



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 825 – 849

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

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

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

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

Summary of routes 825 – 849

825	Fairfield-Greenfield Park
826	Fairfield-Cabramatta, etc
827	Fairfield-Cabramatta
828	Fairfield-Horsley Park, etc
829	Fairfield-Wetherill Park, etc
829	Fairfield-Wetherill Park Ind'l
830	Liverpool-Blacktown, etc
831	Cabramatta-Fairfield
831	Cabramatta-Greenfield Park
832	Fairfield-Bossley Park, etc
832	Cabramatta-Cecil Hills

833	Fairfield-Cabramatta
833	Cabramatta-Cecil Hills
834	Cabramatta-Mt Pritchard
835	Liverpool-Penrith
836	Liverpool-Badgerys Creek
837	Liverpool-Bonnyrigg, etc
838	Liverpool-Edensor Park
840	Campelltown-Oran Park
841	Liverpool-Cecil Hills
E41	Liverpool-Cecil Hills
841	Leppington-Narellan

842	Liverpool-Green Valley
E42	Liverpool-Green Valley
843	Liverpool-Mt Pritchard, etc
844	Liverpool-Green Valley
845	Liverpool-Green Valley
846	Liverpool-Green Valley
847	Liverpool-Orange Grove Est
848	Miller-Green Valley
849	Liverpool-Warwick Farm
849	Minto-Catherine Field

Route 825

FAIRFIELD – GREENFIELD PARK via Hamilton Rd■

Timeline

4 February 1991: Renumbered from part of 76 [1925 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.

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 804 as a result of Ministry of Transport review of Region 3.

Streets

From 4 February 1991

From Fairfield (Interchange) via The Crescent, Hamilton Rd, Bulls Rd (**Wakeley**), Richards Rd, Smithfield Rd, Myrtle Rd, Greenfield Rd, Mimosa Rd, Powhatan St, Arrowhead Rd, Sweethaven Rd (**Greenfield Park**), Cheyenne Rd, Cherokee Av, Smithfield Rd, Richards Rd, Bulls Rd, Hamilton Rd, The Crescent to Fairfield Interchange.

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-Greenfield Park	39 round trip	M-F	Greenfield Pk	4.30am	Fairfield	11.18pm	30*	
		Sat		5.27am		11.55pm	30	
		Sun		8.26am		9.18pm	60	

* More frequent in peak hours.

Route 826

FAIRFIELD – PRAIRIEWOOD (Corio Rd Loop)■

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

Timeline

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

- Fairfield – Prairiewood part of 822 & Prairiewood – Edensor Park – Cabramatta part of 823 amalgamated as Fairfield – Edensor Park – Cabramatta.
- Fairfield – Prairiewood (Corio Rd Loop) renumbered from part of 822.
- Night service provided by combined 826/827 (Fairfield – Bossley Park Loop).
- Operated by Westbus (Bosnjak family, proprietors).

By 4 August 1997: Fairfield – Prairiewood (Corio Rd Loop) trips extended to run Fairfield – Corio Rd – Fairfield Hospital.

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

By 24 November 2003:

- Combined 826/827 replaced by trips on individual routes, but hours of operation reduced.
- Fairfield – Corio Rd – Fairfield Hospital trips absorbed into Fairfield – Cabramatta trips diverting via Corio Rd (generally every 2nd trip during daytime Mondays-Saturdays).
- Standard route rerouted via Fairfield Hospital.

20 September 2004: 827 rerouted via Abbotsbury instead of 826.

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Renumbered 817 as a result of Ministry of Transport review of Region 3.

Streets

Fairfield – Edensor Park – Cabramatta

From 4 February 1991

From Fairfield (Interchange) via Smart St, Cunninghame St, Station St, The Boulevarde (**Fairfield Heights**), Polding St, Mimosa Rd, Mulligan St, Prairie Vale Rd (**Bossley Park**), Stockdale Cr, Rooney Av, Darling St (**Abbotsbury**), Province St, Begovich Cr, Bancroft Rd, Cowpasture Rd, Edensor Rd (**Edensor Park**), Melbourne Rd, Brisbane Rd (**St Johns Park**), Canley Vale Rd, Railway Pde to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via reverse route to Cunninghame St, then The Horsley Dr, Court Rd, The Crescent to Fairfield Interchange.

Alterations

- **By 4 August 1997:** To approach Fairfield from Cunninghame St via Smart St, The Crescent to Fairfield Interchange. Unaltered ex Fairfield.
- **From 24 November 2003:** Ex Fairfield from Polding St via Prairie Vale Rd, Restwell Rd, Liverpool-Parramatta T-way (**Prairiewood T-way Station**), Polding St, Mimosa Rd, Mulligan St, Prairie Vale Rd, Cowpasture Rd, Edensor Rd. Reverse on return.
- **From 24 November 2003:** From Edensor Rd via Liverpool-Parramatta T-way to and from Bonnyrigg T-way Station in both directions.
- **From 20 September 2004:** Ex Fairfield from Prairievale Rd via Cowpasture Rd, Edensor Rd (*not* via Abbotsbury). Reverse on return.

Fairfield – Prairiewood (Corio Rd Loop)

From 4 February 1991

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, The Horsley Dr, Court Rd, The Crescent to Fairfield Interchange.

Fairfield – Corio Rd – Fairfield Hospital

By 4 August 1997

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, Restwell Rd to Fairfield Hospital. Reverse on return.

Timetable Summary

4 February 1991

Fairfield – Edensor Park – Cabramatta routes 826, 827

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
826: Fairfield-Edensor Park-Cabramatta	52	M-F	Fairfield	5.33amC	Cabramatta	9.08pmF	A	
		Sat	Cabramatta	6.54amF		6.06pmF	D	
		Sun	Fairfield	8.54amC		6.37pmF	G	
826: Fairfield-Prairiewood (Corio Rd Loop)	28 round trip	M-F	Corio Rd Loop	6.11am	Fairfield	6.40pm	60*	
		Sat	Fairfield	8.18am		4.40pm	60	
		Sun						
827: Fairfield-Bossley Park-Edensor Park-Cabramatta	Fr Cabra 9B 15E 45F	M-F	Cabramatta	5.11amF	Fairfield	8.23pmC	H	
					Cabramatta	11.05pmB		
		Sat	Fairfield	6.18amC	Fairfield	5.24pmC	I	
					Cabramatta	8.25pmB		
826/827: Fairfield-Bossley Park Loop	34 round trip	Sun	Cabramatta	9.06amF	Fairfield		J	
		M-F	Fairfield	7.53pm	Fairfield	11.18pm	Ns	
		Sat		5.50pm		12.18am	Ns	
		Sun		6.18pm		9.18pm	Ns	

* More frequent in peak hours.

A – Day, Fairfield-Cabramatta 30*. Night service provided by combined 826/827 Fairfield-Bossley Park Loop. Plus short-working/s before first trip shown.

B – To Bonnyrigg.

C – To Cabramatta.

D – Day, Fairfield-Cabramatta 30 (extra trips Fairfield-Bossley Park). Night service provided by combined 826/827 Fairfield-Bossley Park Loop. short-working/s before first trip shown.

E – To Edensor Park.

F – To Fairfield.

G – Day, Fairfield-Cabramatta 60. Night service provided by combined 826/827 Fairfield-Bossley Park Loop.

H – Day, Fairfield-Cabramatta 30*. Night service provided by combined 826/827 Fairfield-Bossley Park Loop, plus Cabramatta-Edensor Park (late night Cabramatta-Bonnyrigg only). Plus short-working/s before first trip shown.

I – Day, Fairfield-Cabramatta 60. Night service provided by combined 826/827 Fairfield-Bossley Park Loop, plus Cabramatta- Bonnyrigg. Plus short-working/s before first trip shown.

J – Day, Fairfield-Cabramatta 60. Night service provided by combined 826/827 Fairfield-Bossley Park Loop. Plus short-working/s before first trip shown.

Ns – Night service. Ran mainly from Fairfield to Bossley Park Loop, with selected trips round trip Fairfield-Bossley Park Loop-Fairfield.

24 November 2003

**Fairfield – Edensor Park – Cabramatta routes
826, 827**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
826: Fairfield-Edensor Park-Cabramatta	69	M-F	Cabramatta	5.22am	Cabramatta	9.05pm	30*	A
		Sat	Fairfield	6.17am		9.10pm	30	A
		Sun	Cabramatta	7.41am	Fairfield	6.43pm	60	B
827: Fairfield-Bossley Pk-Edensor Park-Cabramatta	53	M-F	Cabramatta	5.03am	Cabramatta	9.30pm	30	A
		Sat	Fairfield	6.24am		8.40pm	30	A
		Sun	Cabramatta	8.16am	Fairfield	5.21pm	60	B

* More frequent in peak hours.

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

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

Combined Routes 826/827

FAIRFIELD – BOSSLEY PARK Loop (nights)■

Timeline

4 February 1991: New combined route commenced at night (Mondays-Sundays), as part of general reorganisation of Westbus routes in the Bonnyrigg area. Operated by Westbus (Bosnjak family, proprietors).

By 24 November 2003: Replaced by trips on individual routes, but hours of operation reduced.

Streets

From 4 February 1991

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

Alteration

By 4 August 1997: To approach Fairfield from Cunninghame St via Smart St, The Crescent to Fairfield Interchange. Unaltered ex Fairfield.

Timetable Summary

See 826

Route 827

FAIRFIELD – BOSSLEY PARK – EDENSOR PARK – CABRAMATTA via Brenan St & St Johns Rd■

Timeline

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

- Fairfield – Prairiewood part of 823, part of 822 & the Cabramatta – Bunker Pde [now Newleaf Pde] via St Johns Rd part of 40 [1925 number] amalgamated as 827.
- Night service provided by combined 826/827 (Fairfield – Bossley Park Loop).
- Operated by Westbus (Bosnjak family, proprietors).

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

By 24 November 2003: Combined 826/827 replaced by trips on individual routes, but hours of operation reduced.

20 September 2004:

- 827 rerouted via Abbotsbury instead of 826.
- Ceased to run via Fairfield Hospital & Prairiewood T-way Station.

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 808 between Fairfield & Edensor Park and by part of 805 between Cabramatta & Edensor Park, as a result of Ministry of Transport review of Region 3.

Streets

From 4 February 1991

From Fairfield (Interchange) via Smart St, Sackville St, Polding St, Marlborough St, Brennan St, Wetherill St, Shakespeare St (**Wetherill Park**), Lily St, Polding St, Mimosa Rd, Quarry Rd, Marconi Rd (**Bossley Park**), Bossley Rd, Cowpasture Rd, Edensor Rd, Kalang Rd (**Edensor Park**), Boomerang Rd, Edensor Rd, Bunker Pde [now Newleaf Pde] (**Bonnyrigg**), Humphries Rd, St Johns Rd, Gladstone St, McBurney Rd, Railway Pde to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via Arthur St, Park Rd, McBurney Rd, then reverse route to Smart St, then Cunninghame St, The Horsley Dr, Court Rd, The Crescent to Fairfield Interchange.

Alterations

- **By 4 August 1997:** To approach Fairfield from Cunninghame St via Smart St, The Crescent to Fairfield Interchange. Unaltered ex Fairfield.
- **From 24 November 2003:** Ex Fairfield from Lily St via Prairie Vale Rd, Restwell St, Liverpool-Parramatta T-way (**Prairiewood** T-way Station), Polding St. Reverse on return.
- **From 24 November 2003:** From Edensor Rd via Liverpool-Parramatta T-way to and from Bonnyrigg T-way Station in both directions.
- **From 20 September 2004:** Ex Fairfield from Lily St via Polding St, Mimosa Rd (*not* via Prairiewood T-way Station). Reverse on return.
- **From 20 September 2004:** Ex Fairfield from Bossley Rd via Cowpasture Rd, Stockdale Cr, Rooney Av, Darling St (**Abbotsbury**), Province St, Begovich Cr, Bancroft Rd, Cowpasture Rd, Edensor Rd. Reverse on return.

Timetable Summary

See 826

Route 828

FAIRFIELD – SMITHFIELD (Chifley St)■

FAIRFIELD – WETHERILL PARK – HORSLEY PARK via The Horsley Dr■

- **Extended from Horsley Park to Australia's Wonderland [later Wonderland Sydney] (1985-2004)**
- **Extended from Horsley Park to Cecil Park (*limited service*)**
- **Trips to certain parts of Wetherill Park Industrial Area**

Timeline

25 October 1982:

- Fairfield – Wetherill Park – Horsley Park via The Horsley Dr (selected trips extended to Cecil Park) & Fairfield – Smithfield (Chifley St) renumbered from parts of 80 [1925 number].
- Base service was Fairfield – Wetherill Park.
- Shared part of route with 829.
- Horsley Park loops had by then been altered/extended as a single route extending from Horsley Park to Cecil Park.
- Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

By 3 December 1984:

- Most Fairfield – Wetherill Park trips rerouted via Wetherill Park Loop (Shakespeare St area), when 829 ceased to serve that area.
- Fairfield – Smithfield (Chifley St) replaced by Fairfield – Smithfield (Chifley St) loop trips on 829.

