



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 875 – 899

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 875 – 899

875	Minto-Longhurst Rd
875	Minto-Leumeah
875	Ingleburn-Ingleburn Ind'l
875	Minto-St Andrews
876	Minto-Minto Heights
876	Macquarie Fds-Eucalyptus Dr
877	Campbelltown-Kearns
878	Campbelltown-Eschol Pk, etc
878	Campbelltown-Kearns
879	Minto-Eagle Vale
879	Campbelltown-Leumeah
880	Central-Strathfield, etc
880	Campbelltown-Minto
881	Campbelltown-Lindesay St
881	Campbelltown-Leumeah Nth
882	Campbelltown-Leumeah Nth
882	Campbelltown-Leumeah Sth
882A	Campbelltown-Leumeah
882B	Campbelltown-Leumeah
883	Central-Strathfield, etc
883	Campbelltown-Ruse, etc
883K	Campbelltown-Kentlyn
884	Strathfield-South Strathfield
884	Campbellt'n-St Helens Pk Nth

884	Campbelltown-Airds
884W	Campbelltown-Wedderburn
885	Campbellt'n-St Helens Pk Nth
885A	Campbelltown-Airds
886	Strathfield-Enfield
886	Campbelltown-Wedderburn
886	Campbelltown-Airds
886	Campbelltown-Ambarvale
887	Central-Rookwood Cemetery
887	Campbellt'n-St Helens Pk Sth
887	Campbelltown-Wollongong
887X	Campbelltown-Wollongong
888	Harbourside Sightseer
888	Campbelltown-Rosemeadow
888	City-Art Gallery of NSW, etc
888	City-Pymont
888	Campbellt'n-St Helens Pk Sth
889	Campbellt'n-St Helens Pk Sth
889	Campbelltown-Menangle
890	Campbelltown-Wollongong
890	City-University of NSW
890	Campbelltown-Harrington Pk
890C	Campbelltown-Camden
891	Campbellt'n-Menangle, etc

891	Central-University of NSW
891	Campbelltown-Narellan
892	City-University of NSW
892	Campbelltown-Menangle
892	Campbelltown-Mt Annan
893	Campbelltown-Blair Athol
893	Narellan-Camden
893	Campbelltown-Narellan
893	University of NSW-Central
894	Campbelltown-Camden, etc
894	Campbelltown-Camden Park
894X	Campbelltown-Camden Park
895	Campbelltown-Camden Sth
895	Central-University of NSW
896	Campbelltown-Camden, etc
896	Campbelltown-Oran Park
897	Narellan-Currans Hill
897	Narellan-Camden
897	Campbellt'n-Smeaton Grange
898	Campbelltown-Harrington Pk
898	Campbelltown-Catherine Fld
898	University of NSW-Central
899	Campbelltown-Catherine Fld

Route 875

MINTO – MINTO (Longhurst Rd)■

Timeline

21 August 1985:

- Ingleburn – Minto via Lagona Dr split into:
873 Ingleburn – Lagona Dr
875 Minto – Minto (Longhurst Rd).
- Operated by Ingleburn Bus Services (branch of the Oliveri family).

1 July 1989: Ingleburn Bus Services & Oliveri Transport Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

By December 1993: Trading name of the Ingleburn operation altered to Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

20 February 1995: Absorbed into new 872 & 874 as part of general reorganisation of 870-875.

Streets

From 21 August 1985

From Minto Mall (Brookfield Rd) via Redern Rd, Minto Rd (**Minto Station**), Durham St, Pembroke Rd, Minto Rd, Ohlfsen Rd, Longhurst Rd (**Minto**), Benham Rd, then

- *either* Guernsey Rd,
- *or* Mortimer St, Guernsey Rd,

then Ohlfsen Rd, Minto Rd, Pembroke Rd, Ben Lomond Rd, Brookfield Rd (**Minto Mall**), Redfern Rd, Minto Rd to Minto Station.

Timetable Summary

21 August 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Minto-Minto (Longhurst Rd)	14 round trip	M-F	Longhurst Rd	5.19am	Longhurst Rd	7.11pm	60*	
		Sat	Minto	8.43am		3.17pm	60	
		Sun						

* More frequent in peak hours.

Route 875

MINTO – LEUMEAH via Minto Industrial Area (INDUSTRIAL)■

Timeline

20 February 1995: Renumbered from part of 870 as part of general reorganisation of 870-875. Operated by Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

By 23 November 1998: Ceased.

Streets

From 20 February 1995

Likely route

From Minto (Somerset St at Station) via Wiltshire St, Lincoln St, Sussex St, Airds Rd (**Minto Industrial Area**), Leumeah Rd [incl former level crossing] to Leumeah Station.

From Leumeah (Leumeah Rd at Station) via Leumeah Rd [incl former level crossing], Airds Rd, Sussex St, Somerset St to Minto Station.

