7.45am		2.55pm	60	A
		Sun						

Weekday trips generally ran alternately via Chetwynd Rd & Fowler Rd. Saturday trips ran via Chetwynd Rd.

* More frequent in peak hours.

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

C – Via Chetwynd Rd.

F – Via Fowler Rd.

25 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford	33	M-F	Parramatta	9.08am	Guildford	4.55pm	60	
		Sat		8.45am	Parramatta	4.52pm	60	
		Sun						

Route 803

LIVERPOOL – MILLER – THE VALLEY PLAZA

Timeline

22 March 2010:

- Weekday off-peak service Liverpool – Miller – The Valley Plaza replaced 861 & part of 845, as a result of Ministry of Transport review of **Contract Region 3**.
- Runs in conjunction with 802.
- Operated jointly by Hopkinsons (Graham Hopkinson, proprietor) & Westbus (ComfortDelGro Cabcharge).

10 September 2012: Altered to Liverpool – Miller (loop) (weekday off-peak service), with route same as 861 prior to 22 March 2010.

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

Liverpool – Miller – The Valley Plaza

From 22 March 2010

From Liverpool (Interchange) via Moore St, Bathurst St, Memorial Av, Hoxton Park Rd, Cartwright Av, Woodward Cr (Miller), Lady Woodward Pl, Shropshire St, Cabramatta Av, Miller Rd, Cartwright Av (**Cartwright**), Banks Rd, South Liverpool Rd, Wilson Rd to The Valley Plaza (shops).

From The Valley Plaza (shops) via reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Liverpool – Miller

From 10 September 2012

From Liverpool (Interchange) via Moore St, Bathurst St, Memorial Av, Hoxton Park Rd, Cartwright Av (**Cartwright**), Miller Rd, Willandra St, Banks Rd, Cabramatta Av, Shropshire St, Lady Woodward Pl, Woodward Cr (Miller), Cartwright Av, then reverse route to Moore St, then Northumberland St, Elizabeth St, College St to Liverpool Interchange.

Timetable Summary

22 March 2010

See also 802

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-The Valley Plaza	24	M-F	Liverpool	9.05am	Valley Plaza	2.47pm	30	
		Sat						
		Sun						

10 September 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Miller	46 round trip	M-F	Miller	9.16am	Liverpool	2.35pm	30	
		Sat						
		Sun						

Route 804

PARRAMATTA – GUILDFORD WEST – FAIRFIELD via Albert St■

Timeline

1 March 1984:

- New route as a result of reorganisation & renumbering of 170, 171 & 190 [1925 route numbers].
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons).
- Guildford West – Fairfield shared with 802.

11 September 1986: Rerouted in a rearrangement of 804 & 809 (ex 819).

18 June 1990: Curtailed from Fairfield to Guildford on Saturdays. Service to Fairfield replaced by 803 on that day.

3 November 1993: Re-extended to Fairfield on Saturdays.

2 September 1996:

- Rerouted in a rearrangement of 803 & 804.
- Weeknight on-demand service, Merrylands – Guildford West, renumbered from 805 to 804.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by parts of 802, 804 & 806 between Parramatta & Merrylands and by parts of 802 & 804 between Merrylands & Guildford, as a result of Ministry of Transport review of Contract Region 3.

Streets

From 1 March 1984

From Parramatta (Market St) via Church St, Lansdowne St, Marsden St, Crimea St, Pitt St, Terminal Pl (Merrylands), Merrylands Rd, Memorial Av, St Ann St, Chetwynd Rd, Hawksview St, Fowler Rd, Albert St, Fairfield Rd (Guildford West), Pavesi St, Sturt St, McCredie St, Fairfield Rd, Polding St, The Horsley Dr, The Crescent to Fairfield Interchange.

From Fairfield (Interchange) via Smart St, Cunninghame St, The Horsley Dr, Polding St, then reverse route to Church St, then Victoria Rd, Marist Pl, Market St (Parramatta).

Alterations

- **From 15 September 1985 (opening of Church St Mall):** Ex Parramatta from Church St via George St, Smith St, Station St, Darcy St, Church St. Ex Fairfield from Church St via Argyle St, Marsden St, Market St (Parramatta).
- **By 11 September 1986:** Ex Parramatta from Pitt St via Merrylands Rd. Unaltered on return.
- **By 11 September 1986:** Ex Parramatta from St Ann St via Military Rd, Elizabeth St, The Esplanade, Hawksview St. Reverse on return.
- **By 11 September 1986:** Ex Parramatta from Fairfield Rd direct to Polding St. Reverse on return.
- **By 12 January 1992:** Ex Guildford from St Ann St via Addlestone St, Merrylands Rd. Unaltered ex Parramatta.
- **From 2 September 1996:** Ex Parramatta from St Ann St via Chetwynd Rd, Fowler Rd. Reverse on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Ex Parramatta from Station St via bus tunnel, Argyle St, Church St. Unaltered approaching Parramatta.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford West-Fairfield	40	M-F	Parramatta	6.05am	Fairfield	8.55pm	60*	A
		Sat	Fairfield	7.05am		5.55pm	60	A
		Sun						

* More frequent in peak hours.

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

11 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford West-Fairfield	40	M-F	Fairfield	6.25am	Parramatta	7.15pm	60*	A
		Sat	Parramatta	7.15am		6.20pm	60	B
		Sun						

* More frequent in peak hours.

A – Plus on-demand night service Merrylands-Guildford. Extra trips Thursday night. Plus short-working/s before first trip & after last trip shown.

B – Includes 805 after 4.00pm. Plus short-working/s before first trip shown.

23 March 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford West-Fairfield	38	M-F	Fairfield	6.07amP	Fairfield	5.56pmP	A	
					Parramatta	9.18pmG		
		Sat	Parramatta	7.40am	Fairfield	5.14pm	60	B
		Sun		8.55am		4.48pm	70	B

* More frequent in peak hours.

A – Day, Parramatta-Fairfield 60*. Night, Parramatta-Guildford (on-demand between Merrylands & Guildford). Plus short-working/s before first trip & after last trip shown.

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

G – To Guildford.

P – To Parramatta.

Route 804

PARRAMATTA – FAIRFIELD – GREENFIELD PARK – HINCHINBROOK – LIVERPOOL

Timeline

22 March 2010: New extended route, replacing parts of 802, 803, 804, 809, 812, 825, 842, 845 & 861 as a result of Ministry of Transport review of **Contract Region 3**. Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Parramatta (Interchange, Argyle St) via Argyle St, Pitt St, **Merrylands** Interchange, Merrylands Rd, Addlestone Rd, St Ann St, Chetwynd Rd, Guildford Rd, McCredie Rd, Fairfield Rd, Polding St, Court Rd, **Fairfield** Interchange, The Crescent, Hamilton Rd, Bulls Rd (**Wakeley**), Canley Vale Rd, Greenfield Rd, Mimosa St (**Greenfield Park**), Smithfield Rd, Edensor Rd, Liverpool-Parramatta T-way (**Bonnyrigg**), Brown Rd, Aplin Rd, Simpson Rd, Wilson Rd, South Liverpool Rd, Hinchinbrook Dr (**Hinchinbrook**), Partridge Av, Whitford Rd, South Liverpool Rd, Busby Rd, Cartwright Av, Woodward Cr (**Miller**), Heckenberg Rd, Bobin Rd, Insignia St, Sadleir Av (**Sadleir**), Sutton Rd, Sinclair Rd, Maxwells Av, Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.
From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, then reverse route to **Fairfield** Interchange, then Smart St, Cunninghame St, The Horsley Dr, then reverse route to Merrylands Rd. then Pitt St, Argyle St to Parramatta Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greenfield Park-Liverpool	94	M-F	Liverpool	5.41am	Parramatta	8.19pm	30*	A
		Sat		5.57am	Liverpool	5.57pm	30	A
		Sun		6.57am		5.57pm	60	A

* More frequent in peak hours.

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

Route 805

PARRAMATTA – GUILDFORD WEST – GUILDFORD via Albert St■

Timeline

11 September 1986: New combined route commenced by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's (GR (Graham) Hopkinson, proprietor), replacing 802, 803 & 804:

- Parramatta – Guildford West – Guildford (fixed route on late Saturday afternoons & all day Sundays);
- Merrylands – Guildford West (on-demand service on weeknights).

3 November 1993: Weeknight on-demand service, Merrylands – Guildford West, renumbered 804.

2 September 1996: Saturday & Sunday service provided by 802 & 804.

Streets

From 11 September 1986

From Parramatta (Market St) via Church St, George St, Smith St, Station St, Darcy St, Church St, Lansdowne St, Marsden St, Crimea St, Pitt St, Terminal Pl (**Merrylands**), Merrylands Rd, Memorial Av, St Ann St, Chetwynd Rd, Hawksview St, Fowler Rd, Albert St (**West Guildford**), Fairfield Rd, McCredie Rd, Guildford Rd, Kane St, Calliope St, Military Rd to Guildford Station.

From Guildford (Military Rd at Station) via Guildford Rd, then reverse route to Merrylands Rd, then Pitt St, then reverse route to Church St, then Argyle St, Marsden St, Market St (Parramatta).

Alteration

By 12 January 1992: Ex Guildford from St Ann St via Addlestone St, Merrylands Rd. Unaltered ex Parramatta.

Timetable Summary

11 September 1986

See 804 for Saturday afternoon trips.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford	25	M-F						
		Sat						
		Sun	Guildford	8.00am	Guildford	6.00pm	60	A

Service at other times provided by 802-804.

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

Route 805

CABRAMATTA – BONNYRIGG – GREEN VALLEY – LIVERPOOL via St Johns Rd

Timeline

22 March 2010:

- Replaced parts of 827, 842 & 844, as a result of Ministry of Transport review of Contract Region 3.
- Operated by Oliveri's Transport Services Pty Ltd (trading as Metro-link, Oliveri's Metro-Link Bus Lines & other similar names at different times).

13 October 2013: Transferred to Transit Systems NSW Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Cabramatta (Railway Pde at Station) via Railway Pde, McBurney Rd, Gladstone St, St Johns Rd, Humphries Rd, Bunker Pde [now Newleaf Pde] (**St Johns Park**), Edensor Rd, Liverpool-Parramatta T-way, Brown Rd (**Bonnyrigg Heights**), Aplin Rd, Simpson Rd, Wilson Rd, Gloucester St, Northumberland St, Capricorn Blvd (**Green Valley**), Lord Howe Dr, Wilson Rd, Green Valley Rd, Rundle Rd, South Liverpool Rd, Sadleir Av (**Sadleir**), Maxwells Av, Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, then reverse route to Cabramatta Station.

Alterations

- From 4 July 2016:** Ex Cabramatta from Humphries Rd via Edensor Rd (*not* via Bunker Pde). Reverse on return.
- From 4 June 2018:** Ex Cabramatta from South Liverpool Rd via Liverpool-Parramatta T-way, South Liverpool Rd. Reverse on return.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Green Valley-Liverpool	59	M-F	Cabramatta	5.01am	Cabramatta	8.55pm	30	A
		Sat	Liverpool	6.58am		8.07pm	30	A
		Sun		7.57am		7.07pm	60	A

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

Route 806

MERRYLANDS – GUILDFORD via Chetwynd Rd

Timeline

2 September 1996: Limited service commenced by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's (GR (Graham) Hopkinson, proprietor).

By 23 March 1998: Ceased.

Streets

From 2 September 1996

From Merrylands (Station) via Military Rd, Elizabeth St, The Esplanade, Hawksview St, Chetwynd Rd, Guildford Rd, Kane St, Calliope St, Military Rd to Guildford Station.

From Guildford (Military Rd at Station) via Guildford Rd, then reverse route to Merrylands.

Timetable Summary

2 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford via Chetwynd Rd	12	M-F	Merrylands	9.25am	Merrylands	1.05pm	A	
		Sat						
		Sun						

A – 2 trips from Merrylands, 1 trip from Guildford.

Route 806

MERRYLANDS – MERRYLANDS (Campbell Place)■

Timeline

25 June 2001: Limited service commenced by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's (GR (Graham) Hopkinson, proprietor).

1 January 2005: Became part of Contract Region 3.

22 March 2010: Ceased as a result of Ministry of Transport review of Contract Region 3.

Timetable Summary

25 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Merrylands (Campbell Pl)		M-F	Campbell Pl	9.20am	Merrylands	11.55am	1 trip	
		Sat						
		Sun						

Route 806

PARRAMATTA – WETHERILL PARK – PRAIRIEWOOD – ABBOTSBURY – LIVERPOOL

Timeline

22 March 2010: New extended route, replacing parts of 802, 803, 804, 809, 811, 813, 815 & 845 as a result of Ministry of Transport review of Contract Region 3. Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Parramatta (Interchange) via Argyle St, Pitt St, **Merrylands** Interchange, Merrylands Rd, Cumberland Rd, Bayfield Rd, Macquarie Rd, Gipps Rd, Hassall St, Victoria St (**Wetherill Park**), Canley Vale Rd, Liverpool-Parramatta T-way to **Prairiewood** T-way Station, then Liverpool-Parramatta T-way, Polding St, Mimosa Rd, Quarry Rd (**Bossley Park**), Bossley Rd, Cowpasture Rd, Stockdale Cr, Rooney Av, Darling St (**Abbotsbury**), Province St, (left) Begovich Cr, (right) Bancroft Rd, Cowpasture Rd, Edensor Rd (**Edensor Park**), Liverpool-Parramatta T-way (**Bonnyrigg**), Brown Rd, Gemalla St, Wearne Rd, Lalich Av, North Liverpool Rd, Reservoir Rd, Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, then reverse route to Merrylands Rd. then Pitt St, Argyle St to Parramatta Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Abbotsbury-Liverpool	87	M-F	Liverpool	5.27am	Parramatta	7.18pm	30	A
		Sat		6.40am	Liverpool	6.40pm	30	A
		Sun		7.40am		5.40pm	60	A

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

Route 807

MERRYLANDS – GUILDFORD via Railway Tce

Timeline

11 September 1986:

- Limited service renumbered from 817.
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's (GR (Graham) Hopkinson, proprietor).