Circa November 1985: New standalone route, Fairfield – Australia's Wonderland, commenced on trial upon opening of Australia's Wonderland theme park. Shared main 828 between Fairfield & Horsley Park area. Service ran only when theme park was open.

21 September 1987:

- Wetherill Park Loop replaced by 823. 828 then ran via The Horsley Dr through Wetherill Park at all times.
- Fairfield – Australia's Wonderland service integrated into normal 828 timetable, but extended to Australia's Wonderland only when theme park was open.

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

May 2004: Route truncated from Wonderland Sydney (Australia's Wonderland renamed) to Horsley Park due to closure of Wonderland Sydney theme park.

20 September 2004: Peak hour Fairfield – West Wetherill Park Industrial Area Loop transferred from 829.

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Replaced by parts of 812 & 813 between Fairfield & Wetherill Park, by 813 between Wetherill Park & Cecil Park and by 814 in Wetherill Park Industrial Area, as a result of Ministry of Transport review of Region 3.

Streets

Fairfield – Chifley St

From 25 October 1982

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Market St, Chifley St (**Smithfield**), Hassall St, The Horsley Dr, Court Rd, The Crescent to Fairfield Interchange.

Fairfield – Wetherill Park – Horsley Park via The Horsley Dr (*limited service extended to Cecil Park*)

From 25 October 1982

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr (**Smithfield, Wetherill Park**) to Horsley Park Post Office.

From Horsley Park (Post Office) via The Horsley Dr, Court Rd, The Crescent to Fairfield Interchange.

Wetherill Park terminus at The Horsley Dr/Elizabeth [now Herrick] St.

Cecil Park extension: From Horsley Park Post Office via The Horsley Dr, Arundel Rd, Burley Rd, Delaware Rd, The Horsley Dr, Lincoln Rd, Cecil Rd to Brolen Way (Cecil Park). Reverse on return.

Alterations

- **From 3 December 1984**

Wetherill Park Loop: Ex Fairfield from The Horsley Dr via Wetherill St, Shakespeare St, Lily St, Vidal St, Locke St, Macauley St, Elizabeth [now Herrick] St to The Horsley Dr (& return to Fairfield).

- **By 11 September 1988**

Cecil Park extension: From Horsley Park (Delaware Rd) via The Horsley Dr, Garfield Rd, Lincoln Rd. Reverse on return.

- **From 4 February 1991:** Ex Fairfield from Smart St via Cunninghame St, The Horsley Dr. Unaltered in reverse.

- **From 4 February 1991**

Cecil Park extension: Extended from Cecil Park (Brolen Way) via Cecil Rd to Elizabeth Dr. Reverse on return.

Fairfield – Wetherill Park Industrial Area

From 20 September 2004

West Wetherill Park Industrial Area Loop: From The Horsley Dr via Canley Vale Rd, Victoria Rd, (left) Newton Rd (south leg), Cowpasture Rd, Newton Rd (north leg), Victoria St, Canley Vale Rd to The Horsley Dr.

Fairfield – Australia's Wonderland

Alteration

From 21 September 1987: Extended from The Horsley Dr/Wallgrove Rd via Wallgrove Rd, Australia's Wonderland entrance road to Australia's Wonderland. Reverse on return.

Timetable Summary

25 October 1982

See also 829

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park-Horsley Park†	Fr Fair 18W 25H	M-F	Horsley Park	5.30amF	Fairfield	7.34pmH 10.34pmW	A	
		Sat	Wetherill Park	5.00amF		6.06pmH	B	
			Horsley Park	7.12amF		7.35pmW		
		Sun	Wetherill Park	8.16amF		6.06pmW	C	

* More frequent in peak hours.

† Selected trips extended to Cecil Park.

A – Fairfield-Wetherill Park 30*, Fairfield-Horsley Park 60*. Selected trips extended to Cecil Park. Plus short-working/s before first trip shown.

B – Morning, Fairfield-Wetherill Park 30, Fairfield-Horsley Park 60. Afternoon, Fairfield-Wetherill Park 60. 7 trips extended to Horsley Park.

C – Fairfield-Wetherill Park 60. 2 trips extended to Horsley Park.

F – To Fairfield.

H – To Horsley Park.

W – To Wetherill Park.

3 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park-Horsley Park†	Fr Fair 37FWr 23H	M-F	Horsley Park	5.26amF	Fairfield	7.12pmH 10.41pmW	30*	A
		Sat	Wetherill Park	5.32amF		5.38pmH	30	A
			Horsley Park	7.30amF		11.41pmW		
		Sun	Wetherill Park	8.16amF		8.41pmW	60	A

* More frequent in peak hours.

† Selected trips extended to Cecil Park.

A – Trips extended to Horsley Park: M-F 15, Saturday 8, Sunday 2. Selected trips extended to Cecil Park. Plus short-working/s before first trip shown.

F – To Fairfield.

FWr – Round trip Fairfield-Wetherill Park-Fairfield.

H – To Horsley Park.

W – To Wetherill Park.

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-Wetherill Park-Horsley Park†	Fr Fair 18W 25H	M-F	Wetherill Park	4.48amF	Fairfield	7.12pmH	A	
			Horsley Park	6.07amF		10.42pmW		
		Sat	Wetherill Park	5.29amF		5.42pmH	A	
			Horsley Park	7.26amF		11.42pmW		
		Sun	Wetherill Park	8.16amF		8.42pmW	60	B
Fairfield-Aust's Wonderland (included in above)	25	M-F	Fairfield	9.42am	Aust's W'land	5.42pm	60	C
		Sat		9.42am		6.13pm	60	
		Sun		9.42am		6.13pm	60	

* More frequent in peak hours.

† Selected trips extended to Cecil Park.

A – Day, Fairfield-Horsley Park 60* (Saturday 60), Fairfield-Australia's Wonderland 60. Night, Fairfield-Wetherill Park. Selected trips extended to Cecil Park.

B – 2 trips extended to Horsley Park.

C – School holidays only.

F – To Fairfield.

H – To Horsley Park.

W – To Wetherill Park.

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-Wetherill Park-Horsley Park†	Fr Fair 20W 30H	M-F	Horsley Park	5.56amF	Fairfield	7.25pmH	A	
						9.18pmW		
		Sat	Wetherill Park	5.59amF		8.37pmW	60	B
		Sun		7.51amF		6.35pmW	60	B

* More frequent in peak hours.

† Selected trips extended to Cecil Park.

A – Fairfield-Wetherill Park 30*, Fairfield-Horsley Park 9 trips. Selected trips extended to Cecil Park. Selected peak hour trips diverged via West Wetherill Park Industrial Area. Plus short-working/s before first trip shown.

B – Trips extended to Horsley Park: Saturday 3, Sunday 1.

F – To Fairfield.

H – To Horsley Park.

W – To Wetherill Park.

Route 829

FAIRFIELD – SMITHFIELD (Chifley St) via Brenan St■

FAIRFIELD – WETHERILL PARK via Brenan St■

- **Selected trips via Smithfield (Chifley St Loop)**
- **Selected trips via Prairiewood (Corio Rd Loop)**

Timeline

25 October 1982:

- Fairfield – Wetherill Park via Brenan St & Fairfield – Smithfield (Chifley St) via Brenan St renumbered from part of 80 [1925 number].
- Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).
- Shared most of route with 828.

October 1984: Operator's name changed to Westbus.

3 December 1984:

- Curtailed to run:
Fairfield – Smithfield (Chifley St Loop) via Brenan St.
Fairfield – Prairiewood (Corio Rd Loop) via Brenan St.
- Chifley St Loop replaced Fairfield – Smithfield (Chifley St) trips on both 828 & 829.

21 September 1987:

- Corio Rd trips transferred to 822.
- Fairfield – Wetherill Park via Brenan St section of 829 incorporated into 823.
- Trips to Smithfield (Chifley St) remained as 829, but rerouted via The Horsley Dr (*see next entry*).

Streets

Fairfield – Smithfield (Chifley St)

From 25 October 1982

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Polding St, Marlborough St, Brenan St, Market St, Chifley St (**Smithfield**), Hassall St, Gipps St, Brenan St, then reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Fairfield – Wetherill Park via Brenan St (*selected trips diverted via Chifley St, Smithfield*)

From 25 October 1982

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Polding St, Marlborough St, Brenan St (**Smithfield**), Wetherill St, Shakespeare St, Vidal St, Locke St, Macauley St, Elizabeth [now Herrick] St to The Horsley Dr (Wetherill Park).

From Wetherill Park (Elizabeth St/The Horsley Dr) via reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Fairfield – Prairiewood (Corio Rd Loop)

From 3 December 1984

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Polding St, Marlborough St, Brenan St, Smithfield Rd, Beavors Rd, Corio Rd (**Prairiewood**), Polding St, Wetherill St (**Smithfield**), Brenan St, then reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Fairfield – Smithfield (Chifley St Loop)

From 3 December 1984

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, Polding St, Marlborough St, Brenan St, Market St, Chifley St, Hassall St, The Horsley Dr, Wetherill St (**Smithfield**), Brenan St, then reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Timetable Summary

25 October 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park via Brenan St	Fr Fair 19W 32FCr	M-F	Wetherill Park	4.47amF	Fairfield	10.04pmW	A	
		Sat		5.00amF		7.05pmW	B	
		Sun		8.16amF		5.36pmW	60	

* More frequent in peak hours.

A – Fairfield-Wetherill Park 60*, Fairfield-Chifley St (off-peak only) 60.

B – Morning, Fairfield-Wetherill Park 60, Fairfield-Chifley St 60. Afternoon, Fairfield-Wetherill Park 60.

F – To Fairfield.

FCr – Round trip Fairfield-Chifley St-Fairfield.

W – To Wetherill Park.

3 December 1984

Fairfield – Smithfield via Brenan St routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Smithfield (Chifley St Loop) via Brenan St	35 round trip	M-F	Fairfield	5.53am	Fairfield	8.07pm	60*	A
		Sat	Chifley St	7.20am		5.08pm	120	
		Sun						
Fairfield-Prairiewood (Corio Rd Loop) via Brenan St	32 round trip	M-F	Corio Rd Loop	6.26am	Fairfield	6.38pm	60*	
		Sat		8.24am	Corio Rd Loop	4.19pm	120	
		Sun		10.19am		5.19pm	5 trips	B

Average day frequencies along common route:

M-F Fairfield-Smithfield via Brenan St 30.

Sat Fairfield-Smithfield via Brenan St 60.

* More frequent in peak hours.

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

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

Route 829

FAIRFIELD – SMITHFIELD – WETHERILL PARK Industrial Area via The Horsley Dr & Chifley St

Timeline

21 September 1987: Fairfield – Smithfield (Chifley St) trips of previous 829 rerouted via The Horsley Dr (instead of Brenan St), but with peak hour trips extended to Wetherill Park Industrial Area (*either* Victoria St *or* Davis Rd).

Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

4 August 1997: Weekday off-peak trips also extended from Smithfield (Chifley St) to Wetherill Park Industrial Area via combined route.

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

20 September 2004: Split into:

Fairfield – East Wetherill Park Industrial Area (remained as 829)

Fairfield – West Wetherill Park Industrial Area (transferred to 828)

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 814 as a result of Ministry of Transport review of Region 3.

Streets

Fairfield – Smithfield (Chifley St) (extended to Wetherill Park Industrial Area in peak hours)

From 21 September 1987

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

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

Wetherill Park Industrial Area (Davis Rd) extension: From Smithfield (Chifley St/Hassall St) via Hassall St, Widemere Rd, Davis Rd to Wenban Pl. Reverse on return.

Wetherill Park Industrial Area (Victoria St) extension: From Smithfield (Chifley St/Hassall St) via Hassall St, Redfern St, Walter St, Victoria St to Elizabeth St. Reverse on return.

Alterations

- ***By 11 September 1988*** (Wetherill Park Industrial Area (Victoria St)): Extended from Victoria St/Elizabeth St via Victoria St to Newton Rd. Reverse on return.
- ***By 16 October 1989:*** (Wetherill Park Industrial Area (Davis Rd)): Extended from Davis Rd/Wenban Pl via Davis Rd to end. Reverse on return.
- ***By 4 February 1991:*** Ex Fairfield from Smart St via Cunninghame St, The Horsley Dr. Unaltered in reverse.
- ***By 4 February 1991:*** (Wetherill Park Industrial Area (Victoria St)): Extended from Victoria St/Newton Rd via (left) Newton Rd (south leg), Cowpasture Rd, Newton Rd (north leg), to Victoria St.

Fairfield – Smithfield (Chifley St) – Wetherill Park Industrial Area

By 4 August 1997

Combined route during weekday off-peak

From Fairfield (Interchange) via Smart St, Cunninghame St, The Horsley Dr (**Smithfield**), Market St, Chifley St, Hassall St, Redfern St, Walter St, Victoria St, (left) Newton Rd, Cowpasture Rd (**Wetherill Park**), Newton Rd, Victoria St, Elizabeth St, Davis Rd, Widemere Rd, Hassall St, Chifley St, Market St, The Horsley Dr, Court Rd, Fairfield Interchange.