Timetable Summary

20 February 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Minto-Leumeah via Minto Industrial Area	10	M-F	Minto	6.30am	Leumeah	4.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning 2 trips, afternoon 1 trip).

Route 875

INGLEBURN – INGLEBURN (Williamson Rd) Industrial Area (INDUSTRIAL)■

Timeline

23 November 1998: Renumbered from part of 873. Operated by Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

1 January 2005: Became part of Contract Region 2.

18 August 2008: Ceased without replacement. Revived by 868 on 20 December 2018.

Streets

From 23 November 1998

From Ingleburn (Ingleburn Rd at Station) via Ingleburn Rd, Macquarie Rd, Henderson Rd, Williamson Rd, Stennett Rd to Devon Rd (Ingleburn Industrial Area). Reverse on return.

Timetable Summary

23 November 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ingleburn-Ingleburn Industrial Area	13	M-F	Ingleburn	6.05am	Ingleburn Ind'l	7.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning 8 trips from Ingleburn, 2 trips from Ingleburn Industrial Area; afternoon 2 trips from Ingleburn, 6 trips from Ingleburn Industrial Area).

Route 875

MINTO – ST ANDREWS – BOW BOWING

Timeline

18 August 2008: Renumbered from 872, as a result of Ministry of Transport review of Contract Region 2. Operated by Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

Streets

From 18 August 2008

From Minto (Minto Rd at Station) via Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Campbelltown Rd, Raby Rd, Stranraer Dr, Ballantrae Dr (**St Andrews**), St Andrews Rd, Midlothian Rd, Aberdeen Rd, St Andrews Rd, Bouddi St, Central Park Dr (**Bow Bowing**), Campbelltown Rd, Ben Lomond Rd, Pembroke Rd, Brookfield Rd (**Minto Mall**), Redfern Rd to Minto Station.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Minto-St Andrews	28 round trip	M-F	St Andrews	5.17am	Minto	9.00pm	30	
		Sat	Minto	7.31am	St Andrews	6.38pm	60	
		Sun		8.36am		6.32pm	60	

Route 876

MINTO – LEUMEAH (Westmoreland Rd) – MINTO HEIGHTS■

Timeline

20 February 1995: Renumbered from part of 870 as part of reorganisation of 870-875. Operated by Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

1 January 2005: Became part of Contract Region 2.

18 August 2008: Ceased as a result of Ministry of Transport review of Contract Region 2:

- Service to Minto (Pendergast Av) provided by 870, 871 & 872.
- Service to Leumeah (Westmoreland Rd) provided by Busways' 881.
- Service to Minto Heights ceased without replacement.

Streets

From 20 February 1995

From Minto (Minto Rd at Station) via Redfern Rd, Brookfield Rd (**Minto Mall**), Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Hansens Rd to near Groves Rd (Minto Heights). Reverse on return.

Alteration

From 23 November 1998: Extended in Minto Heights from near Groves Rd via Hansens Rd to Duncan St. Reverse on return.

Timetable Summary

20 February 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Minto-Leumeah (Westmoreland Rd)-Minto Heights	Fr Minto 10W 12H 17G	M-F	Hansens Rd	5.06amM	Minto	4.41pmG	A	
			Groves Rd	6.57amM		6.51pmH		
		Sat	Minto	9.55amW	Westm'land Rd	12.57pmM	2 trips	
		Sun		12.20pmW		3.33pmM	2 trips	

Minto Heights (Hansens Rd) terminus was at the corner of Ben Lomond Rd.

A – Peak hours, Minto-Minto Heights (Hansens Rd) (morning from Minto Heights (Hansens Rd), afternoon mainly from Minto) (3 trips each peak hour extended to Minto Heights (Groves Rd)). Day, Minto-Leumeah (Westmoreland Rd) 3 trips.

G – To Minto Heights (Groves Rd).

H – To Minto Heights (Hansens Rd).

M – To Minto.

W – To Leumeah (Westmoreland Rd).

Route 876

MACQUARIE FIELDS – MACQUARIE FIELDS (Eucalyptus Drive)

Also:

- **Macquarie Fields – Long Point (limited peak hour service)**

Timeline

18 August 2008: As a result of Ministry of Transport review of Contract Region 2:

- Peak hour routes renumbered from 871:
 - Macquarie Fields – Macquarie Fields (Eucalyptus Dr)
 - Macquarie Fields – Long Point (limited peak hour service)
- Operated by Interline Bus & Coach Services (later Interline Bus Services) (branch of the Oliveri family).

Streets

From 18 August 2008

Macquarie Fields – Macquarie Fields (Eucalyptus Dr)

Morning (clockwise loop)

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, (left) Eucalyptus Dr (clockwise loop), Evelyn St, Groundsel Av, Saywell Rd, Railway Pde to Macquarie Fields Station.