1 January 2005: Became part of Contract Region 3.

22 March 2010: Renumbered 822 as a result of Ministry of Transport review of Contract Region 3.

Streets

From 11 September 1986

From Merrylands (Terminal Pl at Station) via Pitt St, Neil St, Mombri St, Loftus St, Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Bursill St, West St, Guildford Rd, Railway Tce to Guildford Station.

From Guildford (Railway Tce at Station) via Railway Tce, Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Pitt St, then Terminal Pl to Merrylands Station.

Alteration

From 25 June 2001: Ex Merrylands one-way loop from West St via Guildford Rd, Chamberlain Rd, Henry St, North Pde, Broughton St, Henry St, Kay St, Cross St, Guildford Rd, Railway Tce (**Guildford**), then return to Merrylands.

Timetable Summary

11 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford via Railway Tce	13	M-F	Merrylands	9.00am	Guildford	1.50pm	3 trips	
		Sat						
		Sun						

Route 807

CABRAMATTA – EDENSOR PARK – CECIL HILLS – BONNYRIGG HEIGHTS – LIVERPOOL

Timeline

22 March 2010:

- New extended route, replacing parts of 831, 832, 833 & 841 as a result of Ministry of Transport review of Contract Region 3.
- Operated jointly by Busabout (Calabro family) & Oliveri's Transport Services Pty Ltd (trading as Metro-link, Oliveri's Metro-Link Bus Lines & other similar names at different times).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

22 September 2014: Split into:

- 807 Cabramatta – Edensor Park – Cecil Hills
- 827 Liverpool – Green Valley – Elizabeth Hills

Streets

Cabramatta – Edensor Park – Cecil Hills – Bonnyrigg Heights – Liverpool

From 22 March 2010

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Hill St, John St (**Cabramatta West**), Harrington St, Edensor Rd, Humphries Rd, Cabramatta Rd, Elizabeth Dr, Liverpool-Parramatta T-way (**Bonnyrigg**), Edensor Rd, Boomerang Rd, Kalang Rd (**Edensor Park**), Edensor Rd, Cowpasture Rd, Elizabeth Dr, Windsor Rd, Sandringham Dr (**Cecil Hills**), Feodore Dr, Spencer Rd, Gabriella Av, Frederick Rd, North Liverpool Rd, Wilson Rd, Dowland Rd (**Bonnyrigg Heights**), Aplin Rd, Delgarno Rd, Marriott Rd, North Liverpool Rd, Rundle Rd, Oliveri Cr (**Green Valley**), Green Valley Rd, St Johns Rd, Matthew Av (**Heckenberg**), Meadows Rd, Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, then reverse route to John St, then Hill St, Hughes St, Railway Pde to Cabramatta Station.

Green Valley (Rundle Rd & Green Valley Rd) diversion: Ex Cabramatta from Rundle Rd/Oliveri Cr via Rundle Rd, Green Valley Rd to Green Valley Rd/Oliveri Cr. Reverse on return.

Cecil Hills (Lancaster Av) diversion: From Feodore Dr via Lancaster Av, clockwise loop at end, Lancaster Av to Feodore Dr.

Cecil Hills (Athlone St) diversion: From Feodore Rd/Lascelles St via Lascelles St, Athlone St (clockwise loop), Lascelles St to Feodore Rd/Lascelles St.

Cabramatta – Edensor Park – Cecil Hills

From 22 September 2014

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Hill St, John St, Harrington St, Edensor Rd, Humphries Rd, Cabramatta Rd, Elizabeth Dr, Liverpool-Parramatta T-way (**Bonnyrigg**), Edensor Rd, Boomerang Rd, Kalang Rd (**Edensor Park**), Edensor Rd, Cowpasture Rd, Elizabeth Dr, Windsor Rd, Sandringham Dr, Feodore Dr, Lascelles St, Athlone St (clockwise loop) (**Cecil Hills**), Lascelles St, Feodore Dr, then reverse route to John St, then Hill St, Hughes St, Railway Pde to Cabramatta Station.

Cecil Hills (Lancaster Av) diversion: From Feodore Dr via Lancaster Av, clockwise loop at end, Lancaster Av to Feodore Dr.

Alteration

From 18 April 2021: Ex Cabramatta from Humphries Rd via Newleaf Dr, Wall Pl, Tarlington Pde, Bonnyrigg Av, Edensor Rd, Boomerang Rd. Reverse on return.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Cecil Hills-Liverpool	68	M-F	Liverpool	5.12am	Cabramatta	9.31pm	30	A
		Sat		6.16am		8.32pm	30	A
		Sun		8.15am		7.32pm	60	A

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

22 September 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Cecil Hills	39	M-F	Cecil Hills	4.38am	Cabramatta	9.51pm	30	
		Sat		6.11am		9.52pm	30	
		Sun		6.11am		9.52pm	30	

Route 808

PARRAMATTA – GUILDFORD – WETHERILL PARK Industrial Area (INDUSTRIAL)■

PARRAMATTA – GUILDFORD – WOODPARK Industrial Area (INDUSTRIAL)■

Timeline

11 September 1986:

- Peak hour route, Guildford – Woodpark Industrial Area renumbered from 822.
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor)

18 June 1990: Additional peak hour route, Guildford – Wetherill Park Industrial Area, commenced.

2 September 1996: Both routes extended from Guildford to Parramatta.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by part of 821 and by part of 814 (although running to Fairfield), as a result of Ministry of Transport review of Contract Region 3.

Streets

Guildford – Woodpark Industrial Area

From 11 September 1986

From Guildford (Military Rd at Station) via Guildford Rd, McCredie Rd, Sturt St, Warren Rd, Percival Rd, Woodpark Rd, Cooper St (**Woodpark Industrial Area**), Long St, Warren Rd, Sturt St, McCredie Rd, Guildford Rd, Military Rd to Guildford Station.

Alteration

From 18 June 1990: Ex Guildford from Woodpark Rd to Hume Rd (*not* via Cooper St & Long St). Reverse on return.

Parramatta – Guildford – Woodpark Industrial Area

Alteration

From 2 September 1996: Extended from Guildford to Parramatta & return via 802.

Guildford – Wetherill Park Industrial Area

From 18 June 1990

From Guildford (Military Rd at Station) via Guildford Rd, McCredie Rd, Sturt St, Warren Rd, Long St, Gipps Rd, Hassall St, Redfern St, Walter St, Victoria St to Hassall St (**Wetherill Park Industrial Area**). Reverse on return.

Smithfield (Tarlington Pl) diversion: From Long St/Gipps Rd via Gipps Rd, Tarlington Pl to end. Reverse on return.

Alterations

- From 12 January 1992:* Ex Guildford from Walter St via Frank St, Elizabeth St, Victoria St, Walter St, Redfern St, Verrell St to Blackstone St. Ex Wetherill Park via reverse route to Long St, then Britton St, Tait St to Long St, then reverse route to Guildford.
- By March 1993:* Ex Wetherill Park from Redfern St via Walter St, Frank St, Elizabeth St, Victoria St, Walter St, Hassall St. Unaltered ex Guildford.

Parramatta – Guildford – Wetherill Park Industrial Area

Alterations

- From 2 September 1996:* Extended from Guildford to Parramatta & return via 802.
- From 2 September 1996:* Ex Guildford from Long St via Tait St, Britton St to Long St. Reverse on return.
- From 2 September 1996:* Ex Guildford from Redfern St to Hassall St (*not* via Verrell St). Reverse on return.
- From 2 September 1996:* Tarlington Pl trips ceased.
- By 23 March 1998:* Terminated at Redfern St/Verrell St.
- By 23 March 1998:* Ex Wetherill Park from Redfern St via Walter St, Victoria St, Elizabeth St, Frank St, Walter St, Hassall St. Unaltered ex Guildford.

Timetable Summary

11 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Woodpark Industrial Area	17	M-F	Guildford	6.28am	Woodpark	4.32pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning, 5 trips from Guildford; afternoon, 3 trips from Woodpark).

18 June 1990

Guildford – Wetherill Park & Woodpark Industrial Area routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Wetherill Park Industrial Area (Hassall St)		M-F	Guildford	6.04am	Hassall St	4.00pm	Ph1	
		Sat						
		Sun						
Guildford-Woodpark Industrial Area (Long St)		M-F	Guildford	6.42am	Long St	4.32pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Guildford, afternoon from Wetherill Park Industrial Area (Hassall St)).

Ph2 – Peak hours only (morning from Guildford, afternoon from Woodpark Industrial Area (Long St or Hume Rd, last trip from Tarlington Pl)).

2 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Woodpark-Wetherill Park Industrial Area†		M-F	Parramatta	6.07am	Wetherill Pk†	4.52pm	Ph	
		Sat						
		Sun						

† Various termini.

Ph – Peak hours only (morning, most trips terminated at Redfern St; afternoon trips departed from Redfern St, Frank St or Hume Rd) (selected trips required a change of bus).

Route 808

FAIRFIELD – BOSSLEY PARK – ABBOTSBURY – EDENSOR PARK – MT PRITCHARD – LIVERPOOL

Timeline

22 March 2010: New extended route, replacing parts of 827 & 843, as a result of Ministry of Transport review of Contract Region 3. Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Fairfield (Interchange) via Smart St, Sackville St, Polding St, Marlborough St, Brenan St (**Smithfield**), Wetherill St, Shakespeare St (**Wetherill Park**), Lily St, Polding St, Mimosa Rd, Quarry Rd (**Bossley Park**), Marconi Rd, Bossley Rd, Cowpasture Rd, Stockdale Cr, Rooney Av, Darling St (**Abbotsbury**), Province St, (left) Begovich Cr, (right) Bancroft Rd, Cowpasture Rd, Edensor Rd, Kalang Rd (**Edensor Park**), Boomerang Rd, Edensor Rd, Liverpool-Parramatta T-way (**Bonnyrigg**), Cabramatta Rd, Townview Rd, Oliphant St (**Mt Pritchard**), Townview Rd, Reservoir Rd, Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, then reverse route to Fairfield Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield- Abbotsbury- Liverpool	Fr Fair 45B 67L	M-F	Liverpool	5.32amF	Liverpool	7.32pmF	A	
					Fairfield	9.05pmB		
		Sat	Fairfield	7.15pmL	Liverpool	5.40pmF	A	
					Fairfield	8.15pmB		
		Sun		8.15amL	Liverpool	4.40pmF	C	
					Fairfield	7.15pmB		

A – Day, Fairfield-Bonnyrigg 30, Fairfield-Liverpool 60. Night, Fairfield-Bonnyrigg. Plus short-working/s before first trip shown.

B – To Bonnyrigg.

C – Day, Fairfield-Liverpool 60. Night, Fairfield-Bonnyrigg. Plus short-working/s before first trip shown.

F – To Fairfield.

L – To Liverpool.

Route 809

PARRAMATTA – MERRYLANDS – GUILDFORD via Bristol St■

Timeline

11 September 1986:

- Merrylands – Guildford via Bristol St renumbered from 819.
- Rerouted in a rearrangement of 804 & 809.
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor).

2 September 1996: Extended from Merrylands to Parramatta.

23 March 1998: Rerouted in a rearrangement of 803 & 809.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by parts of 802, 804 & 806 between Parramatta & Merrylands and by parts of 804 & 820 between Merrylands & Guildford, as a result of Ministry of Transport review of Contract Region 3.

Streets

Merrylands – Guildford via Bristol St

From 11 September 1986

From Merrylands (Station) via Merrylands Rd, Memorial Av, St Ann St, Chetwynd Rd, Hawksview St, Fowler Rd, Bristol St (**Merrylands West**), Woodpark Rd, Fairfield Rd, McCredie Rd (**Guildford West**), Lomond St, Dennistoun Av, Byron Rd, Carrington Rd, Military Rd to Guildford Station.

From Guildford (Military Rd at Station) via reverse route to Merrylands Rd, then Pitt St, Merrylands Station.

Alteration

By 12 January 1992: Ex Guildford from St Ann St via Addlestone St, Merrylands Rd. Unaltered ex Merrylands.

Parramatta – Merrylands – Guildford via Bristol St

Alterations

- **From 2 September 1996:** Extended from Merrylands via Pitt St, Crimea St, Marsden St, Lansdowne St, Church St, Argyle St, Marsden St, Market St (Parramatta). Return via Church St, George St, Smith St, Station St, Darcy St, Church St, Lansdowne St, then reverse route to Merrylands
- **From 23 March 1998:** Ex Parramatta from Guildford Rd via Kane St, Calliope St, Military Rd to Guildford Station. Reverse on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Ex Parramatta from Station St via bus tunnel, Argyle St, Church St. Unaltered approaching Parramatta.

Timetable Summary

11 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford	25	M-F	Merrylands	5.45am	Merrylands	5.50pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

2 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Merrylands-Guildford	Fr P'matta 32W 38G	M-F	Parramatta	7.33amG	Parramatta	6.25pmG	60*	A
		Sat		8.58amG	Guildford	1.02pmP	B	
		Sun			Parramatta	4.55pmW		

* More frequent in peak hours.

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

B – Morning, Parramatta-Guildford 60. Afternoon, Parramatta-Guildford West (*from* Parramatta only) 60.

G – To Guildford.

P – To Parramatta.

W – To Guildford West.