By 24 November 2003

From Fairfield (Interchange) via Smart St, Cunninghame St, The Horsley Dr (**Smithfield**), Market St, Chifley St, Hassall St, Victoria St, Walter St, Redfern St, Hassall St, Widemere Rd, Davis Rd, Elizabeth St, Victoria St, (left) Newton Rd (south leg), Cowpasture Rd (**Wetherill Park**), Newton Rd (north leg), Victoria St, Elizabeth St, then reverse route to The Horsley Dr, then Court Rd, Fairfield Interchange.

Smithfield diversion (peak hours): Ex Fairfield (mornings) from The Horsley Dr via Cumberland Hwy, Victoria St, Market St. Reverse on return (afternoons).

Fairfield – East Wetherill Park Industrial Area

From 20 September 2004

From Fairfield (Interchange) via Smart St, Cunninghame St, The Horsley Dr (**Smithfield**), Market St, Chifley St, Hassall St, Widemere Rd, Davis Rd, Elizabeth St (**Wetherill Park**), Frank St, Walter St, Redfern St, Hassall St, then reverse route to The Horsley Dr, then Court Rd, 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-Wetherill Park Industrial Area	Fr Fair 13C 16W	M-F	Chifley St	6.11amF	Fairfield	6.12pmC	A	
		Sat		10.10amF		3.12pmC	3 trips	
		Sun						

* More frequent in peak hours.

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

C – To Smithfield (Chifley St).

F – To Fairfield.

W – To Wetherill Park Industrial Area.

4 August 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Wetherill Park Industrial Area	46 round trip	M-F	Fairfield	5.22am	Wetherill Park	5.02pm	60*	A
		Sat						B
		Sun						

* More frequent in peak hours.

A – Peak hours, either Fairfield-Wetherill Park Industrial Area (Davis Rd) or Fairfield-Wetherill Park Industrial Area (Newton Rd). Includes selected diversions of 828. Off-peak, via combined route.

B – Saturday service to Smithfield (Chifley St) provided by diversions of 828 (4 trips).

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-East Wetherill Park Industrial Area	43 round trip	M-F	Fairfield	5.27am	E Wetherill Pk	5.27pm	Ph	
		Sat		6.20am		2.47pm	4 trips	
		Sun						

Ph – Peak hours only.

Route 830

LIVERPOOL – CABRAMATTA – FAIRFIELD – GREYSTANES – BLACKTOWN ■

- **Known as a “Red Arrow” route (1982-91)**
- **Extended from Blacktown to Castle Hill via Kellyville (2000-4)**

Timeline

15 June 1982: Liverpool – Blacktown “Red Arrow” renumbered from 300. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

October 1984: Operator’s name changed to Westbus.

4 February 1991: Rerouted between Cabramatta & Fairfield via Sackville St, to replace 77 [1925 number] as part of general reorganisation of Westbus routes in the Bonnyrigg area. Ceased to be known as a “Red Arrow” route.

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

20 March 2000: Extended from Blacktown to Castle Hill via Kellyville, partly replacing 602.

4 February 2002: Route unaltered but service greatly reduced. Service between Castle Hill & Kellyville mostly replaced by expanded service on 618 (either at the same time or by 20 May 2002).

20 May 2002: More regular service restored between Fairfield & Liverpool, but reverted to an infrequent service by November 2003.

20 September 2004:

- Truncated to run Cabramatta – Blacktown.
- Service between Blacktown & Kellyville not replaced as this was within Busways’ contract area.
- Rerouted between Cabramatta & Fairfield via Railway Pde instead of Sackville St (existing 824 covered part of Sackville St in lieu).

1 January 2005: Became part of Contract Region 3.

By April 2005: Rerouted again between Cabramatta and Fairfield via Sackville St instead of Railway Pde.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Partly replaced by 812 on a substantially different route and partly also replaced by parts of 812, 813 & 814 between Fairfield & Smithfield, as a result of Ministry of Transport review of Region 3.

Streets

Liverpool – Fairfield – Greystanes – Blacktown (via Railway Pde between Cabramatta & Fairfield)

From 15 June 1982

From Liverpool (Interchange) via Bigge St, Railway St, George St, Moore St, Macquarie St [now Mall], Elizabeth St, Copeland St, Orange Grove Rd, Cabramatta Rd, Railway Pde (**Cabramatta**, **Canley Vale**), The Crescent (**Fairfield**), Court Rd, The Horsley Dr (**Smithfield**), Smithfield Rd, Long St, Cooper St, Woodpark Rd, Betts Rd, Merrylands Rd, Greystanes Rd (**Greystanes**), Great Western Hwy, Blacktown Rd, Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown Station.

From Blacktown (Main St at Station) via Main St, Blacktown Rd, then reverse route to Railway Pde (Cabramatta), then John St, Hill St, Cabramatta Rd, then reverse route to Liverpool Interchange.

Alterations

- **By 8 August 1984:** Ex Liverpool from Liverpool Interchange via Moore St, Macquarie St. Ex Blacktown from Elizabeth St via George St, Moore St.
- **By 8 August 1984:** Ex Blacktown from Railway Pde (Cabramatta) via Boundary Lane, Church St, Cabramatta Rd. Unaltered ex Liverpool.
- **By 21 September 1987:** To approach Liverpool from Elizabeth St via Bigge St to Liverpool Interchange.
- **By 21 September 1987:** Ex Liverpool from The Crescent (Fairfield) via Smart St, Nelson St, The Horsley Dr. Unaltered on return.
- **By 21 September 1987:** To approach Blacktown from Main St via Newton Rd, Patrick St, Main St to Blacktown Station. Return via Flushcombe Rd, Newton Rd, Main St.

Liverpool – Fairfield – Greystanes – Blacktown (via Sackville St between Cabramatta & Fairfield)

From 4 February 1991

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth Dr, Copeland St, Orange Grove Rd, Joseph St, John St, Gladstone St, Hughes St, Park Rd, Arthur St, Railway Pde (**Cabramatta**), Bartley St, Sackville St, Avisford St, Hampton St, Frederick St, Lackey St, Hamilton Rd, The Crescent (**Fairfield**), Smart St, Cunninghame St, The Horsley Dr (**Smithfield**), Smithfield Rd, Long St, Cooper St, Woodpark Rd, Betts Rd, Merrylands Rd, Greystanes Rd (**Greystanes**), Great Western Hwy, Blacktown Rd, Main St, Newton Rd, Patrick St, Main St to Blacktown Station.

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Newton Rd, Main St, then reverse route to The Horsley Dr, then Court Rd, The Crescent, then reverse route to Elizabeth Dr, then Elizabeth St, Bigge St, Moore St to Liverpool Interchange.

Alterations

- **By 3 December 1994:** To approach Liverpool from Elizabeth St via George St, Moore St. Unaltered ex Liverpool.
- **By 3 December 1994:** Ex Liverpool from Railway Pde (Cabramatta) via McBurney St, Park St, Bartley St. Unaltered on return.
- **By 14 October 1996:** To approach Blacktown from Blacktown Rd via Ellam Dr, Leabons Lane, Blacktown Rd. Reverse on return.

Liverpool – Fairfield – Greystanes – Blacktown – Kellyville – Castle Hill

Alteration

From 20 March 2000: Extended from Blacktown (Patrick St) via bus bridge, Blacktown Interchange, George St, Sunnyholt Rd, Memorial Av, Windsor Rd, Acres Rd (**Kellyville**), Greenwood Rd, President Rd, Glenrowan Av, Wrights Rd, Kings Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return from Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Pennant St, Showground Rd, then reverse route to Blacktown.

Cabramatta – Fairfield – Greystanes – Blacktown

From 20 September 2004

From Cabramatta (Railway Pde at Station) via McBurney St, Park St, Bartley St, Sackville St, Hamilton Rd, The Crescent, **Fairfield** Interchange, Smart St, Cunninghame St, The Horsley Dr (**Smithfield**), Justin St, Victoria St, Market St, Chifley St, Hassall St, Gipps Rd, Greystanes Rd (**Greystanes**), Great Western Hwy, Blacktown Rd, Ellam Dr, Leabons Lane, Blacktown Rd, Main St, Newton Rd, Balmoral St, Kildare Rd to Blacktown Interchange.

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

Woodpark diversion (*peak hours*): Ex Cabramatta from Justin St via Victoria St, Smithfield Rd, Percival St, Woodpark Rd, Cooper St, Long St to Gipps Rd. Reverse on return.

Alteration

By April 2005: From Cabramatta Station via McBurney St, Park Rd, Bartley St, Sackville St, Hamilton Rd, The Crescent to Fairfield Station. Reverse on return.

Timetable Summary

15 June 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield-Blacktown	53	M-F	Blacktown	5.55am	Liverpool	6.00pm	60	
		Sat						
		Sun						

4 February 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield-Blacktown	Fr Liv 27F 70B	M-F	Blacktown	5.24amL	Blacktown	5.46pmL	60*	A
		Sat	Fairfield	8.20amL	Fairfield	4.35pmL	120	A
		Sun						

* More frequent in peak hours.

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

B – To Blacktown.

F – To Fairfield.

L – To Liverpool.

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield-Blacktown-Castle Hill	Fr C Hill 13K 104L	M-F	Liverpool	5.52am	Liverpool	4.45pm	60*	A
		Sat	Castle Hill	7.38am		3.49pm	120	A
		Sun	Kellyville	8.37am	Castle Hill	5.23pm	120	B

* More frequent in peak hours.

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

B – Through-routed with 601 to/from Parramatta at Kellyville.

K – To Kellyville.

L – To Liverpool.

20 September 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Blacktown	53	M-F	Blacktown	6.07am	Blacktown	6.38pm	60	
		Sat	Cabramatta	7.15am	Cabramatta	5.15pm	120	
		Sun		7.32am	Blacktown	4.27pm	120	

Route 831

CABRAMATTA – BONNYRIGG – WAKELEY – FAIRFIELD via John St & Thorney Rd

Timeline

4 February 1991: Cabramatta – Bonnyrigg via John St renumbered from Cabramatta – Tarlington Pde via John St part of 40 [1925 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 Cabramatta – Bonnyrigg – Wakeley – Fairfield, but rerouted in several areas. Route between Fairfield and Kalora Av shared with 830.

20 September 2004: 831 split into 824 & 831. 831 altered & extended as Cabramatta – Bonnyrigg – Greenfield Park (see next entry.)

Streets

Cabramatta – Bonnyrigg

From 4 February 1991

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, Bonnyrigg Av to **Bonnyrigg Plaza**, then Bonnyrigg Av, Tarlington Pde, Cabramatta Rd, Humphries Rd, then reverse route to Hill St, then Hughes St, Railway Pde to Cabramatta Station.

Cabramatta – Bonnyrigg – Wakeley – Fairfield

From 24 November 2003

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, Tarlington Pde, Bonnyrigg Av (**Bonnyrigg**), Cabramatta Rd, Liverpool-Parramatta T-way, Edensor Rd, Melbourne Rd, Canley Vale Rd, Bulls Rd, Kembla St (**Wakeley**), Humphries Rd, Canley Vale Rd, Avoca Rd, Thorney Rd, Maud St, Kalora Av, The Boulevarde, Avenel St, Sackville St, Avisford St, Hampton St, Frederick St, Lackey St, Hamilton Rd, The Crescent to Fairfield Interchange.

From Fairfield (Interchange) via reverse route to Hill St, then Hughes St, Railway Pde to Cabramatta Station.

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		
Cabramatta-Bonnyrigg	18	M-F	Bonnyrigg	4.51am	Cabramatta	11.35pm	30*	
		Sat	Cabramatta	6.13am	Bonnyrigg	11.45pm	45	
		Sun		7.44am		8.53pm	60	

* More frequent in peak hours.

20 May 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Bonnyrigg	18	M-F	Bonnyrigg	4.34am	Cabramatta	11.40pm	20	
		Sat		6.10am	Bonnyrigg	11.50pm	30	
		Sun	Cabramatta	7.29am	Cabramatta	9.40pm	60	

24 November 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Bonnyrigg-Fairfield	47	M-F	Cabramatta	5.54am	Fairfield	8.52pm	30	A
		Sat		6.33am		7.03pm	60	A
		Sun		8.29am		6.44pm	60	A

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

Route 831

CABRAMATTA – BONNYRIGG – GREENFIELD PARK via John St

Timeline

20 September 2004:

- 831 in previous entry split into 824 & 831.
- 831 altered & extended as Cabramatta – Bonnyrigg – Greenfield Park.
- Operated by Westbus (National Express group).

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Replaced by 807 between Cabramatta & Bonnyrigg and by 816 in the Greenfield Park area, as a result of Ministry of Transport review of Region 3.