Afternoon (anti-clockwise loop)

Reverse route.

Macquarie Fields – Long Point

From 18 August 2008

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Astelia St, Groundsel Av, Evelyn St, Eucalyptus Dr (anti-clockwise loop), Evelyn St, Wills Rd to Kingdon Pde (Long Point). Reverse on return.

Timetable Summary

18 August 2008

3Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Macquarie Fields (Eucalyptus Dr)	18 round trip	M-F	Eucalyptus Dr	5.09am	Macquarie Fds	6.23pm	Ph1	
		Sat						
		Sun						
Macquarie Fields-Long Point	23	M-F	Long Point	6.32am	Macquarie Fds	4.54pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning clockwise loop, afternoon anti-clockwise loop).

Ph2 – Peak hours only (morning from Long Point, afternoon from Macquarie Fields).

Route 877

CAMPBELLTOWN – CLAYMORE – ESCHOL PARK – KEARNS – CAMPBELLTOWN **(clockwise loop)**

Timeline

5 September 2016: In a rearrangement of route numbers for 878 (all trips) & 880 (Campbelltown – St Andrews trips & Campbelltown – Kearns Loop trips):

- Renumbered from:
 - 878 trips *from* Eschol Park to Campbelltown via Kearns & 880 trips *from* Campbelltown to St Andrews via Claymore & Kearns (which had been through-routed with each other prior to this date) amalgamated to form a clockwise loop, and
 - Clockwise Campbelltown – Kearns Loop trips (weekend nights) (same route as above).
- 878 provides service around same loop in opposite direction.
- Shares Campbelltown – Claymore – Kearns – St Andrews with 880.
- Operated by Busabout (Calabro family).
- Part of Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 5 September 2016

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Blaxland Rd, Farrow Rd (**Campbelltown Station, west side**), Badgally Rd, Dobell Rd (**Claymore**), Drysdale St, Malachite Rd, Boyd St, (right) Emerald Dr (**Eagle Vale**), Aquamarine Dr, Gould Rd, Feldspar Rd, Emerald Dr, Eagle Vale Dr, Epping Forest Dr (**Eschol Park, Kearns**), Raby Rd (**St Andrews**), Campbelltown Rd, Queen St, Railway St to Campbelltown Interchange.

Timetable Summary

See 880

Route 878

CAMPBELLTOWN – EAGLE VALE via Campbelltown Rd ■ **CAMPBELLTOWN – KEARNS – ESCHOL PARK via Campbelltown Rd** ■

Timeline

25 December 1991: As part of rearrangement of routes to the north and west of Campbelltown & renumbering into Sydney Region route numbers:

- Campbelltown – Woodbine – Eagle Vale renumbered from part of 93 [1925 route number].
- Operated by Busways Campbelltown (Rowe family).

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Altered to Campbelltown – Woodbine – Kearns – Eschol Park via Campbelltown Rd.
- Route in Eagle Vale area replaced by rerouting of 880.
- Through-routed with Campbelltown – Kearns – St Andrews trips on 880 (inter-peak & Saturdays).

1 January 2005: Became part of Contract Region 15.

18 August 2008: As a result of Ministry of Transport review of Contract Region 15:

- Trips *from* Campbelltown rerouted direct along Campbelltown Rd (*not* via Woodbine).
- Part of route in Woodbine replaced by new 879.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

5 September 2016: In a rearrangement of route numbers for 878 (all trips) & 880 (Campbelltown – St Andrews trips & Campbelltown – Kearns Loop trips):

- 878 trips *from* Eschol Park to Campbelltown via Kearns & 880 trips *from* Campbelltown to St Andrews via Claymore & Kearns (through-routed with each other prior to this date) amalgamated to form a clockwise loop & renumbered 877.
- 878 trips *from* Campbelltown to Eschol Park via Kearns & 880 trips *from* St Andrews to Campbelltown (through-routed with each other prior to this date) amalgamated to form an anti-clockwise loop & renumbered [new] 878 (*see next entry*).

Streets

Campbelltown – Eagle Vale

From 25 December 1991

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Campbelltown Rd, Harbord Rd, North Steyne Rd (**Woodbine**), Collaroy Rd, Campbelltown Rd, Raby Rd (**St Andrews**), Eagle Vale Dr, Emerald Dr, Feldspar Rd, Gould Rd, Aquamarine Dr, Emerald Dr, Eagle Vale Dr (**Eagle Vale**), Epping Forest Dr, Eschol Park Dr (**Eschol Park**), Raby Rd, Campbelltown Rd, Queen St, Broughton St to Campbelltown Interchange.

Alteration

By 2 November 1997: Ex Campbelltown from Eagle Vale Dr via Gould Rd.