Route 809

MERRYLANDS – HILLTOP – SOUTH WENTWORTHVILLE – PEMULWUY – MERRYLANDS (bidirectional loop)■

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

22 March 2010: New extended route, replacing parts of 810, 811, 812, 813 & 814, as a result of Ministry of Transport review of **Contract Region 3**. Operated by Westbus (ComfortDelGro Cabcharge).

15 November 2010: Curtailed to run Merrylands – Hilltop – South Wentworthville – Pemulwuy as part of a rearrangement of 809, 810 & 811 (*see following entry*).

Streets

From 22 March 2010

Clockwise

From Merrylands (Interchange) via Merrylands Rd, Fowler Rd, Kenyons Rd, Duffy St, Bruce St (**Merrylands West**), Betts Rd, Merrylands Rd, Braeside Rd, Jonathon St, Cumberland Rd, Bayfield Rd, Macquarie Rd, Daffodil St, Tulip St, Carnation St, Gardenia Pde, Dahlia St, Alpha Rd, Macquarie Rd, Greystanes Rd (**Greystanes**), Merrylands Rd, Kippax St, Whalans Rd, Gozo Rd, Old Prospect Rd, Butu Wargun Dr to Driftway Dr (**Pemulwuy**), then Butu Wargun Dr, Greystanes Rd, Bathurst St, Beresford Rd, Old Prospect Rd, Chelmsford Rd, Boronia St (**South Wentworthville**), Wirrallee St, Centenary Rd, Hollywood St, Richmond St, Hamilton St, Frances St, Friend St, Coleman St (**Hilltop**), Hilltop Rd, Clarence St, Walpole St, Windsor Rd, Sheffield St, Treves St, McFarlane St, Pitt St to Merrylands Interchange.

Anti-clockwise

From Merrylands (Interchange) via Merrylands Rd, Treves St, then reverse of clockwise route to Fowler Rd, then Treves St, McFarlane St, Pitt St to Merrylands Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clockwise: Merrylands-Pemulwuy-Merryl'ds	68 round trip	M-F	Merrylands	5.54am	Merrylands	7.54pm	60*	A
		Sat		8.08am		5.08pm	60	A
		Sun		9.08am		4.08pm	60	B
Anti-clockwise: Merrylands-Pemulwuy-Merrylands	Fr Merry 30P 68M	M-F	Merrylands	5.39am	Merrylands	6.39pmM 9.09pmP	C	
		Sat		8.38am		3.38pmM 6.38pmP	D	
		Sun		9.38am		4.38pmM 5.38pmP	D	

* More frequent in peak hours.

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

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

C – Day, Merrylands-Pemulwuy-Merrylands complete loop 60*. Night, Merrylands-Pemulwuy. Plus short-working/s before first trip shown.

D – Day, Merrylands-Pemulwuy-Merrylands complete loop 60. Late afternoon, Merrylands-Pemulwuy. Plus short-working/s before first trip shown.

M – To Merrylands.

P – To Pemulwuy.

Route 809

MERRYLANDS – HILLTOP – SOUTH WENTWORTHVILLE – PEMULWUY

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

15 November 2010:

- Curtailed from previous entry as part of a rearrangement of 809, 810 & 811.
- Route between Pemulwuy & Merrylands via Gardenia Pde, Jonathon St & Bruce St replaced by extension of 810.
- Operated by Westbus (ComfortDelGro Cabcharge).
- Most trips through-routed with 811/X at Greystanes.
- **Part of Contract Region 3.**

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 15 November 2010

From Merrylands (Interchange) via Merrylands Rd, Treves St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd, Coleman St (**Hilltop**), Friend St, Frances St, Hamilton St, Richmond St, Hollywood St, Centenary Rd, Wirrallee St, Boronia St (**South Wentworthville**), Chelmsford Rd, Old Prospect Rd, Gozo Rd, Whalans Rd, Kippax St, Merrylands Rd, Greystanes Rd (**Greystanes**), Watkin Tench Pde, Driftway Dr (**Pemulwuy**), Butu Wargun Dr, Greystanes Rd, Bathurst St, Beresford Rd, Old Prospect Rd, then to Parramatta via 811/X.

From Old Prospect Rd (after arriving from Parramatta via 811/X) via Beresford Rd, then reverse route to Treves St, then McFarlane St, Pitt St to Merrylands Interchange.

Timetable Summary

15 November 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Pemulwuy	34	M-F	Pemulwuy	5.01am	Merrylands	8.45pm	60*	
		Sat		7.28am		6.45pm	60	
		Sun		8.28am		5.45pm	60	

* More frequent in peak hours.

Route 810

MERRYLANDS – HILLTOP – SOUTH WENTWORTHVILLE – PARRAMATTA

- Extended from Hilltop to Wentworthville (*selected trips*)

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

2 April 1982: Merrylands – Hilltop (selected trips extended to Wentworthville) renumbered from 132 [1925 route number]. Operated by Western Road Bus Services (Trevor Thornley, proprietor).

24 January 1987:

- Transferred to Baxter's Bus Lines (Gary Baxter, proprietor).
- Amalgamated with 703 as 810 Merrylands – Hilltop – South Wentworthville – Parramatta.

By 24 November 2003: Altered to Merrylands – Hilltop – South Wentworthville (selected trips extended to Parramatta). Full time service between Parramatta and Hilltop area continued to be provided by 811, 813 & 815.

1 January 2005: Became part of Contract Region 3.

1 September 2006: Transferred to Westbus (ComfortDelGro Cabcharge).

22 March 2010: Replaced by part of 809 between Merrylands & Merrylands West and by 818 along Ringrose Av, as a result of Ministry of Transport review of Contract Region 3.

Streets

Merrylands – Hilltop (*selected trips extended to Wentworthville*)

From 2 April 1982

From Merrylands (Terminal Pl at Station) via Pitt St, McFarlane St, Treves St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd, Frances St, Bartlett St, Richmond St, Hollywood St, Monterey St, Hamilton St (**Hilltop**), Frances St, Friend St, Coleman St, Hilltop Rd, then reverse route to McFarlane St, then Pitt St, Terminal Pl to Merrylands Station.

Wentworthville extension: From Hilltop (Richmond Rd/Hamilton St) via Richmond Rd, Great Western Hwy, Station St, Dunmore St, Freame St, The Kingsway to Wentworthville Station. Return via Station St, Centenary Rd, Allen St, Finlayson St, Old Prospect Rd, Richmond Rd to Hamilton St.

Merrylands – Hilltop – South Wentworthville – Parramatta

From 24 January 1987

From Merrylands (Terminal Pl at Station) via Pitt St, McFarlane St, Treves St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd (**Hilltop**), Frances St, Bartlett St, Richmond St, Hollywood St, Centenary Rd, Wirrallee St, Boronia St, Chelmsford Rd, Old Prospect Rd, Ringrose Av (**South Wentworthville**), Merrylands Rd, Jersey Rd, Old Prospect Rd, Centenary Rd, Great Western Hwy, Church St, Argyle St to Parramatta Station.

From Parramatta (Argyle St at Station) via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy, Centenary Rd, Old Prospect Rd, Ringrose Av, Merrylands Rd, Jersey Rd, Old Prospect Rd, Chelmsford Rd, then reverse route to Merrylands Station.

Alterations

- **From 11 September 1988:** Ex Merrylands from Jersey Rd via Old Prospect Rd, Richmond Rd, Hamilton St, Frances St, Friend St, Coleman St, Great Western Hwy, Church St, Argyle St to Parramatta Station. Ex Parramatta from Great Western Hwy via Coleman St, Friend St, Frances St, Hamilton St, Richmond Rd, Old Prospect Rd, Ringrose Av.
- **By 24 November 1997 (as a result of opening of Cumberland Hwy):** Ex Merrylands from Merrylands Rd via Jersey Rd, Irrigation Rd, Hampden Rd, Old Prospect Rd, Chelmsford Rd, Boronia St, Wirrallee St, Centenary Rd, Hollywood St, Richmond Rd, Hamilton St, Frances St, Friend St, Coleman St, Great Western Hwy, Church St, Argyle St to Parramatta Station.
- **By 24 November 1997:** Ex Parramatta from Great Western Hwy via Coleman St, Friend St, Frances St, Hamilton St, Richmond Rd, Hollywood St, Centenary Rd, Wirrallee St, Boronia St, Chelmsford Rd, Old Prospect Rd, Ringrose Av (**South Wentworthville**), Merrylands Rd, Jersey Rd, Irrigation Rd, Hampden Rd, Old Prospect Rd, Chelmsford Rd, Boronia St, Wirrallee St, Centenary Rd, Hollywood St, Richmond Rd, Hamilton St, Frances St, Friend St, Coleman St.

Merrylands – Hilltop – South Wentworthville

By 24 November 2003

From Merrylands (Terminal Pl at Station) via Pitt St, McFarlane St, Treves St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd (**Hilltop**), Coleman St, Friend St, Frances St, Hamilton St, Richmond St, Hollywood St, Centenary Rd, Wirrallee St, Boronia St (**South Wentworthville**), Chelmsford Rd, Old Prospect Rd, Ringrose Av (**Greystanes**), Merrylands Rd, Jersey Rd, Irrigation Rd, Hampden Rd, Old Prospect Rd, Chelmsford Rd, then reverse route to Merrylands Station.

Timetable Summary

2 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Hilltop†	25 round trip	M-F	Hilltop	5.00am	Merrylands	7.26pm	30*	A
		Sat		7.08am		12.40pm	30	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Wentworthville.

A – 3 trips extended to Wentworthville.

24 January 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Hilltop-Parramatta	38	M-F	Parramatta	6.33am	Parramatta	6.10pm	60*	A
		Sat	Merrylands	7.53am		1.35pm	60	B
		Sun						

* 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.

24 November 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Hilltop-South Wentworthville	48 round trip	M-F	Sth Went'ville	5.53am	Merrylands	6.45pm	60*	
		Sat		7.32am		4.42pm	60	
		Sun						

* More frequent in peak hours.

Route 810

PARRAMATTA – HILLTOP – PEMULWUY – MERRYLANDS WEST – MERRYLANDS via Old Prospect Rd & Gozo Rd (2010-21)■

PARRAMATTA – PEMULWUY – MERRYLANDS WEST – MERRYLANDS via Great Western Hwy, Old Prospect Rd & Gozo Rd (from 2026)

Route 810X

PARRAMATTA – PEMULWUY – MERRYLANDS WEST – MERRYLANDS via Great Western Hwy, Old Prospect Rd & Gozo Rd (EXPRESS) ■

- **Extended from Pemulwuy shops to Pemulwuy (Nijong Dr) (selected peak hour trips, from 2013)**

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

(Pemulwuy shops are now known as Pemulwuy Marketplace.)

Timeline

22 March 2010: As a result of Ministry of Transport review of **Contract Region 3:**

- New routes commenced:
 - 810 Parramatta – Hilltop – Pemulwuy via Gozo Rd (full time)
 - 810X Parramatta – Pemulwuy via Old Prospect Rd & Gozo Rd (peak hour express).
- They partly replaced the Parramatta – Pemulwuy part of 811, 813 & 815.
- Most trips on 810 & 810X were through-routed at Pemulwuy with 811 or 811X.
- 810 (& 810X in peak hours) shared most of route with 811 (& 811X in peak hours).
- Peak hour short-workings of 810 covered part of route in Hilltop missed by 810X & 811X.
- Operated by Westbus (ComfortDelGro Cabcharge).

15 November 2010: As part of rearrangement of 809, 810, 810X, 811 & 811X:

- Extended to run:
 - 810 Parramatta – Hilltop – Pemulwuy – Merrylands (full time)
 - 810X Parramatta – Pemulwuy – Merrylands via Old Prospect Rd & Gozo Rd (peak hour express).
- Together they replaced equivalent part of 809 (via Merrylands West).
- Through-routing of 810/810X with 811/811X ceased.

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

20 October 2013: Selected 810X trips extended in Pemulwuy from shops to Nijong Dr.

18 April 2021: 810 ceased:

- Other than in Hilltop, replaced by existing 810X Parramatta – Pemulwuy – Merrylands via Great Western Hwy (frequency increased to full time).
- Replaced in Hilltop area by new 824 Parramatta – Hilltop – South Wentworthville – Westmead Hospitals.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

21 June 2026: 810X renumbered 810 (route & timetable unaltered).

Streets

Route 810

Parramatta – Hilltop – Pemulwuy

From 22 March 2010

From Parramatta (Interchange, Argyle St) via Church St, Lansdowne St, Crimea St, Pitt St, Railway St, Franklin St, Crimea St, Burnett St, Hilltop Rd (**Hilltop**), Frances St, Hamilton St, Richmond St, Allen St, Old Prospect Rd, Gozo Rd (**Greystanes**), Whalans Rd, Kippax St, Merrylands Rd, Greystanes Rd, Watkin Tench Dr, Driftway Dr to Butu Wargun Dr (**Pemulwuy**). Reverse on return.

Parramatta – Hilltop – Pemulwuy – Merrylands

From 15 November 2010

From Parramatta (Interchange, Argyle St) via Church St, Lansdowne St, Crimea St, Pitt St, Railway St, Franklin St, Crimea St, Burnett St, Hilltop Rd (**Hilltop**), Frances St, Hamilton St, Richmond St, Allen St, Old Prospect Rd, Butu Wargun Dr to Driftway Dr (**Pemulwuy**), then Butu Wargun Dr, Old Prospect Rd, Gozo Rd (**Greystanes**), Whalans Rd, Kippax St, Merrylands Rd, Greystanes Rd, Macquarie Rd, Alpha Rd, Dahlia St, Gardenia Pde, Carnation St, Tulip

St, Daffodil St, Macquarie Rd, Bayfield Rd, Cumberland Rd, Jonathon St, Braeside Rd, Merrylands Rd, Betts Rd, Bruce St, Duffy St, Kenyons Rd (**Merrylands West**), Fowler Rd, Merrylands Rd, Treves St, McFarlane St, Pitt St to Merrylands Interchange.