Streets

From 20 September 2004

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, Tarlington Pde, Bonnyrigg Av (**Bonnyrigg**), Edensor Rd, Smithfield Rd, Cherokee Av, Cheyenne Rd, Sweethaven Rd (**Greenfield Park**), Arrowhead Rd, Powhatan St, Mimosa Rd, Smithfield Rd, then reverse route to Hill St, then Hughes St, Railway Pde to Cabramatta Station.

Timetable Summary

20 September 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Bonnyrigg-Greenfield Park	55 round trip	M-F	Cabramatta	4.44am	Cabramatta	9.30pm	30	
		Sat		7.10am		7.45pm	30	
		Sun		8.05am		7.05pm	60	

Route 832

FAIRFIELD – BOSSLEY PARK via Polding St■

- **Includes Fairfield – Prairiewood (Corio Rd Loop) (1982-84)**
- **Extended from Bossley Park to Edensor Park (1983-84)**

Timeline

25 October 1982: Fairfield – Bossley Park (incl Prairiewood (Corio Rd Loop) trips) renumbered from 78 [1925 number]. Operated by Bosnjaks Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

November 1983:

- Selected trips diverted via Stockland Mall [now Town Centre], Prairiewood & extended from Bossley Park to Edensor Park, where most trips were through-routed with 800 to Cabramatta. These trips also diverted via Corio Rd, replacing Fairfield – Prairiewood (Corio Rd Loop) trips in off-peak & Saturdays.
- Fairfield – Prairiewood (Corio Rd Loop) continued to operate in peak hours.

October 1984: Operator's name changed to Westbus.

3 December 1984:

- Prairiewood (Corio Rd Loop) trips/diversions transferred to 829.
- Fairfield – Bossley Park – Edensor Park trips & Cabramatta – Edensor Park section of 800 amalgamated as 833.
- As a result, 832 & 833 shared route along parts of Polding St & Prairie Vale Rd.

21 September 1987: Renumbered 822.

Streets

From 25 October 1982

From Fairfield (Interchange) via Smart St, Nelson St, Station St, The Boulevarde (**Fairfield Heights**), Polding St, Prairie Vale Rd, Cowpasture Rd (**Bossley Park**), Bossley Rd, Mimosa Rd, Polding St, then reverse route to Fairfield Interchange.

Prairiewood (Corio Rd Loop): From Polding St via Smithfield Rd, Beavors Rd, Corio Rd to Polding St.

Trips via Mimosa Rd: Ex Fairfield from Polding St via Mimosa Rd, Prairie Vale Rd.

Alterations

- **From November 1983 (most trips):** Ex Fairfield from Polding St via Mimosa Rd, Prairie Vale Rd.
- **From November 1983:**
Stockland Mall diversion & Edensor Park extension: From Bossley Park (Polding St) via Roland St, Restwell Rd (**Prairievale**), Prairie Vale Rd, Cowpasture Rd, Edensor Rd to Edensor Park. Reverse on return.
- **By 3 December 1984:** Ex Fairfield from Smart St via Cunninghame St, Station St. Reverse on return.

Timetable Summary

25 October 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Fairfield-Bossley Park	Fr Fair 13C 43FBr	M-F	Bossley Park	4.42amF	Fairfield	11.04pmB	A	
		Sat		5.21amF		7.05pmB	D	
		Sun		8.07amF		6.10pmB	60	

* More frequent in peak hours.

A – Day, Fairfield- Prairiewood (Corio Rd Loop) 30, Fairfield-Bossley Park 30*. Night, Fairfield- Prairiewood (Corio Rd Loop) plus from Fairfield to Bossley Park only.

B – To Bossley Park.

C – To Prairiewood (Corio Rd Loop).

D – Morning, Fairfield-Prairiewood (Corio Rd Loop) 30, Fairfield-Bossley Park 30. Afternoon, Fairfield-Bossley Park 60.

F – To Fairfield.

FBr – Round trip Fairfield-Bossley Park-Fairfield.

Route 832

CABRAMATTA – SOUTH BONNYRIGG – CECIL HILLS via Cabramatta Rd■

(South Bonnyrigg was renamed Bonnyrigg Heights by 1996.)

Timeline

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

- Cabramatta – South Bonnyrigg via Cabramatta Rd renumbered from Cabramatta – Cowpasture Rd, South Bonnyrigg section of 40 [1925 number], with minor rerouting in Bonnyrigg.
- Service provided by 833 (combined 832/834) at nights & on Sundays.
- Operated by Westbus (Bosnjak family, proprietors).

By 24 July 1995: Extended from South Bonnyrigg to Cecil Hills (new suburb).

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

24 November 2003: 832 & 834 trips all altered to 833 (combined 832/834). Use of 832 ceased till 20 September 2004.

20 September 2004: 832 restored as a peak hour service only. At other times service continued to be provided by 833 (combined 832/834).

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Replaced by parts of 807 & 816, as a result of Ministry of Transport review of Region 3.

Streets

Cabramatta – South Bonnyrigg

From 4 February 1991

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Meadows Rd, Elizabeth Dr, Brown Rd (**Bonnyrigg**), Aplin Rd, Simpson Rd, Wilson Rd, Mount St, Cowpasture Rd (**South Bonnyrigg**), Gloucester St, Wilson Rd, Simpson Rd, then reverse route to Cabramatta Rd, then Hill St, Hughes St, Railway Pde to Cabramatta Station.

Cabramatta – South Bonnyrigg – Cecil Hills

Alteration

By 24 July 1995: Extended Ex Cabramatta from Wilson Rd via Gloucester St, Cowpasture Rd, Elizabeth Dr, Windsor Rd, Sandringham Dr, Feodore Dr, Lancaster Av (clockwise loop at end) (**Cecil Hills**), Lancaster Av, then reverse route.

From 20 September 2004

Resumed same route.

Timetable Summary

4 February 1991

Cabramatta – Mt Pritchard – South Bonnyrigg routes 832-834

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
832: Cabramatta-South Bonnyrigg	20	M-F	Sth Bonnyrigg	4.40am	Sth Bonnyrigg	10.25pm	A	
		Sat		5.44am		11.15pm	B	
		Sun		8.14am	Cabramatta	9.08pm	C	
833: Cabramatta-Mt Pritchard-South Bonnyrigg	36 round trip	M-F	Cabramatta	4.40am	Cabramatta	11.05pm	D	
		Sat	Sth Bonnyrigg	5.44am		12.05am	E	
		Sun		8.31am		5.55pm	60	
834: Cabramatta-Mt Pritchard (Townview Rd)	24 round trip	M-F	Townview Rd	4.52am	Townview Rd	6.29pm	F	
		Sat	Cabramatta	9.12am		1.20pm	G	
		Sun					H	

Average day frequencies along common route:

M-F Cabramatta-South Bonnyrigg (832) 30.
 Sat AM Cabramatta-South Bonnyrigg (832) 45.
 Sat PM Cabramatta-South Bonnyrigg (833) 60.
 Sun Cabramatta-South Bonnyrigg (833) 60.

* More frequent in peak hours.

A – Early morning, from Cabramatta to South Bonnyrigg. Day, Cabramatta-South Bonnyrigg 30*. Night, from South Bonnyrigg to Cabramatta. Early morning service from South Bonnyrigg to Cabramatta & night service from Cabramatta to South Bonnyrigg provided by 833 (combined 832/834).

B – Early morning, from Cabramatta to South Bonnyrigg. Morning, Cabramatta-South Bonnyrigg 45. Afternoon service provided by 833 (combined 832/834) in both directions. Night, from South Bonnyrigg to Cabramatta. Early morning service from South Bonnyrigg to Cabramatta & night service from Cabramatta to South Bonnyrigg provided by 833 (combined 832/834).

C – 1st trip & night, Cabramatta-South Bonnyrigg. Day service provided by 833 (combined 832/834) in both directions.

D – Early morning, from South Bonnyrigg to Cabramatta. Afternoon, Night from Cabramatta to South Bonnyrigg.

E – Early morning, from South Bonnyrigg to Cabramatta Afternoon, Cabramatta-South Bonnyrigg 60 (both directions). Night, from Cabramatta to South Bonnyrigg.

F – Day, Cabramatta-Mt Pritchard (Townview Rd) 30*. Night service provided by 833 (combined 832/834) on trips from Cabramatta, returning via 832.

G – Early morning, from Mt Pritchard (Townview Rd) to Cabramatta. Morning, Cabramatta-Mt Pritchard (Townview Rd) 45. Afternoon service provided by 833 (combined 832/834) in both directions. Night service from Cabramatta to Mt Pritchard (Townview Rd) provided by 833 (combined 832/834).

H – All service provided by 833 (combined 832/834) in both directions.

4 August 1997

**Cabramatta – Mt Pritchard – Cecil Hills routes
832-834**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
832: Cabramatta-Cecil Hills	24	M-F	Cabramatta	5.15am	Cecil Hills	10.36pm	A	
		Sat		6.20am		10.36pm	B	
		Sun		8.12am		8.36pm	C	
833: Cabramatta-Mt Pritchard-Cecil Hills	46 round trip	M-F	Cecil Hills	4.39am	Cabramatta	11.10pm	D	
		Sat		5.48am		12.10am	E	
		Sun		7.36am		9.10pm	120	
834: Cabramatta-Mt Pritchard (Townview Rd)	23 round trip	M-F	Cabramatta	5.55am	Cabramatta	6.32pm	Ph	
		Sat					F	
		Sun					F	

Average day frequencies along common route:

M-F Cabramatta-Cecil Hills (832) 30.
Sat Cabramatta-Cecil Hills (832, 833) 30.
Sun Cabramatta-Cecil Hills (832, 833) 60.

* More frequent in peak hours.

A – Early morning, from Cabramatta to Cecil Hills. Day, Cabramatta-Cecil Hills 30*. Night, from Cecil Hills to Cabramatta. Early morning service from Cecil Hills to Cabramatta & night service from Cabramatta to Cecil Hills provided by 833 (combined 832/834).

B – Early morning, from Cabramatta to Cecil Hills. Day, Cabramatta-Cecil Hills 60, supplemented by 833 (combined 832/834). Night, from Cecil Hills to Cabramatta. Early morning service from Cecil Hills to Cabramatta & night service from Cabramatta to Cecil Hills provided by 833 (combined 832/834).

C – Day, Cabramatta-Cecil Hills 120, supplemented by 833 (combined 832/834). Night, from Cecil Hills to Cabramatta. Early morning service from Cecil Hills to Cabramatta & night service from Cabramatta to Cecil Hills provided by 833 (combined 832/834).

D – Early morning, from Cecil Hills to Cabramatta. Night, from Cabramatta to Cecil Hills.

E – Early morning, from Cecil Hills to Cabramatta. Day, Cabramatta-Cecil Hills 60. Night, from Cabramatta to Cecil Hills.

F – Service provided by 833 (combined 832/834).

Ph – Peak hours only (both directions).

Route 833

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

Timeline

3 December 1984:

- Fairfield – Bossley Park – Edensor Park trips of 832 & Cabramatta – Edensor Park section of 800 amalgamated as 833. Some of these trips had previously been through-routed.
- Shared route along parts of Polding St & Prairie Vale Rd with 832.
- Operated by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager).

21 September 1987: Renumbered 823.

Streets

From 3 December 1984

From Fairfield (Interchange) via Smart St, Cunninghame St, Station St, The Boulevarde (**Fairfield Heights**), Polding St, Roland St, Restwell Rd, Prairie Vale Rd (**Bossley Park**), Cowpasture Rd, Edensor Rd (**Edensor Park**), Melbourne Rd, Canley Vale Rd, Railway Pde (**Canley Vale**) to Cabramatta Station.

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Bartley St, Phelp St, Canley Vale Rd, Railway Pde, Pevensey St, Phelp St, Canley Vale Rd, Melbourne Rd, then reverse route to Fairfield Interchange.

Timetable Summary

3 December 1984

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	Fr Cabra 21E 45F	M-F	Edensor Park	5.03amC	Cabramatta	5.20pmF	A	
			Cabramatta	9.12amF		9.03pmE		
		Sat	Fairfield	8.25amC		4.05pmF 6.05pmE	B	
		Sun	Edensor Park	8.45amC		5.05pmE	60	D

A – Morning peak hour & night, Cabramatta-Edensor Park. Day, Fairfield-Cabramatta 60. Plus short-working/s before first trip shown.

B – Day, Fairfield-Cabramatta 60. Late afternoon, Cabramatta-Edensor Park. Plus short-working/s before first trip shown.

C – To Cabramatta.

D – Gap in service.

E – To Edensor Park.

F – To Fairfield.

Route 833

CABRAMATTA – MT PRITCHARD – SOUTH BONNYRIGG – CECIL HILLS■

(South Bonnyrigg was renamed Bonnyrigg Heights by 1996.)

Timeline

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

- Combined 832/834 trips, Cabramatta – Mt Pritchard – South Bonnyrigg renumbered from combined trips at nights & on Sundays on Cabramatta – South Bonnyrigg (Cowpasture Rd) & Cabramatta – Mt Pritchard (Townview Rd) sections of 40 [1925 number] (renumbered respectively 832 & 834).
- Operated by Westbus (Bosnjak family, proprietors).

By 4 August 1997:

- Extended from South Bonnyrigg to Cecil Hills.
- Hours of operation of 833 (combined 832/834) extended/alterd to every second trip on 832 & 834 at weekends, as well as Monday-Saturday nights.

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

24 November 2003: 832 & 834 trips (including Cabramatta (Sussex St) diversion) all altered to 833 (combined 832/834).

20 September 2004: 832 & 834 restored as peak hour services only. At other times service continued to be provided by 833 (combined 832/834).

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 Region 3:

- Replaced by parts of 807, 815 & 816.
- Cabramatta (Sussex St) diversion ceased.

Streets

Cabramatta – Mt Pritchard – South Bonnyrigg

From 4 February 1991

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Townview Rd, (left) Oliphant St (**Mt Pritchard**), Townview Rd, David St, Anderson Av, Cabramatta Rd, Meadows Rd, Elizabeth Dr, Brown Rd (**Bonnyrigg**), Aplin Rd, Simpson Rd, Wilson Rd, Mount St, Cowpasture Rd (**South Bonnyrigg**), Gloucester St, Wilson Rd, Simpson Rd, then reverse route to Meadows Rd, then Cabramatta Rd, Anderson Av, David St, (left) Oliphant St, (right) Townview Rd, Oliphant St (**Mt Pritchard**), Townview Rd, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta Station.

Cabramatta – Mt Pritchard – South Bonnyrigg – Cecil Hills

Alterations

- **By 24 July 1995:** Extended ex Cabramatta from Wilson Rd via Gloucester St, Cowpasture Rd, Elizabeth Dr, Windsor Rd, Sandringham Dr, Feodore Dr, Lancaster Av (clockwise loop at end) (**Cecil Hills**), Lancaster Av, then reverse route.
- **By 20 September 2004:** Ex Cabramatta from Church St via Cabramatta Rd, Townview Rd (clockwise loop), Oliphant St (**Mt Pritchard**), David St, Anderson Av to Cabramatta Rd. Reverse on return.
- **By April 2005:** Resumed route prior to 20 September 2004.

From 24 November 2003

Cabramatta (Sussex St) diversion: Same as for 834.

Timetable Summary

4 February 1991

See 832

24 November 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Mt Pritchard-Cecil Hills	31	M-F	Cecil Hills	4.30am	Cabramatta	9.15pm	30*	
		Sat	Cabramatta	6.15am		8.15pm	60	A
		Sun		8.10am		6.16pm	60	B

* 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 834

CABRAMATTA – MT PRITCHARD (Townview Rd)■

Timeline

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

- Renumbered from Cabramatta – Mt Pritchard (Townview Rd) section of 40 [1925 number],
- Service at nights & on Sundays provided by 833 (combined 832/834).
- Operated by Westbus (Bosnjak family, proprietors).

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

By 20 May 2002: Unnumbered Cabramatta – Cabramatta (Sussex St) became diversions of 834.

24 November 2003: 832 & 834 trips (including Cabramatta (Sussex St) diversion) all altered to 833 (combined 832/834). Use of 834 ceased till 20 September 2004.

20 September 2004: 834 restored as a peak hour service only. At other times service continued to be provided by 833 (combined 832/834).

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 815, as a result of Ministry of Transport review of Region 3.

Streets

From 4 February 1991

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

Cabramatta (Sussex St) diversion: Ex Mt Pritchard from Cabramatta Rd via Kurrajong St, Bolivia St, Kauri St, Brigalow St, Carrabeen St, Sussex St, Begonia Av, Jasmine Cr, Begonia Av, Sussex St, Huon St, Bolivia St, Church St, Boundary Lane, Railway Pde to Cabramatta Station. Reverse on return.

Timetable Summary

See 832

Route 835

LIVERPOOL – SOUTH BONNYRIGG – ST CLAIR – PENRITH■

(South Bonnyrigg was renamed Bonnyrigg Heights by 1996.)

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

Timeline

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

- Limited service commenced by Westbus (Bosnjak family, proprietors).
- Liverpool – South Bonnyrigg section of 835, 836 & 837 renumbered from Liverpool – Cowpasture Rd, Bonnyrigg section of 40 [1925 number].
- Remainder of route new, but followed existing services or school lines of route & travelled through existing Westbus contract areas between St Clair and Penrith.

14 October 1996: Rerouted via Edensor Park, replacing part of 837.

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

20 March 2000: Rerouted via Bonnyrigg Heights area (same as 837), instead of Edensor Park. Edensor Park section replaced by 838.

4 February 2002: Further rerouted via *either* Elizabeth Dr *or* Edensor Park area, replacing ceased 838 through Edensor Park.

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 Region 3:

- Ceased.
- 801 (836 renumbered) continued to run between Liverpool & Cecil Hills and along Elizabeth Dr west of Cowpasture Rd.
- Service along Kalang Rd, Edensor Park replaced by 807 & 808.
- Service in Cecil Park & Mt Vernon replaced by extension of 813 (selected trips).
- Existing services continued to run in the St Clair-Penrith area.

Streets

From 4 February 1991

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr, Brown Rd (**Bonnyrigg**), Aplin St, Simpson Rd, Wilson Rd, Gloucester St, Cowpasture Rd (**South Bonnyrigg**), Elizabeth Dr, Cecil Rd, Selkirk Av (**Cecil Park**), Duff Rd, Elizabeth Dr, Mamre Rd, Mt Vernon Rd (**Mt Vernon**), Kerrs Rd, Mamre Rd, Abbotts Rd, Aldington Rd, Bakers Lane, Mamre Rd, Erskine Park Rd, Bennett Rd (**St Clair**), Banks Dr, Mamre Rd, Great Western Hwy, **University of Western Sydney Penrith** (Werrington North site) internal road to university, then return to Great Western Hwy, Henry St, Riley St, Jane St to Penrith Station.

From Penrith (Jane St at Station) via Station St, Henry St, then reverse route to Elizabeth St, then Bigge St, Moore St to Liverpool Interchange.

Alterations

- **By 30 November 1992:** To approach Liverpool from Elizabeth St via George St, Moore St.
- **From 14 October 1996:** Ex Liverpool from Cabramatta Rd via Elizabeth Dr, Bonnyrigg Av, Edensor Rd, Boomerang Rd, Kalang Rd, Edensor Rd, Cowpasture Rd, Elizabeth Dr, Cecil Rd. Reverse on return.
- **From 20 March 2000:** Resumed route *prior to* 14 October 1996.
- **From 28 January 2002:** Selected trips resumed route *from* 14 October 1996. Other trips ran direct along Elizabeth Dr from Cabramatta Rd to Cowpasture Rd. Reverse on return.

Timetable Summary

See 836

Route 836

LIVERPOOL – SOUTH BONNYRIGG – BADGERYS CREEK■

(South Bonnyrigg was renamed Bonnyrigg Heights by 1996.)

Timeline

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

- Limited service renumbered from Liverpool – Badgerys Creek section of 40 [1925 number].
- Liverpool – South Bonnyrigg section of 835, 836 & 837 renumbered from Liverpool – Cowpasture Rd, Bonnyrigg section of 40.
- Operated by Westbus (Bosnjak family, proprietors).

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

24 November 2003: 836 & 837 amalgamated as 836 Liverpool – Bonnyrigg Heights – Cecil Hills – Badgerys Creek.

1 January 2005: Became part of Contract Region 3.

August 2005: Westbus transferred to ComfortDelGro Cabcharge joint venture.

22 March 2010: Renumbered 801 as a result of Ministry of Transport review of Region 3.

Streets

Liverpool – South Bonnyrigg – Badgerys Creek

From 4 February 1991

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr, Brown Rd (**Bonnyrigg**), Aplin St, Simpson Rd, Wilson Rd, Gloucester St, Cowpasture Rd (**South Bonnyrigg**), Elizabeth Dr, Badgerys Creek Rd to Longleys Rd (Badgerys Creek).

From Badgerys Creek (Badgerys Creek Rd at Longleys Rd) via reverse route to Elizabeth St, then Bigge St, Moore St to Liverpool Interchange.

Badgerys Creek (Cuthel St) diversion: Ex Liverpool from Elizabeth Dr via Martin Rd, Cuthel St, Lawson Rd to Elizabeth Dr. Reverse on return.

Kemps Creek (Lee & Clark Rd) diversion: Ex Liverpool from Elizabeth Dr via Devonshire Rd, Lee & Clark Rd, Herbert St, Watts Rd, Western Rd to Elizabeth Dr. Reverse on return.

Alteration

By 30 November 1992: To approach Liverpool from Elizabeth St via George St, Moore St.

Liverpool – Bonnyrigg Heights – Cecil Hills – Badgerys Creek

Alteration

From 24 November 2003: From Elizabeth Dr via Windsor Rd, Sandringham Dr, Feodore Dr, Lancaster Av (clockwise loop at end) (**Cecil Hills**), Lancaster Av, then reverse route to Elizabeth Dr.

Timetable Summary

4 February 1991

Liverpool – South Bonnyrigg routes

835-837

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
835: Liverpool-South Bonnyrigg-Penrith	76	M-F	Liverpool	7.36am	Penrith	5.05am	3 trips	
		Sat						
		Sun						
836: Liverpool-South Bonnyrigg-Badgerys Creek	41	M-F	Badgerys Ck	5.32am	Liverpool	6.07pm	A	
		Sat						
		Sun						
837: Liverpool-South Bonnyrigg-Bonnyrigg	30	M-F	Bonnyrigg	5.14am	Liverpool	6.43pm	30-90	
		Sat		8.30am		6.05pm	60	B
		Sun						

Average day frequencies along common route:

M-F Liverpool-South Bonnyrigg (835, 836, 837) 30.

Sat Liverpool-South Bonnyrigg (837) 60.

A – 8 trips from Liverpool, 7 trips from Badgerys Creek.

B – Selected trips via Edensor Park (Kalang Rd) Loop. Plus short-working/s before first trip shown.

14 October 1996

**Liverpool – Bonnyrigg routes
835-837**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
835: Liverpool-Edensor Park-Penrith	75	M-F	Penrith	7.00am	Liverpool	5.37pm	5 trips	
		Sat						
		Sun						
836: Liverpool-South Bonnyrigg-Badgerys Creek	52	M-F	Badgerys Ck	6.15am	Liverpool	5.50pm	A	
		Sat						
		Sun						
837: Liverpool-South Bonnyrigg-Cecil Hills	29	M-F	Cecil Hills	5.15am	Liverpool	6.30pm	B	
		Sat		7.24am		6.10pm	60	
		Sun						

Average day frequencies along common route:

M-F Liverpool-Bonnyrigg (835, 836, 837) 30.

Sat Liverpool-Bonnyrigg (837) 60.

A – 5 trips from Badgerys Creek to Liverpool, 4 trips from Liverpool.

B – Peak hours, Liverpool-Cecil Hills. Day, Liverpool-Cowpasture Rd 30, Liverpool-Cecil Hills 60.

24 November 2003

**Liverpool – Bonnyrigg routes
835, 836**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
835: Liverpool-Penrith		M-F	Penrith	7.00am	Penrith	5.05pm	A	
		Sat						
		Sun						
836: Liverpool-South Bonnyrigg-Badgerys Creek		M-F	Badgerys Ck	7.25am	Liverpool	5.53pm	3 trips	B
		Sat		8.45am		5.00pm	1 trip	
		Sun						

A – 2 trips from Penrith, 3 trips from Liverpool.

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

Route 837

LIVERPOOL – BONNYRIGG HEIGHTS – CECIL HILLS

LIVERPOOL – SOUTH BONNYRIGG – BONNYRIGG

(South Bonnyrigg was renamed Bonnyrigg Heights by 1996.)

Timeline

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

- Liverpool – South Bonnyrigg section of 835, 836 & 837 renumbered from Liverpool – Cowpasture Rd, Bonnyrigg section of 40 [1925 number] & extended from South Bonnyrigg to Bonnyrigg.
- Kalang Rd, Edensor Park part of route replaced part of Cabramatta – Cowpasture Rd section of 40.
- Operated by Westbus (Bosnjak family, proprietors).

14 October 1996:

- Outer end of route rerouted to Cecil Hills (new suburb) instead of Bonnyrigg.
- Route through Edensor Park to Bonnyrigg replaced by rerouting of 835.

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

24 November 2003: 836 & 837 amalgamated as 836 Liverpool – Bonnyrigg Heights – Cecil Hills – Badgerys Creek.

Streets

Liverpool – South Bonnyrigg – Bonnyrigg

From 4 February 1991

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr, Brown Rd (**Bonnyrigg**), Aplin St, Simpson Rd, Wilson Rd, Gloucester St,

Cowpasture Rd (**South Bonnyrigg**), Edensor Rd, Kalang Rd, Boomerang Rd, Edensor Rd, Bonnyrigg Av to Tarlington Pde (Bonnyrigg).

From Bonnyrigg (Bonnyrigg Av at Tarlington Pde) via reverse route Elizabeth St, then Bigge St, Moore St to Liverpool Interchange.