From Merrylands (Interchange) via Merrylands Rd, Fowler Rd, then reverse route to Parramatta Interchange.

Route 810X

Parramatta – Pemulwuy via Old Prospect Rd & Gozo Rd

From 22 March 2010

From Parramatta (Interchange, Argyle St) via Argyle St, Pitt St, Great Western Hwy, Centenary Rd, Old Prospect Rd, Gozo Rd (**Greystanes**), Whalans Rd, Kippax St, Merrylands Rd, Greystanes Rd, Watkin Tench Pde, Driftway Dr to Butu Wargun Dr (**Pemulwuy**). Reverse on return.

Parramatta – Pemulwuy – Merrylands via Old Prospect Rd & Gozo Rd

From 15 November 2010

From Parramatta (Interchange, Argyle St) via Argyle St, Pitt St, Great Western Hwy, Old Prospect Rd, Centenary Rd, Old Prospect Rd, Butu Wargun Dr to Driftway Dr (**Pemulwuy**), then Butu Wargun Dr, Old Prospect Rd, Gozo Rd, Whalans Rd, Kippax St, Merrylands Rd, Greystanes Rd (**Greystanes**), Macquarie Rd, Alpha Rd, Dahlia St, Gardenia Pde, Carnation St, Tulip St, Daffodil St, Macquarie Rd, Bayfield Rd, Cumberland Rd, Jonathon St, Braeside Rd, Merrylands Rd, Betts Rd, Bruce St, Duffy St, Kenyons Rd (**Merrylands West**), Fowler Rd, Merrylands Rd, Treves St, McFarlane St, Pitt St to Merrylands Interchange.

From Merrylands (Interchange) via Merrylands Rd, Fowler Rd, then reverse route to Parramatta Interchange.

Parramatta – Pemulwuy – Merrylands via Old Prospect Rd & Gozo Rd (selected peak hour trips extended from Pemulwuy shops to Pemulwuy (Nijong Dr))

Alteration

From 20 October 2013

Pemulwuy (Nijong Dr) extension: From Pemulwuy (Butu Wargun Dr/Driftway Dr) via Driftway Dr, Nijong Dr to Wombat St. Reverse on return.

Timetable Summary

22 March 2010

Parramatta – Pemulwuy routes 810, 810X, 811, 811X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
810: Parramatta-Hilltop-Pemulwuy via Gozo Rd	24	M-F	Sth Went'ville	6.22amP	Parramatta	10.03pmE	A	
			Parramatta	8.03amE				
		Sat	Pemulwuy	6.27amP		8.03pmE	60	
		Sun		8.27amP		7.03pmE	120	
810X: Parramatta-Pemulwuy via Gozo Rd (express)	21	M-F	Pemulwuy	6.12am	Parramatta	6.03pm	Ph	
		Sat						
		Sun						
811: Parramatta-Hilltop-Pemulwuy via Bathurst St	24	M-F	Pemulwuy	5.07am	Parramatta	9.03pm	60	
		Sat		5.32am		9.03pm	60	
		Sun		7.32am		6.03pm	120	
811X: Parramatta-Pemulwuy via Bathurst St (express)	21	M-F	Pemulwuy	5.48am	Pemulwuy	6.30pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Pemulwuy (810, 811) 30.

Sat Parramatta-Pemulwuy (810, 811) 30.

Sun Parramatta-Pemulwuy (810, 811) 60.

A – Peak hours, Parramatta-Hilltop-South Wentworthville. Day & night, Parramatta-Hilltop-Pemulwuy 60*.

E – To Pemulwuy.

P – To Parramatta.

Ph – Peak hours only.

15 November 2010

Parramatta – Pemulwuy routes

810, 810X, 811, 811X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
810: Parramatta-Hilltop-Pemulwuy-Merrylands via Gozo Rd	63	M-F	Pemulwuy	5.16amP	Parramatta	2.38pmM	A	
			Merrylands	8.20amP	Merrylands	8.15pmE		
		Sat		8.15amP	Parramatta	4.33pmM	60	B
		Sun	Pemulwuy	9.00amM	Merrylands	5.15pmE	60	
810X: Parramatta-Pemulwuy-Merrylands (<i>express</i>)	67	M-F	Merrylands	5.46am	Merrylands	5.30pmP	Ph	B
		Sat						
		Sun						
811: Parramatta-Hilltop-Pemulwuy via Bathurst St	37	M-F	Pemulwuy	5.13am	Parramatta	10.03pm	60	C
		Sat		5.12am		9.03pm	60	
		Sun		7.12am		7.03pm	60	
811X: Parramatta-Pemulwuy via Bathurst St (<i>express</i>)	36	M-F	Pemulwuy	5.57am	Parramatta	6.05pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Pemulwuy (810, 811) 30.

Sat Parramatta-Pemulwuy (810, 811) 30.

Sun Parramatta-Pemulwuy (811) 60.

* More frequent in peak hours.

A – Morning peak hour, Parramatta-Pemulwuy. Day, Parramatta-Merrylands 60*.

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

C – Peak hours, Parramatta-Hilltop-South Wentworthville. Day & night, Parramatta-Hilltop-Pemulwuy.

E – To Pemulwuy.

M – To Merrylands.

P – To Parramatta.

Ph – Peak hours only.

18 April 2021

**Parramatta – Pemulwuy via Great Western Hwy routes
810X, 811X**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
810X: Parramatta-Pemulwuy-Merrylands via Gozo Rd	Fr Pmatta 21K 60M	M-F	Pemulwuy Mkt	5.13amM	Merrylands	8.06pmP	A	
			Merrylands	6.00amP	Parramatta	11.35pmK		
		Sat	Parramatta	8.36amM	Merrylands	6.38pmP	B	
					Parramatta	10.47pmK		
		Sun		8.36amM	Merrylands	6.38pmP	B	
					Parramatta	10.47pmK		
810X: Parramatta-Pemulwuy (Nijong Dr)	23	M-F	Nijong Dr	6.09am	Parramatta	7.16pm	Ph	
		Sat						
		Sun						
811X: Parramatta-Pemulwuy Mktplace via Bathurst St	25	M-F	Pemulwuy Mkt	5.10am	Pemulwuy Mkt	9.07pm	60*	C
		Sat		5.14am		7.42pm	60	
		Sun		6.14am		7.42pm	60	

Average day frequencies along common route:

M-F Parramatta-Pemulwuy (810X, 811X) 30.
Sat Parramatta-Pemulwuy (810X, 811X) 30.
Sun Parramatta-Pemulwuy (810X, 811X) 30.

* More frequent in peak hours.

A – Early morning, from Pemulwuy Marketplace to Merrylands. Day, Parramatta-Merrylands 60. Night, Parramatta-Pemulwuy Marketplace.

B – Day, Parramatta-Merrylands 60. Night, Parramatta-Pemulwuy Marketplace. Plus short-working/s before first trip shown.

K – To Pemulwuy Marketplace.

M – To Merrylands.

P – To Parramatta.

Ph – Peak hours only (morning from Pemulwuy (Nijong Dr), afternoon from Parramatta).

Route 811

MERRYLANDS – GREYSTANES – PARRAMATTA via Whalans Rd

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

24 January 1987: New route as a result of reorganisation of ex-Western Road 702 & Baxter's Bus Lines 812 & 813 as 811, 813 & 815 following transfer of selected of Western Road's routes to Baxter's Bus Lines. Shared parts of route with 813 & 815. Operated by Baxter's Bus Lines (Gary Baxter, proprietor).

24 November 1997: Rerouted along a common route for 811, 813 & 815 between Greystanes & Parramatta as part of a reorganisation of 811, 813 & 815.

1 January 2005: Became part of Contract Region 3.

1 September 2006: Transferred to Westbus (ComfortDelGro Cabcharge).

22 March 2010: Replaced by parts of 810 & 811 between Parramatta & Greystanes and by parts of 806 & 809 between Merrylands & Greystanes, as a result of Ministry of Transport review of Contract Region 3.

Streets

From 24 January 1987

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Braeside Rd, Jonathon St, Cumberland Rd, Whalans Rd, Gozo Rd (**Greystanes**), Old Prospect Rd, Richmond Rd (**South Wentworthville**), Hamilton St, Frances St, Friend St, Coleman St (**Hilltop**), Great Western Hwy, Church St, Argyle St to Parramatta Station.

From Parramatta (Argyle St at Station) via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy, then reverse route to Merrylands Rd, then Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Alterations

- **By November 1993:** Ex Merrylands from Old Prospect Rd via Allen St, Richmond Rd. Reverse on return.
- **From 24 November 1997:** Ex Merrylands from Gozo Rd via Old Prospect Rd, Greystanes Rd, Bathurst St, Beresford Rd, Old Prospect Rd. Reverse on return.
- **By 4 September 2005:** From Old Prospect Rd/Greystanes Rd via Butu Wargun Dr to Driftway Dr (Pemulwuy), then Butu Wargun Dr to Old Prospect Rd/Greystanes Rd.
- **By 4 September 2005:** Approached Parramatta from Great Western Hwy via Pitt St, Argyle St. Reverse on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Parramatta terminus at new Interchange (Argyle St).

Timetable Summary

24 January 1987

Merrylands – Greystanes – Parramatta routes

811, 813, 815

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
811: Merrylands-Greystanes-Parramatta via Whalans Rd	40	M-F	Parramatta	5.36am	Merrylands	6.40pm	60*	A
		Sat		7.20am		5.00pm	AM 60 PM 90	B
		Sun						
813: Merrylands-Greystanes†	38 round trip	M-F	Greystanes	6.00am	Merrylands	10.00pm	60*	
		Sat		7.09am		1.00pm	60	C
		Sun						
815: Merrylands-Greystanes-Parramatta via Macquarie Rd	43	M-F	Merrylands	6.20am	Parramatta	4.55pm	60*	
		Sat		7.33am	Merrylands	5.45pm	AM 60 PM 90‡	
		Sun		8.30am	Parramatta	6.43pm	90	

Average day frequencies along common route:

M-F Merrylands-Greystanes (811, 813, 815) 20.
Merrylands-Parramatta (811, 815) 30.
Sat AM Merrylands-Greystanes (811, 813, 815) 20.
Merrylands-Parramatta (811, 815) 30.
Sat PM Merrylands-Parramatta (811, 813, 815) 45.
Sun Merrylands-Parramatta (815) 90.

* More frequent in peak hours.

† Loop via Gardenia Pde, then Merrylands Rd.

‡ From Merrylands to Parramatta only.

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

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

C – Plus 1 late afternoon trip.

24 November 1997

Merrylands – Greystanes – Parramatta routes

811, 813, 815

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
811: Merrylands-Greystanes-P'matta via Whalans Rd	43	M-F	Parramatta	5.40am	Merrylands	6.42pm	60	A
		Sat		8.02am	Parramatta	5.46pm	60	
		Sun						
813: Merrylands-Greystanes-P'matta via Gardenia Pde	49	M-F	Parramatta	6.05amM	Parramatta	5.47pmM	60	B
		Sat	Greystanes	9.30amM	Merrylands	5.12pmG	2 trips	
		Sun						
815: Merrylands-Greystanes-Parramatta via Macquarie Rd	46	M-F	Merrylands	5.48amP	Merrylands	8.42pmP	60	A
					Parramatta	12.16amL		
		Sat		6.32amP	Merrylands	7.02pmP	60	A
					Parramatta	12.16amL		
		Sun		8.00amP	Merrylands	5.30pmP	C	
					Parramatta	9.16pmL		

Average day frequencies along common route:

M-F Merrylands-Parramatta (811, 813, 815) 20.

Sat Merrylands-Parramatta (811, 815) 30.

Sun Merrylands-Parramatta (815) 60.

Greystanes-Parramatta (815) 30.

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

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

C – Parramatta-Greystanes 30, Parramatta-Merrylands 60. Plus short-working/s before first trip shown.

G – To Greystanes.

L – Loop trip, Parramatta-Merrylands-Greystanes-Parramatta.

M – To Merrylands.

P – To Parramatta (via normal route).

Route 811

PARRAMATTA – HILLTOP – PEMULWUY via Old Prospect Rd & Bathurst St

(2010-21)■

PARRAMATTA – PEMULWUY via Great Western Hwy, Old Prospect Rd & Bathurst St

(from 2026)

Route 811X

PARRAMATTA – PEMULWUY via Great Western Hwy, Old Prospect Rd & Bathurst St

(EXPRESS) ■

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

22 March 2010: As a result of Ministry of Transport review of Contract Region 3:

- New routes commenced:
 - 811 Parramatta – Hilltop – Pemulwuy via Bathurst Sr (full time)
 - 811X Parramatta – Pemulwuy via Old Prospect Rd & Gozo Rd (peak hour express).
- They partly replaced the Parramatta – Pemulwuy part of 811, 813 & 815.
- Most trips on 811 & 811X were through-routed at Pemulwuy with 810 or 810X.
- 811 (& 811X in peak hours) shared most of route with 810 (& 810X in peak hours).
- Peak hour short-workings of 810 covered part of route in Hilltop missed by 810X & 811X.
- Operated by Westbus (ComfortDelGro Cabcharge).

15 November 2010: As part of rearrangement of 809, 810, 810X, 811 & 811X:

- Extended through Pemulwuy & Greystanes in a loop via Driftway Dr & Gozo Rd, replacing part of 810 & 810X, which ceased to run via Driftway Dr.
- Through-routing of 810/810X with 811/811X ceased.