Edensor Park (Kalang Rd) Loop (*selected trips on Saturdays*): Ex Liverpool from Elizabeth Dr via Kalang Rd, then via “from Bonnyrigg” route return to Liverpool.

Alteration

By 30 November 1992: To approach Liverpool from Elizabeth St via George St, Moore St.

Liverpool – Bonnyrigg Heights – Cecil Hills

Alteration

From 14 October 1996: Extended from Cowpasture Rd via Elizabeth Dr, Windsor Rd, Sandringham Dr, Feodore Dr, Lancaster Av (clockwise loop at end) (**Cecil Hills**), Lancaster Av, then reverse route.

Timetable Summary

See 836

Route 838

LIVERPOOL – WAKELEY – EDENSOR PARK

Timeline

20 March 2000: Replaced parts of 800 & 835 upon reorganisation of 800 (renumbered 600 from this date) & 835 in Liverpool/Edensor Park/Bonnyrigg area. Operated by Westbus (National Express Group).

4 February 2002: Ceased, when 800 returned to pre-20 March 2000 routing. Part of route through Edensor Park replaced by rerouting of selected 835 trips.

Streets

From 20 March 2000

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cambridge St, Canley Vale Rd, Bulls Rd, Richards Rd (**Wakeley**), Smithfield Rd, Edensor Rd, Boomerang Rd, Kalang Rd to Edensor Rd (Edensor Park).

From Edensor Park (Kalang Rd at Edensor Rd) via reverse route to Elizabeth St, then George St, Moore St to Liverpool Interchange.

Timetable Summary

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Edensor Park	30	M-F	Edensor Park	6.30am	Liverpool	5.35pm	A	
		Sat						
		Sun						

A – 8 trips from Edensor Park, 6 trips from Liverpool.

Route 840

CAMPBELLTOWN HOSPITAL – ORAN PARK

Timeline

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

Streets

From 20 December 2018

From Campbelltown Hospital via Central Rd, Therry Rd, Gilchrist Dr, **Macarthur Square shops**, Gilchrist Dr, Blaxland Rd, Farrow Rd (**Campbelltown Station**), Badgally Rd, Gregory Hills Dr, Kavanagh St, Village Cct (**Gregory Hills**), Gregory Hills Dr, Oran Park Dr, Peter Brock Dr, South Cct, Holden Dr, Oran Park Dr to Oran ParkTown Centre.

From Oran Park (Oran Park Dr at Town Centre) via Oran Park Dr, Gregory Hills Dr, then reverse route to Campbelltown Hospital.

Timetable Summary

20 December 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown Hospital-Oran Park	Fr Oran Pk 28C 40H	M-F	Oran Pk	6.15amC	C'town Hosp	7.05pmO	A	
				8.10amH	C'town Station	8.45pmO		
		Sat		8.10amH	C'town Hosp	6.05pmO	B	
					C'town Station	7.45pmO		
		Sun		8.10amH	C'town Hosp	6.05pmO	B	
					C'town Station	7.45pmO		

A – Early morning & evening, Campbelltown Station-Oran Park. Day, Campbelltown Hospital-Oran Park 60.

B – Day, Campbelltown Hospital-Oran Park 60. Evening, Campbelltown Station-Oran Park.

C – To Campbelltown Station.

H – To Campbelltown Hospital.

O – To Oran Park.

Route 841

LIVERPOOL – BONNYRIGG – GREEN VALLEY – CECIL HILLS via Matthew Ave ■

- **Miller – Heckenberg (off-peak service, from 1999)**
- **Extended from Green Valley to Green Valley (The Valley Plaza) (1998-99)**

Route E41

LIVERPOOL – BONNYRIGG – GREEN VALLEY – CECIL HILLS via Matthew Ave (EXPRESS) ■

Timeline

10 December 1989:

- Liverpool – Green Valley (Wilson Rd) renumbered & reorganised from Liverpool – Green Valley part of 41 [1925 number].
- Night trips (varying between M-F, Sat & Sun) ran as combined 841/842.
- Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

By 12 January 1992: Combined night service referred to in timetable as "Suburban Circle".

By 31 May 1995: Extended from Green Valley to Cecil Hills.

14 September 1998:

- Selected weekday peak hour trips altered to run express over part of normal route & renumbered E41.
- Selected weekday off-peak trips extended to The Valley Plaza.
- Suburban Circle (combined routes 841/842/844 at night) replaced by trips on individual routes.

15 December 1999:

- Extended trips to The Valley Plaza ceased.
- Weekday off-peak supplementary route Miller – Heckenberg commenced.

1 January 2005: Became part of Contract Region 3.

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

- 841 & E41 ceased.
- Miller – Heckenberg renumbered S10.
- Other trips replaced by all stops service on part of 807.

Streets

Liverpool – Bonnyrigg – Green Valley (Wilson Rd)

From 10 December 1989

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Meadows Rd, Matthew Av (**Heckenberg**), St Johns Rd, Green Valley Rd, Oliveri Cr, Rundle Rd, North Liverpool Rd, Marriott Rd, Delgarno Rd (**Bonnyrigg**), Aplin Rd, Dowland St, Wilson Rd, North Liverpool Rd, Cowpasture Rd, Green Valley Rd to Wilson Rd (**Green Valley**).

From Green Valley (Green Valley Rd/Wilson Rd) via reverse route to Meadows Rd, then Elizabeth Dr, Reservoir Rd, Elizabeth Dr, Elizabeth St, George St, Moore St to Liverpool Interchange.

Alterations

By 12 January 1992 (selected trips):

- Ex Liverpool from St Johns Rd via Green Valley Rd, Rundle Rd. Reverse on return.
- Ex Liverpool from Dowland St via Wilson Rd to Green Valley Rd. Reverse on return.

Liverpool – Bonnyrigg – Green Valley – Cecil Hills

Alterations

- **By 31 May 1995:** Extended from North Liverpool Rd/Cowpasture Rd via Frederick Rd, Gabriella Av, Helena Rd, Spencer Rd, Feodore Dr, Lancaster Av to **Cecil Hills** Neighbourhood Centre. Reverse on return.
- **From 14 September 1998:** Ex Liverpool from Green Valley (North Liverpool Rd/Cowpasture Rd) via Frederick Rd, Lascelles St, Athlone St (clockwise loop), Lascelles St, Spencer Rd, Feodore Dr, Lancaster Av to **Cecil Hills** Shopping Village, then Lancaster Av, Feodore Dr, Spencer Rd, Gabriella Av, Frederick Rd to Green Valley (North Liverpool Rd/Cowpasture Rd).
- **From 14 September 1998:** To approach Liverpool from Elizabeth St via College St to Station.
- **From 14 September 1998:** Morning trips to approach Liverpool from Elizabeth Dr via Park Rd, Moore St to Station. Afternoon trips to depart Liverpool Interchange via Moore St, Park Rd to Elizabeth Dr.
- **From 14 September 1998**
Green Valley (The Valley Plaza) extension: From Green Valley (North Liverpool Rd/Cowpasture Rd) via Cowpasture Rd, Green Valley Rd, Wilson Rd to Green Valley (The Valley Plaza). Reverse on return.
- **From 9 April 2001:** Ex Liverpool from Gabriella Av:
either via (left) Spencer Rd, Lascelles St, Athlone St (clockwise loop), Lascelles St, Feodore Dr, Lancaster Av to **Cecil Hills** Shopping Village, then Lancaster Av, (left) Feodore Dr, Spencer Rd to Gabriella Av;
or via (right) Spencer Rd, Feodore Dr, Lancaster Av to **Cecil Hills** Shopping Village, then Lancaster Av, (right) Feodore Dr, Lascelles St, Athlone St (clockwise loop), Lascelles St, Spencer Rd to Gabriella Av.

Timetable Summary

10 December 1989

Liverpool – Green Valley-Miller routes

841, 842

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
841: Liverpool-Bonnyrigg-Green Valley		M-F	Green Valley	5.02am	Liverpool	9.10pm	30*	A
		Sat		6.12am		11.40pm	30	B
		Sun		6.45am		9.55pm	60	C
842: Liverpool-Miller-Hinchinbrook		M-F	Hinchinbrook	4.22am	Liverpool	8.50pm	30*	A
		Sat		5.00am		12.10am	30	B
		Sun		6.15am		9.55pm	60	C
842/841: Liverpool-Miller-Hinchinbrook-Green Valley	49 round trip	M-F	Liverpool	9.40pm	Liverpool	12.10am	Ns1	
		Sat		6.10pm		12.10am	Ns2	
		Sun		5.40pm		9.27pm	Ns3	

Typically trips on 841 & 842 throughout the day appear to have been through-routed with each other (in both directions) in Green Valley/Hinchinbrook. But certain night trips, as noted here, were specifically designated as combined 842/841.

* More frequent in peak hours.

A – Service after 9.30pm provided by combined 842/841.

B – Alternate trips at night provided by combined 842/841.

C – Most night trips provided by combined 842/841.

Ns1 – Night service (after 9.30pm).

Ns2 - Night service (alternate trips).

Ns3 - Night service (most trips).

12 January 1992

Liverpool – Green Valley-Miller routes

841, 842

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
841: Liverpool-Bonnyrigg-Green Valley	33	M-F	Green Valley	5.03am	Liverpool	8.35pm	35*	A
		Sat		6.10am		6.45pm	50	A
		Sun						B
842: Liverpool-Hinchinbrook	33	M-F	Hinchinbrook	4.15am	Liverpool	11.30pm	35*	A
		Sat		5.12am		11.45pm	50	A
		Sun		7.20am				B
841/842: Liverpool-Green Valley-Hinchinbrook-Miller		M-F						
		Sat						
		Sun	Liverpool	8.25am	Liverpool	2.25pm	120	
Suburban Circle†: Liverpool-Miller-Hinch'br'k-Green Vly	57 round trip	M-F	Liverpool	9.15pm	Liverpool	11.30pm	Ns	
		Sat		7.45pm		11.45pm	Ns	
		Sun		9.25am		9.45pm	120	

Typically trips on 841 & 842 throughout the day appear to have been through-routed with each other (in both directions) in Green Valley/Hinchinbrook. But certain night & most Sunday trips, as noted here, were specifically designated as combined 842/841.

* More frequent in peak hours.

† – Combined 842/841.

A – Night service provided by Suburban Circle.

B – Service provided alternately by combined 841/842 and Suburban Circle (combined 842/841).

Ns – Night service.

14 September 1998

Liverpool - Cecil Hills routes

841, E41

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
841: Liverpool-Bonnyrigg-Green Valley-Cecil Hills†	40	M-F	Cecil Hills	4.50am	Liverpool	11.15pm	30*	A
		Sat		6.00am		12.15am	30	
		Sun		7.04am		9.45pm	60	
E41: Liverpool-Bonnyrigg-Green Valley-Cecil Hills	34	M-F	Cecil Hills	5.50am	Liverpool	6.45pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to The Valley Plaza.

A – Selected trips extended to The Valley Plaza. Extra trip Thursday & Friday nights.

Ph – Peak hours only (morning from Cecil Hills, afternoon from Liverpool).

Route 841

LEPPINGTON – GLEDSDOOD HILLS – GREGORY HILLS – NARELLAN via various routes

Timeline

7 March 2016: Service to new suburbs & estates commenced by Busabout (Calabro family). **Part of Contract Region 15.**

23 August 2020: Rerouted via Emerald Hills Blvd & Gledswood Hills Dr instead of Camden Valley Way.

Streets

Leppington – Narellan via Camden Valley Way

From 7 March 2016

From Leppington (Station) via Rickard Rd, Ingleburn Rd, Camden Valley Way, Willowdale Dr, Jamboree Av, Venturer Pde, Offtake St, Mindari St (**Willowdale Estate**), Jamboree Av, Willowdale Dr, Camden Valley Way, Lillydale Av, Fairbank Dr, The Hermitage Way, Sandhurst Dr (**Gledswood Hills**), Oakridge La, Fairbank Dr,

Lillydale Av, Camden Valley Way, Gregory Hills Dr, Donovan Blvd (**Gregory Hills**), Village Cct, Gregory Hills Dr, Camden Valley Way, Queen St, Elyard St to Narellan Town Centre.

From Narellan (Elyard St at Town Centre) via Somerset Av, Camden Valley Way, Gregory Hills Dr, Donovan Blvd (**Gregory Hills**), Village Cct, Gregory Hills Dr, Camden Valley Way, Lillydale Av, Fairbank Dr, The Hermitage Way, Sandhurst Dr (**Gledswood Hills**), Oakridge La, Fairbank Dr, Lillydale Av, Camden Valley Way, Willowdale Dr, Jamboree Av, Venturer Pde, Offtake St, Mindari St (**Willowdale Estate**), Jamboree Av, Willowdale Dr, Camden Valley Way, Ingleburn Rd, Rickard Rd to Leppington Station.