13 October 2013: Transferred to Transit Systems as successful tenderer for bus services in Contract Region 3.

18 April 2021: 811 ceased:

- Other than in Hilltop area, replaced by existing 811X Parramatta – Pemulwuy via Great Western Hwy (frequency increased to full time).
- Replaced in Hilltop area by new 824 Parramatta – Hilltop – South Wentworthville – Westmead Hospitals.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

21 June 2026: 811X renumbered 811 (route & timetable unaltered).

Streets

Route 811

From 22 March 2010

From Parramatta (new Interchange) via Church St, Lansdowne St, Crimea St, Pitt St, Railway St, Franklin St, Crimea St, Burnett St, Hilltop Rd (**Hilltop**), Frances St, Hamilton St, Richmond St, Allen St, Old Prospect Rd, Beresford Rd, Bathurst St (**Greystanes**), Greystanes Rd, Butu Wargun Dr to Driftway Dr (**Pemulwuy**). Reverse on return.

Alteration

From 15 November 2010: Extended from Pemulwuy via Driftway Dr, Watkin Tench Dr, Greystanes Rd, Merrylands Rd, Kippax St, Whalans Rd, Gozo Rd, Old Prospect Rd, then to Merrylands via 809. From Old Prospect Rd (after arriving from Merrylands via 809) from Old Prospect Rd via Gozo Rd, then reverse route to Driftway Dr.

Route 811X

From 22 March 2010

From Parramatta (new Interchange) via Argyle St, Pitt St, Great Western Hwy, Centenary Rd, Old Prospect Rd, Beresford Rd, Bathurst St (**Greystanes**), Greystanes Rd, Butu Wargun Dr to Driftway Dr (**Pemulwuy**). Reverse on return.

Alteration

From 15 November 2010: Extended from Pemulwuy via Driftway Dr, Watkin Tench Dr, Greystanes Rd, Merrylands Rd, Kippax St, Whalans Rd, Gozo Rd, Old Prospect Rd, then to Merrylands via 809. From Old Prospect Rd (after arriving from Merrylands via 809) via Gozo Rd, then reverse route to Driftway Dr.

Timetable Summary

See 810

Route 812

MERRYLANDS – MERRYLANDS WEST – SOUTH WENTWORTHVILLE via Bristol St■

Timeline

27 November 1983: Merrylands – Merrylands West – South Wentworthville (loop via Ringrose Av & Braeside Rd) via Bristol St renumbered from parts of 153 [1925 route number], as a result of reorganisation of Baxter's Merrylands routes. Operated by Baxter's Bus Lines (Gary Baxter, proprietor).

24 January 1987: Curtailed to Merrylands – Merrylands West as a result of reorganisation of ex-Western Road 702 & Baxter's 812 & 813 as 811, 813 & 815 following transfer of Western Road's routes to Baxter's Bus Lines & Toongabbie Buses. 810 covered Ringrose Av & Braeside Rd.

1 January 2005: Became part of Contract Region 3.

1 September 2006: Transferred to Westbus (ComfortDelGro Cabcharge).

22 March 2010: Replaced by parts of 802, 809 & 820, as a result of Ministry of Transport review of Contract Region 3.

Streets

Merrylands – Merrylands West – South Wentworthville

From 27 November 1983

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Fowler Rd, Bristol St, Sherwood Rd, Duffy St, Bruce St, Betts Rd (**Merrylands West**), Merrylands Rd, Ringrose Av, Old Prospect Rd (**Greystanes**), Braeside Rd, Merrylands Rd, Betts Rd, then reverse route to Merrylands Rd, then Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Merrylands West (Cardinal Gilroy Village) diversion: From Fowler Rd via Barcom St to Cardinal Gilroy Village & return.

Selected reverse peak trips: Via Merrylands Rd direct between Merrylands Station and Betts Rd.

Merrylands – Merrylands West

From 24 January 1987

Morning

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Sherwood Rd, Paton St, Betts Rd (**Merrylands West**), Bruce St, Duffy St, Sherwood Rd, Bristol St, Fowler Rd, Merrylands Rd, Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Afternoon

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Fowler Rd, Bristol St, Sherwood Rd, Duffy St, Bruce St, Betts Rd (**Merrylands West**), Paton St, Sherwood Rd, Merrylands Rd, Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Merrylands West (Cardinal Gilroy Village) diversion: From Fowler Rd via Barcom St to Cardinal Gilroy Village & return.

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-South Wentworthville	45 round trip	M-F	Merrylands	6.09am	Sth Went'ville	6.48pm	60*	A
		Sat		6.52am		1.27pm	60	A
		Sun						

* More frequent in peak hours.

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

24 January 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Merrylands West	27 round trip	M-F	Merrylands W	5.35am	Merrylands	6.40pm	60*	
		Sat	Merrylands	8.20am		1.00pm	60	
		Sun						

* More frequent in peak hours.

24 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Merrylands West	27 round trip	M-F	Merrylands W	5.32am	Merrylands	6.56pm	30	
		Sat		8.18am		5.12pm	60	
		Sun	Merrylands	9.00amC	C/Gilroy Vlg	5.07pmM	60	

C – To Cardinal Gilroy Village.

M – To Merrylands.

Route 812

FAIRFIELD – WETHERILL PARK – PEMULWUY – BLACKTOWN via Reconciliation Rd

Timeline

22 March 2010: As a result of Ministry of Transport review of **Contract Region 3:**

- Replaced parts of 828 & 830 in Fairfield/Wetherill Park area, but via Reconciliation Rd Industrial Area (new route) between Pemulwuy & Prospect.
- Shared Fairfield-Wetherill Park with 813.
- Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

20 October 2013: Reduced to a peak hour service, being partly replaced at other times by 800.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Elizabeth St (**Wetherill Park**), Davis St, Liverpool-Parramatta T-way, Gipps Rd, Greystanes Rd (**Greystanes**), Watkin Tench Pde, Driftway Dr (**Pemulwuy**), Butu Wargun Dr, Reconciliation Rd, Prospect Hwy, Blacktown Rd, Main St, Newton Rd, Patrick St, Westpoint bus tunnel, bus bridge to Blacktown Interchange.

From Blacktown (Interchange) via reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Alteration

From 22 September 2014: Ex Fairfield from Davis Rd via Widemere Rd, Reconciliation Rd. Reverse on return.

Timetable Summary

22 March 2010

See 813

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Pemulwuy-Blacktown	58	M-F	Blacktown	5.12am	Blacktown	6.07pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 813

STRATHFIELD – WEST STRATHFIELD (Ada Av) ■

Timeline

28 April 1941: Part time service commenced by Department of Road Transport & Tramways.

14 June 1943: Renumbered 413 [Sydney Region route number].

Route 813

MERRYLANDS – GREYSTANES – PARRAMATTA via various routes ■

Timeline

27 November 1983: Merrylands – Greystanes (*either* Whalans & Macquarie Rds Loop *or* Gardenia Pde & Merrylands Rd Loop) renumbered from part of 153 [1925 route number], as a result of reorganisation of Baxter's Merrylands routes. Operated by Baxter's Bus Lines (Gary Baxter, proprietor).

24 January 1987: Altered to run only via Gardenia Pde & Merrylands Rd Loop as a result of reorganisation of ex-Western Road 702 & Baxter's 812 & 813 as 811, 813 & 815 following transfer of some of Western Road's routes to Baxter's Bus Lines. Route along Whalans Rd replaced by 811 & along Macquarie Rd by 815. Shared parts of route with 811 & 815.

24 November 1997: Extended from Greystanes to Parramatta along a common route for 811, 813 & 815 as part of a reorganisation of these routes.

1 January 2005: Became part of Contract Region 3.

1 September 2006: Transferred to Westbus (ComfortDelGro Cabcharge).

22 March 2010: Replaced by parts of 810 & 811 between Parramatta & Greystanes and by parts of 806 & 809 between Merrylands & Greystanes, as a result of Ministry of Transport review of Contract Region 3.

Streets

Merrylands – Greystanes (Whalans & Macquarie Rds Loop)

From 27 November 1983

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Cumberland Rd, Whalans Rd, Greystanes Rd (**Greystanes**), Gipps Rd, Macquarie Rd, Bayfield Rd, Cumberland Rd, Merrylands Rd, Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Merrylands – Greystanes (Gardenia Pde & Merrylands Rd Loop)

From 24 January 1987

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Cumberland Rd, Bayfield Rd, Macquarie Rd, Daffodil St, Tulip St, Carnation St, Gardenia Pde, Dahlia St, Alpha Rd, Gipps Rd, Greystanes Rd (**Greystanes**), Merrylands Rd, Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Merrylands – Greystanes – Parramatta via Gardenia Pde

From 24 November 1997

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Cumberland Rd, Bayfield Rd, Macquarie Rd, Daffodil St, Tulip St, Carnation St, Gardenia Pde, Dahlia St, Alpha Rd, Gipps Rd, Greystanes Rd (**Greystanes**), Merrylands Rd, Kippax St, Gozo Rd, Old Prospect Rd, Greystanes Rd, Bathurst St, Beresford Rd, Old Prospect Rd, Allen St, Richmond Rd (**South Wentworthville**), Hamilton St, Frances St, Friend St, Coleman St (**Hilltop**), Great Western Hwy, Church St, Argyle St to Parramatta Station.

From Parramatta (Argyle St at Station) via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy, then reverse route to Merrylands Rd, then Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Alterations

- **By 4 September 2005:** Either direction from Old Prospect Rd/Greystanes Rd via Butu Wargun Dr (**Pemulwuy**) to Driftway Dr, then Butu Wargun Dr to Old Prospect Rd/Greystanes Rd.
- **By 4 September 2005:** Approached Parramatta from Great Western Hwy via Pitt St, Argyle St. Reverse on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Parramatta terminus at new Interchange (Argyle St).

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Greystanes via various routes	25	M-F	Greystanes	5.13am	Merrylands	10.00pm	30*	A
		Sat		6.27am	Greystanes	6.49pm	AM 30 PM 60	B
		Sun		8.11am	Merrylands	6.35pm	5 trips	A

* 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.

24 January 1987

24 November 1997

See 811.

Route 813

FAIRFIELD – PRAIRIEWOOD – WESTERN SYDNEY PARKLANDS (Lizard Log Park) via The Horsley Dr

- **Extended to Horsley Park** (*selected trips daily*)
- **Further extended to Bonnyrigg via Mt Vernon & Cecil Park** (*selected trips on weekdays*)

(Although Lizard Log Park, Western Sydney Parklands terminus is nominally in the suburb of Abbotsbury, it is somewhat distant from the residential area of that suburb. Buses running to that terminus display “Bossley Park via The Horsley Dr” signs.)

Timeline

22 March 2010: As a result of Ministry of Transport review of **Contract Region 3:**

- Fairfield – Prairiewood (selected trips extended to Horsley Park (daily) & to Bonnyrigg (weekdays)) commenced, replacing parts of 828 & 830.
- Shared Fairfield-Wetherill Park with 812 (which originally ran weekday daytime, but reduced to peak hours only from 20 October 2013).
- Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

18 April 2021:

- Base service extended to run Fairfield – Prairiewood – Western Sydney Parklands (Lizard Log Park).
- Selected trips continued to be extended to Horsley Park (daily) & to Bonnyrigg (weekdays).
- Continued to share Fairfield-Wetherill Park with 812 in peak hours.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

Fairfield – Prairiewood (*selected trips extended to Horsley Park or Bonnyrigg*)

From 22 March 2010

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr (**Smithfield, Wetherill Park**)), Liverpool-Parramatta T-way to Prairiewood T-way Station.

From Prairiewood (T-way Station) via reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Horsley Park & Bonnyrigg extension: From Prairiewood (T-way Station) via Liverpool-Parramatta T-way, The Horsley Dr (**Horsley Park**), Arundel Rd, Burley Rd, Delaware Rd, Horsley Rd, Lincoln Rd, Garfield Rd, Horsley Rd, Capitol Hill Dr, Mt Vernon Rd (**Mt Vernon**), Mamre Rd, Elizabeth Dr, Liverpool-Parramatta T-way to Bonnyrigg T-way Station. Reverse on return.

Alteration

From 15 November 2010

Horsley Park & Bonnyrigg extension: Ex Prairiewood from Cecil Park (Elizabeth Dr) via Duff Rd, Selkirk Av (**Cecil Park**), Cecil Rd (**Cecil Park**) to Elizabeth Dr. Reverse on return.

Fairfield – Prairiewood – Western Sydney Parklands (Lizard Log Park) (*selected trips extended to Horsley Park or Bonnyrigg*)

From 18 April 2021

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr (**Smithfield**), Liverpool-Parramatta T-way to Prairiewood T-way Station, then Liverpool-Parramatta T-way, The Horsley Dr, Western Sydney Parklands internal roadway to Lizard Log Park (Western Sydney Parklands).

From Western Sydney Parklands (Lizard Log Park) via reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Horsley Park & Bonnyrigg extension: From Western Sydney Parklands (Lizard Log Park) via internal roadway, The Horsley Dr (**Horsley Park**), Arundel Rd, Burley Rd, Delaware Rd, Horsley Rd, Lincoln Rd, Garfield Rd, Horsley Rd, Capitol Hill Dr, Mt Vernon Rd (**Mt Vernon**), Mamre Rd, Elizabeth Dr, Duff Rd, Selkirk Av, Cecil Rd (**Cecil Park**), Elizabeth Dr, Liverpool-Parramatta T-way to Bonnyrigg T-way Station. Reverse on return.

Timetable Summary

22 March 2010

Fairfield – Prairiewood routes

812, 813

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
812: Fairfield-Pemulwuy-Blacktown	55	M-F	Blacktown	5.17am	Blacktown	5.59pm	60*	
		Sat						
		Sun						
813: Fairfield-Prairiewood†	Fr Fair 21P 75B	M-F	Horsley Park	5.56amF	Fairfield	5.22pmB	A	
			Bonnyrigg	6.58amF		6.37pmH 9.05pmP		
		Sat	Prairiewood	6.22amF		3.58pmH	C	
			Horsley Park	8.39amF	Prairiewood	8.22pmF		
		Sun		8.09amF	Fairfield	3.58pmH	D	
					Prairiewood	6.22pmF		

Average day frequencies along common route:

M-F Fairfield-Prairiewood (812, 813) 30.

Sat Fairfield-Prairiewood (813) 30.

Sun Fairfield-Prairiewood (813) 60.

* More frequent in peak hours.

† Selected trips extended to Horsley Park or Bonnyrigg.

A – Morning peak hour, mainly from Horsley Park to Fairfield (also Bonnyrigg to Fairfield). Day, Fairfield-Prairiewood 60, Fairfield-Horsley Park (6 trips from Horsley Park, 5 trips from Fairfield), Fairfield-Bonnyrigg (4 trips from Fairfield, 3 trips from Bonnyrigg). Night, Fairfield-Prairiewood. Plus short-workings before first trip shown.

B – To Bonnyrigg.

C – Fairfield-Prairiewood 30, Fairfield-Horsley Park 2 trips.

D – Fairfield-Prairiewood 60, Fairfield-Horsley Park 2 trips.

F – To Fairfield.

H – To Horsley Park.

P – To Prairiewood.

18 April 2021 (812 based on 18 July 2022 timetable)

Fairfield – Prairiewood routes

812, 813

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
812: Fairfield-Pemulwuy-Blacktown	53	M-F	Fairfield	5.25am	Blacktown	6.06pm	Ph	
		Sat						
		Sun						
813: Fairfield-Prairiewood-Western Sydney Parklands (Lizard Log Park)†	Fr Fair 27L 34H 69B	M-F	Horsley Park	5.59amF	Fairfield	5.15pmB	A	
			Bonnyrigg	6.51amF		6.45pmH 8.58pmL		
		Sat	Lizard Log Pk	6.03amF		3.34pmH	C	
			Horsley Park	8.27amF		8.04pmL		
		Sun		7.57amF		3.34pmH 8.04pmL	D	

* More frequent in peak hours.

† Selected trips extended to Horsley Park or Bonnyrigg.

A – Morning peak hour, mainly from Horsley Park to Fairfield (also Bonnyrigg to Fairfield). Day, Fairfield-Western Sydney Parklands (Lizard Log Park) 30, Fairfield-Horsley Park 5 trips, Fairfield-Bonnyrigg (4 trips from Fairfield, 3 trips from Bonnyrigg). Night, Fairfield-Western Sydney Parklands (Lizard Log Park). Plus short-workings before first trip shown.

B – To Bonnyrigg.

C – Fairfield-Western Sydney Parklands (Lizard Log Park) 30, Fairfield-Horsley Park 2 trips.

D – Fairfield-Western Sydney Parklands (Lizard Log Park) 30, Fairfield-Horsley Park 1 trip.

F – To Fairfield.

H – To Horsley Park.

L – To Western Sydney Parklands (Lizard Log Park).

Ph – Peak hours only (both directions)

Route 814

STRATHFIELD – SOUTH STRATHFIELD – HOMEBUSH ■

Timeline

22 September 1940:

- Full time service renumbered from 214 [1925 route number].
- Operated by Department of Road Transport & Tramways.

27 September 1942: Sunday service ceased, due to wartime conditions.

14 June 1943: Renumbered 414 [Sydney Region route number].

Route 814

MERRYLANDS – SOUTH WENTWORTHVILLE – WESTMEAD HOSPITAL ■

Timeline

27 November 1983: Renumbered from 214 [1925 route number] & extended from Wentworthville to Westmead Hospital. Operated by Baxter's Bus Lines (Gary Baxter, proprietor).

24 November 1997: Rerouted via Hilltop instead of Merrylands Rd, following part of 810.

1 January 2005: Became part of Contract Region 3.

1 September 2006: Transferred to Westbus (ComfortDelGro Cabcharge joint venture).

22 March 2010: Replaced by 818 and part of 809, as a result of Ministry of Transport review of Contract Region 3.

Streets

From 27 November 1983

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Centenary Rd, Irrigation Rd, Jersey Rd (South Wentworthville), Old Prospect Rd, Centenary Rd, Station St, Dunmore St, Lane St, Veron St, Bridge Rd, Old Windsor [now Darcy] Rd, Hawkesbury Rd to Westmead Hospital.

From Westmead Hospital (Hawkesbury Rd) via Hawkesbury Rd, Grand Av, Veron St, then reverse route to Merrylands Rd, then Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Alterations

- **By 10 November 1985:** Terminal loop at Westmead Hospital from Veron St via Grand Av, Hawkesbury Rd, Old Windsor [now Darcy] Rd, Bridge Rd, Veron St.
- **By 11 June 1991** (when Jersey Rd became part of the Cumberland Hwy): Ex Merrylands from Irrigation Rd via Hampden Rd, Old Prospect Rd. Reverse on return.

From 24 November 1997

From Merrylands (Terminal Pl at Station) via Pitt St, McFarlane St, Treves St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd (**Hilltop**), Holroyd Rd, Douglas St, Centenary Rd, Irrigation Rd, Hampden Rd (**South Wentworthville**), Old Prospect Rd, Centenary Rd, Station St, Dunmore St (**Wentworthville**), Lane St, Veron St, Grand Av, Hawkesbury Rd to Westmead Children's Hospital.

From Westmead Hospital (Hawkesbury Rd) via Hawkesbury Rd, Darcy Rd, Bridge Rd, Veron St, then reverse route to McFarlane St, then Pitt St, Terminal Pl to Merrylands Station.

Alteration

By May 2003: Ex Merrylands from Old Prospect Rd via Boronia St, Wirrallee St, Centenary Rd, Station St, Dunmore St, Lane St, Veron St, Grand Av, Hawkesbury Rd to Westmead Children's Hospital. Reverse on return.

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Westmead Hospital	23	M-F	Merrylands	5.49am	Westm'd Hosp	7.53pm	60*	A
		Sat		6.52am		3.58pm	60	
		Sun		8.45am		5.28pm	5 trips	

* More frequent in peak hours.

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

24 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Westmead Hospital	28	M-F	Merrylands	6.28am	Westm'd Hosp	4.53pm	60	A
		Sat						
		Sun						

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

Route 814

FAIRFIELD – SMITHFIELD (Hassall St)

- **Extended to Wetherill Park Industrial Area (peak hours) (INDUSTRIAL)**

Timeline

22 March 2010: Replaced parts of 808, 828, 829 & 830, as a result of Ministry of Transport review of **Contract Region 3**. Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Justin St, Victoria St, Market St, Chifley St to Hassall St (Smithfield).

From Smithfield (Hassall St) (at Chifley St) via reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Wetherill Park Industrial Area extension: From Smithfield (Chifley St/Hassall St) via Hassall St, Redfern St, Walter St, Frank St, Elizabeth St, Victoria St, Newton Rd (south leg), Cowpasture Rd, Newton Rd (north leg), Victoria St, Elizabeth St, Frank St, Walter St, Redfern St, Hassall St to Chifley St.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Smithfield (Hassall St)†	Fr Fair 15S 59FWr	M-F	Fairfield	5.10am	Wetherill Park	5.38pm	A	
		Sat						
		Sun						

* More frequent in peak hours.

† Extended to Wetherill Park Industrial Area in peak hours.

A – Peak hours, Fairfield-Wetherill Park Industrial Area. Off-peak, Fairfield-Smithfield (Hassall St) 60.

FWr – Round trip Fairfield-Wetherill Park Industrial Area-Fairfield.

S – To Smithfield (Hassall St).

Route 815

MERRYLANDS – GREYSTANES – PARRAMATTA via Macquarie Rd■

Also:

- **Parramatta – Hilltop – Merrylands – Greystanes – South Wentworthville – Parramatta (nights, 1997-2003)**

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

24 January 1987: As a result of reorganisation of ex-Western Road 702 & Baxter's 812 & 813 as 811, 813 & 815, following transfer of some of Western Road's routes to Baxter's Bus Lines:

- New route, Merrylands – Greystanes commenced, replacing part of 813 in Macquarie Rd area.
- Shared parts of route with 811 & 813.
- Operated by Baxter's Bus Lines (Gary Baxter, proprietor).

24 November 1997:

- Extended from Greystanes to Parramatta along a common route for 811, 813 & 815 as a result of reorganisation of these routes.
- On weeknights after 10pm, Saturdays after 8pm & Sundays after 6pm, 815 ran in a loop, Parramatta – Hilltop – Merrylands – Greystanes – South Wentworthville – Parramatta.

By 24 November 2003: Late night service reverted to normal route.

1 January 2005: Became part of Contract Region 3.

1 September 2006: Transferred to Westbus (ComfortDelGro Cabcharge).

22 March 2010: Replaced by parts of 810 & 811 between Parramatta & Greystanes and by parts of 806 between Merrylands & Greystanes, as a result of Ministry of Transport review of Contract Region 3.

Streets

Merrylands – Greystanes – Parramatta

From 24 January 1987

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Cumberland Rd, Bayfield St, Macquarie Rd, Gipps Rd (**Greystanes**), Greystanes Rd, Bathurst St, Beresford Rd, Old Prospect Rd, Richmond Rd (**South Wentworthville**), Hamilton St, Frances St, Friend St, Coleman St (**Hilltop**), Great Western Hwy, Church St, Argyle St to Parramatta Station.

From Parramatta (Argyle St at Station) via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy, then reverse route to Merrylands Rd, then Treves St, McFarlane St, Pitt St, Terminal Pl to Merrylands Station.

Alterations

- **By November 1993:** Ex Merrylands from Old Prospect Rd via Allen St, Richmond Rd. Reverse on return.
- **From 24 November 1997:** Ex Merrylands from Gipps Rd via Greystanes Rd, Merrylands Rd, Kippax St, Whalans Rd, Gozo Rd, Old Prospect Rd, Greystanes Rd, Bathurst St, Beresford Rd, Old Prospect Rd. Reverse on return.

Parramatta – Hilltop – Merrylands – Greystanes – South Wentworthville – Parramatta Loop (nights)

Alteration

From 24 November 1997: From Parramatta (Argyle St at Station) via 815 to Coleman St, then 810 to Merrylands, then 815 back to Parramatta.

Merrylands – Greystanes – Parramatta

- **By 4 September 2005:** From Old Prospect Rd/Greystanes Rd via Butu Wargun Dr (**Pemulwuy shops**) to Driftway Dr, then Butu Wargun Dr to Old Prospect Rd/Greystanes Rd.
- **By 4 September 2005:** Approached Parramatta from Great Western Hwy via Pitt St, Argyle St. Reverse on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Parramatta terminus at new Interchange (Argyle St).

Timetable Summary

See 811.

Route 815

CABRAMATTA – MT PRITCHARD (Townview Rd)

Timeline

22 March 2010: Replaced equivalent part of 833 & peak hour 834, as a result of Ministry of Transport review of Contract Region 3. Operated by Metro-link (branch of the Oliveri family, proprietors).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Anderson Av (**Mt Pritchard**), David St, (right) Oliphant St, Townview Rd, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta Station.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Mt Pritchard (Townview Rd)	29 round trip	M-F	Townview Rd	5.36am	Townview Rd	7.36pm	60*	
		Sat	Cabramatta	6.54am		6.06pm	60	
		Sun	Townview Rd	8.06am		6.06pm	60	

* More frequent in peak hours.

Route 816

CABRAMATTA – BONNYRIGG – GREENFIELD PARK

Timeline

22 March 2010: Replaced parts of 831, 832 & 833, as a result of Ministry of Transport review of Contract Region 3. Operated by Metro-link (branch of the Oliveri family, proprietors).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Meadows Rd, Elizabeth Dr, Brown Rd (**Bonnyrigg**), Liverpool-Parramatta T-way, Edensor Rd, Smithfield Rd, Cherokee Av, Cheyenne Rd, Sweethaven Rd, Arrowhead Rd (**Greenfield Park**), Powhatan St, Mimosa Rd, Smithfield Rd, then reverse route to Cabramatta Rd, then Hill St, Hughes St, Railway Pde to Cabramatta Station.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Greenfield Park	69 round trip	M-F	Greenfield Pk	5.08am	Greenfield Pk	6.40pm	60*	A
		Sat		7.10am	Cabramatta	5.34pm	60	B
		Sun		8.10am		5.34pm	60	A

* 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.

Route 817

MERRYLANDS – GUILDFORD via Railway Tce■

Timeline

1 March 1984:

- Off-peak service commenced by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons) at the same time as reorganisation of 170, 171 & 190 [1925 route numbers] as 802-804 & 819.
- Route in same area as 97 [1925 route number], which ceased circa 1978.

11 September 1986: Renumbered 807.

Streets

From 1 March 1984

From Merrylands (Terminal Pl at Station) via Pitt St, Neil St, Mombri St, Loftus St, Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Bursill St, West St, Guildford Rd, Cross St, Swift St, Railway Tce to Guildford Station.

From Guildford (Railway Tce at Station) via Guildford Rd, then reverse route to Pitt St, then Terminal Pl to Merrylands Station.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford via Railway Tce	13	M-F	Guildford	9.02am	Merrylands	4.15pm	60	
		Sat						
		Sun						

Route 817

FAIRFIELD – LANSVALE – CABRAMATTA

Timeline

1 November 1995: Renumbered from 81 [1925 route number]. Operated by Katen & Heath Pty Ltd (SC (Syd) Katen & AJ (Alf) Heath, proprietors).