From 24 October 2016

From Leppington (Station) via Rickard Rd, Ingleburn Rd, Denham Court Rd, Jamboree Av, Venturer Pde, Offtake St, Mindari St (**Willowdale Estate**), Jamboree Av, Willowdale Dr, Camden Valley Way, The Hermitage Way, Lillydale Av, Fairbank Dr, The Hermitage Way, Sandhurst Dr (**Gledswood Hills**), Oakridge La, Fairbank Dr, Lillydale Av, The Hermitage Way, Camden Valley Way, Gregory Hills Dr, Donovan Blvd (**Gregory Hills**), Village Cct, Gregory Hills Dr, Central Hills Dr, Rodeo Rd, Camden Valley Way, Queen St, Elyard St to Narellan Town Centre.

From Narellan (Elyard St at Town Centre) via Somerset Av, Camden Valley Way, Rodeo Rd, Central Hills Dr, Gregory Hills Dr, Donovan Blvd (**Gregory Hills**), Village Cct, Gregory Hills Dr, Camden Valley Way, The Hermitage Way, Lillydale Av, Fairbank Dr, The Hermitage Way, Sandhurst Dr (**Gledswood Hills**), Oakridge La, Fairbank Dr, Lillydale Av, The Hermitage Way, Camden Valley Way, Willowdale Dr, Jamboree Av, Venturer Pde, Offtake St, Mindari St (**Willowdale Estate**), Jamboree Av, Denham Court Rd, Ingleburn Rd, Rickard Rd to Leppington Station.

From 30 April 2017

From Leppington (Station) via Rickard Rd, Ingleburn Rd, Denham Court Rd, Jamboree Av, Venturer Pde, Offtake St, Mindari St (**Willowdale Estate**), Jamboree Av, Willowdale Dr, Camden Valley Way, The Hermitage Way, Fairbank Dr (**Gledswood Hills**), Lillydale Av, Longview Rd, The Hermitage Way, Camden Valley Way, Gregory Hills Dr, Donovan Blvd (**Gregory Hills**), Village Cct, Gregory Hills Dr, Central Hills Dr, Rodeo Rd, Camden Valley Way, Queen St, Elyard St to Narellan Town Centre.

From Narellan (Elyard St at Town Centre) via Somerset Av, Camden Valley Way, Rodeo Rd, Central Hills Dr, Gregory Hills Dr, Donovan Blvd, Village Cct, Gregory Hills Dr, Camden Valley Way, The Hermitage Way, Fairbank Dr, Lillydale Av, Longview Rd, The Hermitage Way, Camden Valley Way, Willowdale Dr, Jamboree Av, Venturer Pde, Offtake St, Mindari St, Jamboree Av, Denham Court Rd, Ingleburn Rd, Rickard Rd to Leppington Station.

By 28 April 2019

From Leppington (Station) via Rickard Rd, Ingleburn Rd, Denham Court Rd, Jamboree Av, Venturer Pde, Offtake St, Mindari St (**Willowdale Estate**), Jamboree Av, Willowdale Dr, Camden Valley Way, Raby Rd, Emerald Hills Blvd to Jadeite St (**Emerald Hills**), then Emerald Hills Blvd, Raby Rd, Gledswood Hills Dr, The Hermitage Way, Longview Rd, Lillydale Av, Fairbank Dr, (**Gledswood Hills**). The Hermitage Way, Mannes Rd, Village Cct, Donovan Blvd (**Gregory Hills**), Gregory Hills Dr, Central Hills Dr, Rodeo Rd, Camden Valley Way, Queen St, Elyard St to Narellan Town Centre.

From Narellan (Elyard St at Town Centre) via Somerset Av, Camden Valley Way, then reverse route to Raby Rd, then Camden Valley Way, Willowdale Dr, Jamboree Av, Venturer Pde, Offtake St, Mindari St, Jamboree Av, Denham Court Rd, Ingleburn Rd, Rickard Rd to Leppington Station.

Leppington – Narellan via Emerald Hills Blvd & Gledswood Hills Dr

Alterations:

From 23 August 2020

- Ex Leppington from Denham Court Rd via Jamboree Av, Emerald Hills Blvd, Raby Rd.
- From Narellan (Elyard St at Town Centre) via Queen St, Camden Valley Way. Unaltered on return.

Timetable Summary

7 March 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Leppington-Gledswood Hills-Narellan	48	M-F	Narellan	4.46am	Leppington	6.33pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

30 April 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Leppington-Gledswood Hills-Narellan	48	M-F	Narellan	4.46am	Leppington	10.09pm	60*	
		Sat		7.02am		7.53pm	60	
		Sun		8.00am		5.54pm	60	

* More frequent in peak hours.

23 August 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Leppington-Gledswood Hills-Narellan†	46	M-F	Narellan	4.34am	Leppington	11.14pm	30*	A
		Sat	Leppington	6.05am	Narellan	11.12pm	30	
		Sun		6.05am	Leppington	11.05pm	30	A

* More frequent in peak hours.

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

† Via Emerald Hills Blvd & Gledswood Hills Dr.

Route 842

LIVERPOOL – MILLER – HINCHINBROOK – GREEN VALLEY (The Valley Plaza)■

Route E42

LIVERPOOL – MILLER – HINCHINBROOK – GREEN VALLEY (The Valley Plaza) (EXPRESS) ■

Timeline

10 December 1989:

- Liverpool – Miller – Hinchinbrook, renumbered from Liverpool – Miller part of 41 [1925 number] but extended to Hinchinbrook (Hinchinbrook had previously been served by extension of the Liverpool – South Liverpool Rd via Ashcroft service of 41).
- Night trips ran as combined 841/842.
- Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

By 12 January 1992: Combined night service referred to in timetable as "Suburban Circle".

14 September 1998:

- Extended from Hinchinbrook to Green Valley (The Valley Plaza).
- Selected weekday peak hour trips altered to run express over part of normal route & renumbered E42.
- Suburban Circle (combined routes 841/842/844 at night) replaced by trips on individual routes.

15 December 1999: Altered on approach to Green Valley (The Valley Plaza) as part of reorganisation of 842, 844 & 845 in Green Valley/Hinchinbrook area.

1 January 2005: Became part of Contract Region 3.

22 March 2010: 842 & E42 replaced by parts of 804 & 805 as a result of Ministry of Transport review of Region 3.

Streets

Liverpool – Miller – Hinchinbrook

From 10 December 1989

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Maxwells Av, Sadleir Av, Insignia St, Bobin Rd (**Sadleir**), Heckenberg Rd, Cartwright Av, Woodward Cr (**Miller**), Cartwright Av, Busby Rd, South Liverpool Rd, Whitford Rd [northern end on alignment of current Sandplover Pl], Partridge Av, Hinchinbrook Dr, Lord Howe Dr to Wilson Rd (Hinchinbrook).

From Hinchinbrook (Lord Howe Dr at Wilson Rd) via reverse route to Elizabeth St, then George St, Moore St to Liverpool Interchange.

Temporary route till roadworks completed: Ex Liverpool from Hinchinbrook Dr via Flinders Cr, Wilson Rd to Lord Howe Dr. Reverse on return.

Alteration

By 12 January 1992: Ex Liverpool from South Liverpool Rd via Sandplover Pl, Robin St, Whitford Rd. Reverse on return.

Liverpool – Miller – Hinchinbrook – Green Valley (The Valley Plaza)

Alterations

- **From 14 September 1998:** Ex Liverpool from South Liverpool Rd via Whitford Rd [new alignment], Partridge Av, Hinchinbrook Dr, Lord Howe Dr, Green Valley Rd, Wilson Rd to Green Valley (The Valley Plaza). Reverse on return.
- **From 14 September 1998:** To approach Liverpool from Elizabeth St via College St to Station.
- **From 14 September 1998:** Morning trips to approach Liverpool from Elizabeth Dr via Park Rd, Moore St to Station. Afternoon trips to depart Liverpool Interchange via Moore St, Park Rd to Elizabeth Dr.
- **From 15 December 1999:** Ex Liverpool from Hinchinbrook Dr via Lord Howe Dr, Wilson Rd to Green Valley (The Valley Plaza). Reverse on return.

Timetable Summary

10 December 1989 - 12 January 1992

See 841

14 September 1998

Liverpool – Hinchinbrook – Green Valley (The Valley Plaza) routes

842, E42

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
842: Liverpool-Hinchinbrook-Green Vly (The Valley Plz)	41	M-F	Valley Plaza	4.09am	Liverpool	12.15am	30*	
		Sat		5.06am		12.15am	30	
		Sun		6.53am		9.45pm	60	
E42: Liverpool-Hinchinbrook-Green Vly (The Valley Plz)	29	M-F	Valley Plaza	6.28am	Liverpool	6.30pm	Ph	
		Sat						
		Sun						

Selected early morning & late night trips ran Liverpool-Lord Howe Dr/Green Valley Rd only.

* More frequent in peak hours.

Ph – Peak hours only (morning from The Valley Plaza, afternoon from Liverpool).

Combined Routes 842/841

(Known as **Suburban Circle** by 12 January 1992)

LIVERPOOL – MILLER – HINCHINBROOK – GREEN VALLEY ■

Timeline

10 December 1989: Combined loop route at night (Monday-Sunday), replacing daytime 841 & 842, commenced by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

By 12 January 1992:

- Referred to in timetable as "Suburban Circle".
- Also ran during daytime on Sunday.
- Rerouted in Heckenberg, also replacing part of daytime 844.

By 14 September 1998: Replaced by trips on individual routes at night.

Streets

From 10 December 1989 (likely route)

From Liverpool (Interchange) via 842 to Wilson Rd (**Green Valley**), then 841 to Liverpool Interchange.

By 12 January 1992 (likely route based on timing points in timetables)

Weeknights

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Maxwells Av, Sadleir Av (**Sadleir**), South Liverpool Rd (**Heckenberg**), Heckenberg Rd, Cartwright Av (**Miller**), Busby Rd, South Liverpool Rd, Sandplover Pl, Robin St, Whitford Rd, Partridge Av, Hinchinbrook Dr (**Hinchinbrook**), Flinders Cr, Wilson Rd, Green Valley Rd (**Green Valley**), St Johns Rd (**Heckenberg**), Matthew Av, South Liverpool Rd, Meadows Rd, Elizabeth Dr, Reservoir Rd, Elizabeth Dr, Elizabeth St, George St, Moore St to Liverpool Interchange.

Weekend nights

From Liverpool (Interchange) via same route as weeknights to Wilson Rd, then North Liverpool Rd, Rundle Rd, Oliveri Cr to Green Valley Rd, then same route as weeknights to Liverpool Interchange.

Timetable Summary

See 841

Route 843

LIVERPOOL – MT PRITCHARD (Townview Rd) – LIVERPOOL (Orange Grove Estate)■

Timeline

10 December 1989: Amalgamation of Liverpool – Mt Pritchard (Townview Rd) & Liverpool – Liverpool (Orange Grove Estate) parts of 41 [1925 number]. Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

By 12 January 1992: Route split into:

843 Liverpool – Mt Pritchard (Townview Rd)

847 Liverpool – Liverpool (Orange Grove Estate).

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by part of 808 as a result of Ministry of Transport review of Region 3.

Streets

Liverpool – Mt Pritchard – Liverpool (Orange Grove Estate)

From 10 December 1989

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Townview Rd (**Mt Pritchard**), Oliphant St (clockwise loop), Townview Rd, Reservoir Rd, Elizabeth Dr, Marsden Rd, O'Brien Pde (**Orange Grove Estate, Liverpool**), Orange Grove Rd, Copeland St, Campbell St, George St, Moore St to Liverpool Interchange.

Liverpool – Mt Pritchard

By 12 January 1992

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Edna Av, Phyllis St, Townview Rd (**Mt Pritchard**), Oliphant St (clockwise loop), Townview Rd, Reservoir Rd, Elizabeth Dr, Elizabeth St, George St, Moore St to Liverpool Interchange.

Alterations

From 14 September 1998:

- Ex Liverpool from Reservoir Rd via Phyllis St, Townview Rd, Oliphant St.
- To approach Liverpool from Elizabeth St via College St to Station.
- (*Morning trips*): To approach Liverpool from Elizabeth Dr via Park Rd, Moore St to Station. Afternoon trips, to depart Liverpool Interchange via Moore St, Park Rd to Elizabeth Dr.

Timetable Summary

10 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Mt Pritchard-Liverpool (Orange Grove Est)	27 round trip	M-F	Liverpool	5.25am	Liverpool	9.10pm	60*	
		Sat		7.35am	Townview Rd	5.38pm	60	
		Sun		8.45am		4.33pm	60	A

* More frequent in peak hours.

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

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Mt Pritchard (Townview Rd)	33 round trip	M-F	Liverpool	5.15am	Liverpool	7.50pm	60*	
		Sat	Townview Rd	7.40am	Townview Rd	4.30pm	60	
		Sun	Liverpool	9.00am		5.43pm	5 trips	

* More frequent in peak hours.