November 1996: Operator's name changed to Bustrans Pty Ltd, upon retirement of Alf Heath.

6 April 2004: Transferred to Holroyd Bus Lines Pty Ltd, trading as Baxter's Bus Lines (Gary Baxter, proprietor).

1 January 2005:

- Transferred to Transit First (Thelkeld family, proprietors).
- Became part of Contract Region 13.

18 September 2006: Replaced by new 904 & S1 as a result of Ministry of Transport review of Contract Region 13.

Streets

From 1 November 1995

From Fairfield (Dale St at Station) via Dale St, Fairfield St, Crown St, Normanby St, Tangerine St, The Horsley Dr, Hume Hwy, Lansdowne Rd, Vale St, Longfield St, Ralph St, Chadderton St, Hollywood Dr, Day St, Willis St (**Lansvale**), Hollywood Dr, Kurrara St, Cutler Rd, Hume Hwy, Cabramatta Rd, Broomfield St to Cabramatta Station.

From Cabramatta (Broomfield St at Station) via Fisher St, Cumberland St, Cabramatta Rd, then reverse route to Fairfield Station.

Lansvale (Huntingdale Av) diversion: Ex Fairfield from Kurrara St via Bruce St, Silverwater Cr, Huntingdale Av, Hume Hwy, Lovoni St, Cabramatta Rd, Broomfield St to Cabramatta Station. Returning via Fisher St, Cumberland St, Cabramatta Rd, then reverse route.

Timetable Summary

1 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Cabramatta	28	M-F	Cabramatta	6.00am	Fairfield	8.45pm	60*	A
		Sat		8.10am	Cabramatta	6.15pm	60	B
		Sun	Fairfield	9.00am		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.

Route 817

FAIRFIELD – EDENSOR PARK – CABRAMATTA via Polding St & Canley Vale Rd

Timeline

22 March 2010: Renumbered from 826, as a result of Ministry of Transport review of Contract Region 3. Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Fairfield (Interchange) via Smart St, Cunninghame St, Station St, The Boulevard (**Fairfield Heights**), Polding St, Prairie Vale Rd, Restwell St, Liverpool-Parramatta T-way (**Prairiewood**), Polding St, Mimosa Rd (**Bossley Park**), Prairie Vale Rd, Cowpasture Rd, Edensor Rd (**Edensor Park**), Liverpool-Parramatta T-way to **Bonnyrigg** T-way Station, then Liverpool-Parramatta T-way, Edensor Rd, Melbourne Rd, Brisbane Rd (**St Johns Park**), Canley Vale Rd (**Canley Heights**), Railway Pde (**Canley Vale**) to Cabramatta Station. Reverse on return.

Prairiewood (Corio Rd) diversion: Ex Fairfield from Polding St via Smithfield Rd, Beavors Rd, Corio Rd to Polding St. Reverse on return.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Edensor Park-Cabramatta	60	M-F	Cabramatta	5.02am	Cabramatta	8.03pm	30	A
		Sat	Fairfield	6.52am	Fairfield	6.52pm	30	A
		Sun		8.52am	Cabramatta	6.01pm	60	A

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

Route 818

FAIRFIELD – VILLAWOOD – CHESTER HILL via various routes

Also:

- **Fairfield – various factories, all (?) in the Fairfield East area (*INDUSTRIAL*) (until at least 2004)**

Timeline

1 November 1995:

- Renumbered from 83 [1925 route number].
- Routes were:
 - Fairfield – Chester Hill via Normanby St, Alcoomie St & Miller Rd
 - Fairfield – Chester Hill via River Av, Belar Av & Chester Hill Rd
 - Fairfield – various factories, all (?) in the Fairfield East area (peak hours) (until at least 2004)
- Operated by Katen & Heath Pty Ltd (SC (Syd) Katen & AJ (Alf) Heath, proprietors).

November 1996: Operator's name changed to Bustrans Pty Ltd, upon retirement of Alf Heath.

By 25 November 1997: Off-peak trips extended to Fairfield (Smart St) in main shopping area.

6 April 2004: Transferred to Holroyd Bus Lines Pty Ltd, trading as Baxter's Bus Lines (Gary Baxter, proprietor).

1 January 2005:

- Transferred to Transit First (Thelkeld family, proprietors)
- Became part of Contract Region 13.

18 September 2006: Replaced by part of new 905 as a result of Ministry of Transport review of Contract Region 13.

Streets

Fairfield – Chester Hill via Normanby St, Alcoomie St & Miller Rd

From 1 November 1995

From Fairfield (Dale St at Station) via Dale St, Vine St, Bland St, Mitchell St, Normanby St, Tangerine St, Woodville Rd (**Villawood**), Binnaburra St, Belar Av, Alcoomie St, Nurragi St, Goonaroi St, Mundamatta St, Miller Rd, Sir Thomas Mitchell Rd, Orchard Rd, Proctor Pde, Chester Hill Rd, Waldron St to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Leicester St, Priam St, Waldron Rd, then reverse route to Fairfield Station.

Fairfield – Chester Hill via River Av, Belar Av & Chester Hill Rd

From 1 November 1995

From Fairfield (Dale St at Station) via Dale St, Vine St, Bland St, Mitchell St, Ruby St (**Carramar**), River Av, Woodville Rd (**Villawood**), Binnaburra St, Belar Av, Alcoomie St, Carrawatha St, Gundaroo St, Derribong St, Belar Av, Lowana St, Mundamatta St, Miller Rd, Hume Hwy (**Bass Hill**), Chester Hill Rd, Waldron St to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Leicester St, Priam St, Waldron Rd, then reverse route to Fairfield Station.

Alterations

By February 2003:

- Ex Fairfield from Bland St via Cooma St, River Av, Ruby St (**Carramar**), Mitchell St, Normanby St, River Av. Reverse on return.
- Both directions from Woodville Rd/Howatt St via Howatt St, Villawood Pl (**Villawood**), Villawood Rd to Woodville Rd.

By February 2005:

- (*Off-peak trips*): Extended in Fairfield from Station (east side) via (?), The Horsley Dr, Smart St to Neeta City. Return via (?), The Horsley Dr, (?) to Fairfield Station.

Timetable Summary

25 November 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Chester Hill via Normanby St, Alcoomie St, Miller Rd	25	M-F	Chester Hill	6.05am	Fairfield	5.20pm	50-60*	A
		Sat	Fairfield	8.15am	Chester Hill	11.45am	30	B
		Sun						C
Fairfield-Chester Hill via River Av, Belar Av & Chester Hill Rd	25	M-F	Fairfield	8.45am	Fairfield	4.45pm	40-75*	A
		Sat		8.15am	Chester Hill	11.45am	60	B
		Sun						C
Fairfield-Chester Hill via combined route	25	M-F	Fairfield	5.57am	Chester Hill	8.45pm	PNs	
		Sat	Chester Hill	12.30pm		7.10pm	60	D
		Sun	Fairfield	8.00am		4.50pm	120	E
Fairfield-Fairfield East Industrial Area (various factories)		M-F	Fairfield	6.35am	F'ield E Ind'l	4.05pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Off-peak trips extended in Fairfield from Station to Smart St. Night service provided by combined route.

B – Afternoon service provided by combined route.

C – Service provided by combined route.

D – Plus early morning trip.

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

Ph – Peak hours only (morning from Fairfield, afternoon to Fairfield).

PNs – Peak hours & night service.

Route 818

MERRYLANDS – HILLTOP – WENTWORTHVILLE – WESTMEAD Hospitals

Timeline

22 March 2010: Replaced parts of 810 & 814, as a result of Ministry of Transport review of **Contract Region 3**.

Operated by Westbus (ComfortDelGro Cabcharge).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Merrylands (Interchange) via Pitt St, McFarlane St, Treves St, Sheffield St, Windsor Rd, Walpole St, Clarence St, Hilltop Rd (**Hilltop**), Holroyd Rd, Douglas St, Centenary Rd, Irrigation Rd, Jersey Rd, Merrylands Rd, Ringrose Av (**South Wentworthville**), Old Prospect Rd, Centenary Rd, Station St, Dunmore St (**Wentworthville**), Lane St, Veron St, Bridge Rd, Darcy Rd, Hawkesbury Rd to Westmead Children's Hospital. Reverse on return.

Alteration

By April 2021: Approached Westmead Hospitals from Hawkesbury Rd via Railway Pde, Park Av, Hainsworth St, Hawkesbury Rd to Westmead Children's Hospital. Unaltered on return.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Westmead	33	M-F	Merrylands	6.39am	Westmead	5.15pm	60	A
		Sat						
		Sun						

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

Route 819

MERRYLANDS – GUILDFORD via Bristol St

Timeline

1 March 1984:

- Commenced as part of reorganisation & renumbering of 170, 171 & 190 [1925 route numbers] as 802-804 & 819.
- Operated by GR Hopkinson Transport Pty Ltd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons).

11 September 1986: In a rearrangement of 804 & 809 rerouted & renumbered 809.

Streets

From 1 March 1984

From Merrylands (Terminal Pl at Station) via Merrylands Rd, Memorial Av, Myall St, Military Rd, Elizabeth St, The Esplanade, Hawksview St, Fowler Rd, Bristol St (**Guildford West**), Woodpark Rd, Fairfield Rd, McCredie Rd, Fowler Rd, Dennistoun Av, Byron Rd, Carrington Rd, Military Rd to Guildford Station.

From Guildford (Military Rd at Station) via reverse route to Hawksview St, then Rosebery St, Denmark St, Merrylands Rd, Pitt St, Terminal Pl to Merrylands Station.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford via Bristol St	25	M-F	Guildford	6.52am	Guildford	6.17pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

Route 819

LIVERPOOL – LIVERPOOL (Orange Grove Estate)

- Extended from Liverpool (Orange Grove Estate) to Prairiewood (peak hours)**
(Orange Grove Estate is in the vicinity of O'Brien Pde & Marsden Rd.)

Timeline

22 March 2010:

- Liverpool – Liverpool (Orange Grove Estate) replaced 847, as a result of Ministry of Transport review of Contract Region 3.
- Daily daytime service (extended to Prairiewood in peak hours).
- Operated by Metro-link (branch of the Oliveri family, proprietors).
- 13 October 2013:** Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.
- 6 August 2023:** Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

Liverpool – Orange Grove (other than peak hours)

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth Dr, Hume Hwy, Orange Grove Rd, O'Brien Pde (**Orange Grove**), Marsden Rd, Elizabeth Dr, Elizabeth St, College St to Liverpool Interchange.

Liverpool – Orange Grove – Prairiewood (peak hours)

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth Dr, Marsden Rd, O'Brien Pde (**Orange Grove**), Orange Grove Rd, Joseph St, Cambridge St, Canley Vale Rd (**Canley Heights, Wakeley**), Myrtle Rd, Liverpool-Parramatta T-way, Prairie Vale Rd, Polding St, Liverpool-Parramatta T-way to Prairiewood T-way Station.

From Prairiewood (T-way Station) via Liverpool-Parramatta T-way, Myrtle Rd, then reverse route to Elizabeth Dr, then Elizabeth St, College St to Liverpool Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Orange Grove†	Fr Liv 10O 33P	M-F	Liverpool	6.15amP	Prairiewood	5.54pmL	A	
		Sat		8.45amO	Orange Grove	4.55pmL	60	
		Sun		9.45amO		4.55pmL	60	

* More frequent in peak hours.

† Extended to Prairiewood in peak hours.

A – Peak hours, Liverpool-Prairiewood. Day, Liverpool-Orange Grove 60*.

L – To Liverpool.

O – To Orange Grove.

P – To Prairiewood.

Route 820

MERRYLANDS – GUILDFORD WEST – GUILDFORD

Timeline

22 March 2010:

- New route, replacing parts of 802, 809 & 812, as a result of Ministry of Transport review of Contract Region 3.
- Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinsons (GR (Graham) Hopkinson, proprietor).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Merrylands (Interchange) via Merrylands Rd, Addlestone Rd, St Ann St, Denmark St, Myall St, Military Rd, Elizabeth St, Amherst St, Chetwynd Rd, Hawksview St, Fowler Rd, Bristol St (**Merrylands West**), Woodpark Rd, Fairfield Rd (**Guildford West**), McCredie Rd, Guildford Rd, Tamplin Rd, Dennistoun Av, Byron Rd, Carrington Rd, Military Rd, Calliope St, Kane St, Guildford Rd, Military Rd to Guildford Station.

From Guildford (Military Rd at Station) via Military Rd, Carrington Rd, then reverse route to Merrylands Rd, then Pitt St to Merrylands Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford West-Guildford	Fr Guild 9W 26M	M-F	Guildford W	5.19amG	Guildford	5.32pmM	60*	A
			Merrylands	6.35amG				
		Sat		7.11amG		4.41pmM	60	B
		Sun						

* More frequent in peak hours.

A – Early morning, Guildford-Guildford West. Day Merrylands-Guildford 60*. Plus short-working/s after last trip shown.

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

G – To Guildford.

M – To Merrylands.

W – To Guildford West.

Route 821

GUILDFORD – GUILDFORD WEST ■

Timeline

1 March 1984: New route as a result of reorganisation & renumbering of 170, 171 & 190 [1925 route numbers].

Limited service operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor) (by 1986 trading simply as Hopkinsons).

11 September 1986: Ceased. Not directly replaced, but 809 served some streets.

Streets

From 1 March 1984

From Guildford (Military Rd at Station) via Calliope St, Kane St, Guildford Rd, McCredie Rd, Fairfield Rd, Woodpark Rd to Hopkinson's bus depot (Guildford West). Reverse on return.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Guildford West	7	M-F	Guildford W	5.25am	Guildford W	3.31pm	4 trips	
		Sat						
		Sun						

Route 821

GUILDFORD – GUILDFORD WEST

GUILDFORD – SMITHFIELD Industrial Area (INDUSTRIAL)

Timeline

22 March 2010: Guildford – Smithfield Industrial Area peak hour service replaced 808, as a result of Ministry of Transport review of Contract Region 3. Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's (GR (Graham) Hopkinson, proprietor).

15 November 2010: Service expanded such that some weekday peak hour trips and new Sunday service run Guildford – Guildford West.

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

Guildford – Smithfield Industrial Area

From 22 March 2010

From Guildford (Military Rd at Station) via Calliope St, Kane St, Guildford Rd, McCredie Rd, Sturt St, Warren Rd, Percival Rd, Woodpark Rd, Cooper St, Long St to Sammut St (west end) (Smithfield Industrial Area).

From Smithfield Industrial Area (Long St at Sammut St (west end)) via reverse route to Guildford Rd, then Military Rd to Guildford Station.

Alteration

From 15 November 2010 (morning peak trips): Extended from Long St/Sammut St (west end) via Long St to Tait St. Afternoon trips unaltered.

Guildford – Guildford West

From 15 November 2010

From Guildford (Military Rd at Station) via Calliope St, Kane St, Guildford Rd, McCredie Rd, Fairfield Rd to Albert St (Guildford West).

From Guildford West (Fairfield Rd at Albert St) via reverse route to Guildford Rd, then Military Rd to Guildford Station.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Smithfield Industrial Area	21	M-F	Guildford	5.35am	Smithfield Ind	4.35pm	Ph	
		Sat						
		Sun						

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

15 November 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford- Smithfield Industrial Area	23	M-F	Guildford	5.35am	Smithfield Ind	4.32pm	Ph1	
		Sat						
		Sun						
Guildford-Guildford West	7	M-F	Guildford W	5.25am	Guildford	6.47pm	Ph2	
		Sat						
		Sun		8.45am		4.55pm	60	

Ph1 – Peak hours only (morning from Guildford, afternoon from Smithfield Industrial Area).

Ph2 – Peak hours only (morning from Guildford West, afternoon from Guildford).

Route 822

GUILDFORD – WOODPARK Industrial Area (INDUSTRIAL)■

Timeline

1 March 1984: Peak hour route, renumbered from part of 170 [1925 route number]. Operated by Operated by GR Hopkinson Transport Pty Ptd, trading as Hopkinson's (GR (Graham) Hopkinson, proprietor).

11 September 1986: Renumbered 808.

Streets

From 1 March 1984

From Guildford (Military Rd at Station) via Calliope St, Kane St, Guildford Rd, McCredie Rd (**Guildford West**), Sturt St, Warren Rd, Percival Rd, Woodpark Rd, Cooper St, Long St, Sammut St (**Woodpark Industrial Area**), Long St, Warren Rd, Sturt St, McCredie Rd, Guildford Rd, Kane St, Calliope St, Military Rd to Guildford Station.

Timetable Summary

1 March 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Woodpark Industrial Area	25	M-F	Guildford	6.43am	Woodpark Ind	4.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning 4 trips from Guildford, afternoon 3 trips from Woodpark; plus some return trips).

Route 822

FAIRFIELD – BOSSLEY PARK

FAIRFIELD – PRAIRIEWOOD (Corio Rd Loop)

Timeline

21 September 1987:

- Fairfield – Bossley Park renumbered from 832.
- Fairfield – Prairiewood (Corio Rd Loop) transferred from 829.
- Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

4 February 1991: Incorporated into 826 as part of general reorganisation of Westbus routes in the Bonnyrigg area.

Streets

From 21 September 1987

Fairfield – Bossley Park

From Fairfield (Interchange) via Smart St, Cunninghame St, Station St, The Boulevarde (**Fairfield Heights**), Polding St, Mimosa Rd, Quarry Rd, Marconi Rd (**Bossley Park**), Bossley Rd, Cowpasture Rd, Prairie Vale Rd, Mimosa Rd, Polding St, The Boulevarde, Station St, Cunninghame St, Nelson St, Court Rd, The Crescent to Fairfield Interchange.

Fairfield – Prairiewood (Corio Rd Loop)

From Fairfield (Interchange) via Smart St, Cunninghame St, Station St, The Boulevarde (**Fairfield Heights**), Polding St, Smithfield Rd, Beavors Rd, Corio Rd (**Prairiewood**), Polding St, The Boulevarde, Station St, Cunninghame St, Nelson St, Court Rd, The Crescent to Fairfield Interchange.

Timetable Summary

21 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Bossley Park	42 round trip	M-F	Bossley Park	4.42am	Fairfield	11.15pm	30*	
		Sat		5.24am		12.07am	60	
		Sun		7.56am	Bossley Park	8.19pm	60	
Fairfield-Prairiewood (Corio Rd Loop)	26 round trip	M-F	Corio Rd Loop	6.15am	Fairfield	6.18pm	60*	
		Sat		8.24am	Corio Rd Loop	5.05pm	60	
		Sun						

* More frequent in peak hours.

Route 822

MERRYLANDS – GUILDFORD via Railway Tce

Timeline

22 March 2010: Limited off-peak service renumbered from 807, as a result of Ministry of Transport review of Contract Region 3. Operated by Hopkinsons (Graham Hopkinson, proprietor).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Merrylands (Interchange) via Pitt St, Neil St, Mombri St, Loftus St, Merrylands Rd, Montrose Av, Claremont St, Lowe St, Patten Av, Railway Tce, Bursill St, West St, Guildford Rd, Chamberlain Rd, Henry St, North Pde, Broughton St, Henry St, Kay St, Cross St, Guildford Rd, Railway Tce to Guildford Station.

From Guildford (Station, Railway Tce at Guildford Rd) via Railway Tce, Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Pitt St, then Terminal Pl to Merrylands Interchange.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford via Railway Tce	30 round trip	M-F	Merrylands	9.00am	Guildford	11.47am	2 trips	
		Sat						
		Sun						

Route 823

FAIRFIELD – EDENSOR PARK – CABRAMATTA via Polding St & Canley Vale Rd ■

Also:

- **Cabramatta – Wakeley (Melbourne Rd & Kembla St) Loop via Canley Vale Rd**

Timeline

21 September 1987:

- Fairfield – Edensor Park – Cabramatta via Polding St & Canley Vale Rd renumbered from 833, but rerouted via Brenan St instead of Polding St.
- Fairfield – Wetherill Park via Brenan St section replaced 829.
- Route in Shakespeare St replaced Wetherill Park Loop of 828.
- Cabramatta – Wakeley (Melbourne Rd & Kembla St) Loop recommenced.
- Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

4 February 1991: Ceased as part of general reorganisation of Westbus routes in the Bonnyrigg area:

- Fairfield – Prairiewood incorporated into new 827.
- Prairiewood – Cabramatta incorporated into new 826.

Streets

Fairfield – Edensor Park – Cabramatta

From 21 September 1987

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Polding St, Marlborough St, Brenan St (**Smithfield**), Wetherill St, Shakespeare St (**Wetherill Park**), Lily St, Polding St, Roland St, Restwell Rd, Prairie Vale Rd (**Prairiewood**), Cowpasture Rd, Stockdale Cr, Bancroft Rd (**Abbotsbury**), Cowpasture Rd, Edensor Rd (**Edensor Park**), Melbourne Rd, Brisbane Rd (**St Johns Park**), Canley Vale Rd, Railway Pde (**Canley Vale**) to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, then reverse route to The Horsley Dr, then Court Rd, The Crescent to Fairfield Interchange.

Alteration

By 16 October 1989: From Cabramatta (Railway Pde opposite Station) via Railway Pde, Canley Vale Rd. Unaltered ex Fairfield.

Cabramatta – Wakeley (Melbourne Rd & Kembla St) Loop

From 21 September 1987

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Melbourne Rd, Brisbane Rd (**St Johns Park**), Canley Vale Rd, Bulls Rd, Kembla St (**Wakeley**), Humphries Rd, Avoca Rd, Foxlow St, Parklea Pde, Cambridge St, Canley Vale Rd, Railway Pde (**Canley Vale**) to Cabramatta Station.

Alteration

By 16 October 1989: From Cabramatta (Railway Pde at Station, opposite side of road to previously) via Railway Pde, Canley Vale Rd. Unaltered on return.

Timetable Summary

21 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Edensor Park-Cabramatta	48	M-F	Cabramatta	5.30am	Cabramatta	8.22pm	30*	A
		Sat		6.40am	Fairfield	5.42pm	60	A
		Sun		9.04am	Cabramatta	5.27pm	60	B
Cabramatta-Wakeley (Melbourne Rd & Kembla St) Loop	32 round trip	M-F	Wakeley Loop	6.44am	Cabramatta	6.20pm	C	
		Sat						
		Sun						

* 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.

C – 13 trips from Wakeley Loop, 11 trips from Cabramatta.

Route 823

LIVERPOOL – WARWICK FARM

Timeline

22 March 2010: Renumbered from 849 as a result of Ministry of Transport review of Contract Region 3. Operated by Metro-link (branch of the Oliveri family).

13 October 2013: Transferred to Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3.

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 22 March 2010

From Liverpool (Interchange) via Moore St, College St, Elizabeth St, George St, Campbell St, Goulburn St, Lachlan St, Bigge St, Hume Hwy, Homepride Av, Lawrence Hargrave Rd, Nicholls St (**Warwick Farm**), Station St, Lawrence Hargrave Rd, Mannix Pde, Hume Hwy, then reverse route to Liverpool Interchange.

Warwick Farm (Hinkler Av) diversion: From Mannix Pde via McGirr Pde, (right) Hinkler Av, Hume Hwy to George St.

Timetable Summary

22 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Warwick Farm	26 round trip	M-F	Liverpool	6.14am	Liverpool	6.10pm	60*	
		Sat	Warwick Farm	8.24am		5.15pm	60	
		Sun		9.24am		4.15pm	60	

* More frequent in peak hours.

Route 824

FAIRFIELD – WAKELEY (Avoca Rd) via Thorney Rd

Timeline

4 February 1991: Renumbered from part of 76 [1925 route number] as part of general reorganisation of Westbus routes in the Bonnyrigg area. Operated by Westbus (Bosnjak family, proprietors).

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

24 November 2003: 824 & 831 amalgamated as 831 Fairfield – Wakeley – Bonnyrigg – Cabramatta. Use of 824 ceased till 20 September 2004.

Number out of use for a period.

20 September 2004: 831 split into 824 & 831 again. 824 resumed as Fairfield – Wakeley (Avoca Rd), but running via Sackville & Avenal Sts, as had 831 from 24 November 2003.

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Replaced by part of 802 as a result of Ministry of Transport review of Contract Region 3.

Streets

From 4 February 1991

From Fairfield (Interchange) via The Crescent, Hamilton Rd, The Boulevarde, Kalora Av, Maud St, Thorney Rd, King Rd, Humphries Rd, Kembla St, Bulls Rd (**Wakeley**), Canley Vale Rd, Avoca Rd, King Rd, then reverse route to Fairfield Interchange.

Alteration

From 20 September 2004: Ex Fairfield from Hamilton Rd via Sackville St, Avenel St, The Boulevarde, Thorney Rd. Reverse on return.

Timetable Summary

4 February 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wakeley (Avoca Rd)	31 round trip	M-F	Avoca Rd	5.16am	Fairfield	8.23pm	30	
		Sat		7.31am	Avoca Rd	5.26pm	60	
		Sun						

20 September 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wakeley (Avoca Rd)	36 round trip	M-F	Avoca Rd	5.21am	Fairfield	9.43pm	30	
		Sat		6.55am	Avoca Rd	6.55pm	60	
		Sun	Fairfield	8.02am		7.14pm	60	

Route 824

PARRAMATTA – HILLTOP – SOUTH WENTWORTHVILLE – WESTMEAD HOSPITALS

(Hilltop is a locality surrounding Hilltop Rd, Merrylands.)

Timeline

18 April 2021: New route commenced by Transit NSW (Liverpool) Pty Ltd, trading as Transit Systems, as successful tenderer for bus services in Contract Region 3, replacing Parramatta – South Wentworthville part of 810 & 811. **Part of Contract Region 3.**

6 August 2023: Continued to trade as Transit Systems, but incorporated body altered to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3.

Streets

From 18 April 2021

From Parramatta (Interchange) via Church St, Lansdowne St, Marsden St, Crimea St, Pitt St, Railway St, Franklin St, Crimea St, Burnett St, Clarence St, Hilltop Rd (**Hilltop**), Frances St, Hamilton St, Richmond Rd, Allen St (**South Wentworthville**), Centenary Rd, Station St, Dunmore St (**Wentworthville**), Lane St, Veron St, Bridge Rd, Darcy Rd, Hawkesbury Rd, Railway Pde, Park Av, Hainsworth St, Hawkesbury Rd to Children's Hospital (Westmead).

From Westmead (Children's Hospital) (Hawkesbury Rd) via Hawkesbury Rd, Darcy Rd, then reverse route to Hilltop Rd, then Burnett St, then reverse route to Parramatta Interchange.

Timetable Summary

18 April 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Wentworthville-Westmead Hospitals	Fr Pmatta 17S 36W	M-F	Sth Went'ville	5.13amP	Westm'd Hosps	7.10pmP	A	
			Parramatta	6.40amW	Parramatta	9.40pmS		
		Sat	Sth Went'ville	5.42amP		10.40pmS	30	
		Sun		5.42amP		9.40pmS	30	

* More frequent in peak hours.

A – Early morning & night, Parramatta-South Wentworthville. Day, Parramatta-Westmead Hospitals 30.

P – To Parramatta.

S – To South Wentworthville.

W – To Westmead Hospitals.