Route 844

LIVERPOOL – ASHCROFT – BUSBY (South Liverpool Rd) – GREEN VALLEY (The Valley Plaza) ■

Timeline

10 December 1989: Liverpool – Ashcroft – Busby (South Liverpool Rd) (terminus at Rundle Rd, Green Valley), renumbered from equivalent part of 41 [1925 number]. Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

By 12 January 1992: Night service provided by Suburban Circle (combined 841/842/844).

14 September 1998:

- Extended from Busby (South Liverpool Rd/Rundle Rd) to GreenValley (The Valley Plaza).
- Suburban Circle (combined routes 841/842/844 at night) replaced by trips on individual routes.

15 December 1999: Altered on approach GreenValley (The Valley Plaza) as part of reorganisation of 842, 844 & 845 in Green Valley/Hinchinbrook area.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by parts of 802, 804 & 805 as a result of Ministry of Transport review of Region 3.

Streets

Liverpool – Ashcroft – Busby (South Liverpool Rd)

From 10 December 1989

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Maxwells Av, Sinclair Rd, Sutton Rd (**Ashcroft**), Sadleir Av, South Liverpool Rd to Rundle Rd (Green Valley).

From South Liverpool Rd (at Rundle Rd) via reverse route to Elizabeth St, then George St, Moore St to Liverpool Interchange.

Liverpool – Ashcroft – Busby – Green Valley (Wilson Rd)

Alteration

By 12 January 1992: Extended from South Liverpool Rd/Rundle Rd via Rundle Rd, Green Valley Rd to Wilson Rd (Green Valley). Reverse on return.

Liverpool – Ashcroft – Busby – Green Valley (The Valley Plaza)

Alterations

- ***From 14 September 1998:*** Ex Liverpool from South Liverpool Rd via Rundle Rd, Green Valley Rd, Wilson Rd to The Valley Plaza. Reverse on return.
- ***From 14 September 1998:*** To approach Liverpool from Elizabeth St via College St to Station.
- ***From 14 September 1998:*** Morning trips, to approach Liverpool from Elizabeth Dr via Park Rd, Moore St to Station. Afternoon trips, to depart Liverpool Interchange via Moore St, Park Rd to Elizabeth Dr.
- ***From 15 December 1999:*** Ex Liverpool from Green Valley Rd via Whitford Rd, South Liverpool Rd, Wilson Rd to The Valley Plaza. Reverse on return.

Timetable Summary

10 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
844: Liverpool-Ashcroft-Busby (South Liverpool Rd)	17	M-F	Liverpool	4.59am	S Liv'pool Rd	4.03pm	60*	A
		Sat	Rundle Rd	7.13am		4.05am	B	
		Sun		7.40am		4.10pm	C	
845: Liverpool-Bonnyrigg-Green Valley (Wilson Rd)	19	M-F	Wilson Rd	5.10am	Liverpool	3.40pm	D	
		Sat		6.58am		3.28pm	60	E
		Sun		8.28am		2.28pm	120	
846: Liverpool-Bonnyrigg-Green Valley-Busby	38 round trip	M-F	Liverpool	4.20pm	Green Valley	8.32pm	Ph	
		Sat		7.50am		4.04pm	60	
		Sun		9.20am		3.34pm	120	

Typically trips on 844 & 845 during M-F daytime & at weekends appear to have been through-routed with each other (in both directions) via Wilson Rd (?). But all afternoon peak hour trips & alternate trips on weekends ran as anti-clockwise combined 845/844 & designated as 846.

* More frequent in peak hours.

A – Afternoon peak hour & night service provided by 846.

B – First trip, from Green Valley (Wilson Rd) to Liverpool. Morning peak hour, Liverpool-Bonnyrigg. Day, Liverpool-Green Valley (Wilson Rd) 60. Afternoon peak hour & night service provided by 846.

C – 5 trips from Liverpool to Green Valley (Rundle Rd). 3 trips Green Valley (Rundle Rd).

D – First trip from Green Valley (Rundle Rd) to Liverpool. From Liverpool to Green Valley (Rundle Rd) 60.

E – Mainly trips from Green Valley (Wilson Rd) to Liverpool.

14 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Ashcroft-Green Valley (The Valley Plaza)	31	M-F	Valley Plaza	5.00am	Liverpool	11.45pm	30*	
		Sat		7.10am		12.45am	30	
		Sun		8.11am		9.05pm	60	

Selected early morning & late night trips ran Liverpool-Green Valley shops only.

* More frequent in peak hours.

Route 845

LIVERPOOL – BONNYRIGG – GREEN VALLEY (The Valley Plaza) – GREEN VALLEY Shops■

Timeline

10 December 1989: Liverpool – Bonnyrigg – Green Valley, renumbered & reorganised from Liverpool – Green Valley parts of 41 [1925 number]. Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

14 September 1998: Extended from Whitfords Rd to Green Valley (The Valley Plaza & Green Valley shops).

15 December 1999: Altered on approach The Valley Plaza as part of reorganisation of 842, 844 & 845 in Green Valley/Hinchinbrook area.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by parts of 802, 803 & 806 as a result of Ministry of Transport review of Region 3.

Streets

Liverpool – Bonnyrigg – Green Valley (Wilson Rd)

From 10 December 1989

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, North Liverpool Rd, Lalich Av, Wearne Rd, Gemalla St (**Bonnyrigg**), Brown Rd, Montgomery Rd, North Liverpool Rd, Rundle Rd, Green Valley Rd to Wilson Rd (**Green Valley**).

From Green Valley (Green Valley Rd at Wilson Rd) via reverse route to Elizabeth St, then George St, Moore St to Liverpool Interchange.

Alterations

By 12 January 1992:

- Ex Liverpool from North Liverpool Rd via Whitford Rd to Falcon Circ. Reverse on return.
- Heckenberg (Orchard Rd) diversion:** Ex Liverpool from South Liverpool Rd via St Johns Rd, Orchard Rd, Rundle Rd. Reverse on return.

Liverpool – Bonnyrigg – Green Valley (The Valley Plaza) – Green Valley shops

Alterations

- From 14 September 1998:** Ex Liverpool from North Liverpool Rd/Rundle Rd via North Liverpool Rd, Whitford Rd, South Liverpool Rd, Wilson Rd to **The Valley Plaza**, then Wilson Rd, Green Valley Rd to Green Valley shops. Reverse on return.
- From 14 September 1998:** To approach Liverpool from Elizabeth St via College St to Station.
- From 14 September 1998:** Morning trips, to approach Liverpool from Elizabeth Dr via Park Rd, Moore St to Station. Afternoon trips, to depart Liverpool Interchange via Moore St, Park Rd to Elizabeth Dr.
- From 15 December 1999:** Ex Liverpool from Whitford Rd via Green Valley Rd, Lord Howe Dr, Wilson Rd to The Valley Plaza. Reverse on return.

Timetable Summary

10 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bonnyrigg-Green Valley	Fr Liv 15B 19G	M-F	Bonnyrigg	5.13am	Liverpool	8.15pm	60*	A
			Green Valley	9.13am				
		Sat		6.58am		3.50pm	60	A
		Sun		8.28am		3.20pm	5 trips	A

* More frequent in peak hours.

A – Trips *from* Liverpool include 846 for all trips after 4.00pm M-F & selected trips on Saturday & Sunday.

B – To Bonnyrigg.

G – To Green Valley.

14 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bonnyrigg-Green Valley	30	M-F	Green Valley	4.49am	Liverpool	9.00pm	30	
		Sat		6.33am		5.55pm	60	
		Sun		10.06am		3.45pm	4 trips	A

A – Combined 844/845.

Route 846

LIVERPOOL – BONNYRIGG – GREEN VALLEY – ASHCROFT – LIVERPOOL Loop■

Timeline

10 December 1989: Combined loop route, running anti-clockwise from Liverpool via 845 (North Liverpool Rd) to Green Valley, then return via 844 (South Liverpool Rd), as part of reorganisation & renumbering of 41 [1925 number]. Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link). (Trips also operated in the reverse direction around the same loop, but used individual route numbers 844 & 845.)

By 12 January 1992: Replaced by additional trips on 845.

Streets

From 10 December 1989

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, North Liverpool Rd, Lalich Av, Wearne Rd, Gemalla St (**Bonnyrigg**), Brown Rd, Montgomery Rd, North Liverpool Rd, Rundle Rd (**Green Valley**), South Liverpool Rd, Sadleir Av, Sutton Rd (**Ashcroft**), Sinclair Rd, Maxwells Av, Elizabeth Dr, Elizabeth St, George St, Moore St to Liverpool Interchange.

Timetable Summary

See 844

Route 847

LIVERPOOL – LIVERPOOL (Orange Grove Estate)■

Timeline

By 12 January 1992: Renumbered from part of 843. Operated by Oliveri's Metro-link (by 2010 trading simply as Metro-link).

1 January 2005: Became part of Contract Region 3.

22 March 2010: Replaced by part of 819 as a result of Ministry of Transport review of Region 3.

Streets

By 12 January 1992

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, O'Brien Pde (**Orange Grove Estate, Liverpool**), Marsden Rd, Elizabeth Dr, Elizabeth St, George St, Moore St to Liverpool Interchange.

Liverpool (Woodlands Rd) diversion: From Marsden Rd via Woodlands Rd, Lewis Rd to Marsden Rd.

Alteration

From 14 September 1998: To approach Liverpool from Elizabeth St via College St to Station.

Timetable Summary

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Liverpool (Orange Grove Estate)	23 round trip	M-F	Liverpool	5.26am	O/Grove Estate	7.22pm	60*	
		Sat		8.05am		4.19pm	60	
		Sun		8.35am		5.33pm	5 trips	

* More frequent in peak hours.

Route 848

MILLER – GREEN VALLEY■

Timeline

By 12 January 1992: Commenced by Oliveri's Metro-link.

By 14 September 1998: Ceased, following opening of The Valley Plaza shops.

Streets

By 12 January 1992

From Miller (Woodward Cr at shops) via Cartwright Av, Busby Rd, South Liverpool Rd (**Busby**), Rundle Rd, Green Valley Rd to Wilson Rd (Green Valley). Reverse on return.

Timetable Summary

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Miller-Green Valley	9	M-F	Green Valley	4.50am	Miller	6.57pm	40	A
		Sat	Miller	7.33am		4.10pm	40	
		Sun						

A – Early morning trips from Green Valley & late afternoon trips from Miller through-routed with 842 to/from Liverpool.

Route 849

LIVERPOOL – WARWICK FARM

Timeline

1 March 1992:

- Transferred from Westway Bus & Coach Service (Threlkeld family) to Oliveri's Metro-link (by 2010 trading simply as Metro-link) & renumbered from 858.
- Number duplicated Minto – Catherine Field route until sometime between 1999 & 15 October 2001.

1 January 2005: Became part of Contract Region 3.

22 March 2010: Renumbered 823 as a result of Ministry of Transport review of Region 3.

Streets

From 1 March 1992

From Liverpool (Interchange) via Moore St, Macquarie St, Elizabeth Dr, George St, Hume Hwy, Homepride Av, Lawrence Hargrave Rd, Station St, Nicholls St (**Warwick Farm**), Lawrence Hargrave Rd, Mannix Pde, Hume Hwy, George St, Moore St to Liverpool Interchange.

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

Alteration

By 31 May 1995: Ex Liverpool from Elizabeth St via Northumberland St, Elizabeth St, George St. Reverse on return.

By 8 December 1997

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.

Timetable Summary

1 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Warwick Farm	25 round trip	M-F	Liverpool	7.15am	Warwick Farm	6.22pm	60*	
		Sat	Warwick Farm	8.45am		12.17pm	60	
		Sun						

* More frequent in peak hours.

14 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Warwick Farm	34 round trip	M-F	Warwick Farm	6.20am	Warwick Farm	7.54pm	30	
		Sat	Liverpool	7.40am		5.19pm	60	
		Sun						

15 December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Warwick Farm	30 round trip	M-F	Warwick Farm	6.16am	Warwick Farm	6.53pm	60*	A
		Sat	Liverpool	7.58am		5.25pm	60	A
		Sun						

* More frequent in peak hours.

A – Trips after 4.00pm combined with 847.

Route 849

MINTO – CATHERINE FIELD■

Timeline

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

- Renumbered from part of 58 [1925 number].
- Infrequent service operated by Busabout (Neville & Calabro families).
- Number duplicated Liverpool – Warwick Farm route.

2001: Calabro family became sole proprietor of Busabout.

Between June 1999 & 15 October 2001: Renumbered 868.

Streets

From 24 July 1995

From Minto (Somerset St at Station) via Wiltshire St, Lincoln St, Sussex St, Airds Rd, Ben Lomond Rd, Campbelltown Rd, Raby Rd, Camden Valley Way, Deepfields Rd, Catherine Fields Rd to Camden Valley Way (Catherine Field).

From Catherine Field (Catherine Fields Rd at Camden Valley Way) via reverse route to Sussex St, then Somerset St to Minto Station.

Timetable Summary

24 July 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Minto-Catherine Field	27	M-F	Catherine Field	8.45am	Minto	4.12pm	A	
		Sat						
		Sun						

A – 1 trip from Catherine Field, 2 trips from Minto.