Campbelltown – Eschol Park

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Campbelltown Rd, Harbord Rd, North Steyne Rd (**Woodbine**), Collaroy Rd, Campbelltown Rd, Raby Rd (**St Andrews**), Epping Forest Dr (**Kearns**) to Chasselas Av (Eschol Park) (continuing to Campbelltown via Claymore via 880).

From Eschol Park (Epping Forest Dr at Chasselas Av) (after arriving from Campbelltown via Claymore via 880) via Epping Forest Dr, Raby Rd, Campbelltown Rd, Queen St, Railway St to Campbelltown Interchange.

Alteration

From 18 August 2008: Ex Campbelltown from Queen St via Campbelltown Rd, Raby Rd (*not* via Woodbine).

Timetable Summary

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Eagle Vale	41 round trip	M-F	Eagle Vale	7.06am	Eagle Vale	6.34pm	60*	
		Sat		7.28am		8.23pm	60	
		Sun						

* More frequent in peak hours.

2 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Eagle Vale	41 round trip	M-F	Eagle Vale	7.05am	Eagle Vale	6.39pm	60*	
		Sat		7.24am		8.23pm	60	
		Sun	Campbelltown	9.10am	Campbelltown	6.22pm	A	

* More frequent in peak hours.

A – 5 trips from Eagle Vale, 6 trips from Campbelltown.

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Eschol Park	19	M-F	Eschol Pk	7.09am	Campbelltown	5.14pm	60	
		Sat		8.51am	Eschol Pk	11.14pm	60	A
		Sun						

A – Day, runs in both directions. Night, runs *from* Eschol Park *to* Campbelltown only.

Route 878

CAMPBELLTOWN – KEARNS – ESCHOL PARK – CLAYMORE – CAMPBELLTOWN **(anti-lockwise loop)**

Timeline

5 September 2016: In a rearrangement of route numbers for 878 (all trips) & 880 (Campbelltown – St Andrews trips & Campbelltown – Kearns Loop trips):

- Renumbered from:
 - 878 trips *from* Campbelltown to Eschol Park via Kearns & 880 trips *from* St Andrews to Campbelltown (which had been through-routed with each other prior to this date) amalgamated to form an anti-clockwise loop, and
 - Anti-clockwise Campbelltown – Kearns Loop trips (early morning) (same route as above).
- 877 provides service around same loop in opposite direction.
- Shares St Andrews – Kearns – Claymore – Campbelltown with 880.
- Operated by Busabout (Calabro family).
- Part of Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 5 September 2016

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Campbelltown Rd, Raby Rd (**St Andrews**), Epping Forest Dr (**Kearns, Eschol Park**), Eagle Vale Dr, Emerald Dr, Feldspar Rd, Gould Rd, Aquamarine Dr, Emerald Dr (**Eagle Vale**), Boyd St, Malachite Rd, Drysdale St, Dobell Rd (**Claymore**), Badgally Rd, Farrow Rd (**Campbelltown Station, west side**), Blaxland Rd, Gilchrist Dr, Kellicar Rd (**Macarthur Square**), Tindall St, Menangle Rd, Geary St, Kellicar Rd, Hurley St to Campbelltown Interchange.

Timetable Summary

See 880

Route 879

MINTO – EAGLE VALE■

Timeline

25 December 1991: As part of rearrangement of routes to the north and west of Campbelltown & renumbering into Sydney Region route numbers:

- Renumbered from part of 93 [1925 route number].
- Weekday peak hour service operated by Busways Campbelltown (Rowe family).

6 December 2002: Ceased. Partly replaced by rerouting of 880, as part of general reorganisation of Busways' Campbelltown & Camden area routes.

Streets

From 25 December 1991

From Minto (Somerset St opposite Station) via Somerset St, Sussex St, Airds Rd, Redfern [now Ben Lomond] Rd, Campbelltown Rd, Raby Rd (**St Andrews**), Eagle Vale Dr, Emerald Dr, Feldspar Rd, Gould Rd, Aquamarine Dr, Emerald Dr, Eagle Vale Dr (**Eagle Vale**), Epping Forest Dr, Eschol Park Dr (**Eschol Park**), Raby Rd, Campbelltown Rd, Redfern [now Ben Lomond] Rd, Somerset Rd to Minto Station.

Alterations

- **By 12 March 1994:** Ex Minto (Somerset St at Station) via Wiltshire St, Lincoln St, Sussex St, Airs Rd, Ben Lomond Rd. Approached Minto Station from Ben Lomond Rd via Airs Rd, Sussex St, Somerset St.
- **By 2 November 1997:** Ex Minto from Eagle Vale Dr via Gould Rd.

Timetable Summary

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Minto-Eagle Vale	28 round trip	M-F	Eagle Vale	5.32am	Eagle Vale	7.22pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 879

CAMPBELLTOWN – BLAIR ATHOL – WOODBINE – LEUMEAH

Timeline

18 August 2008: New route, replacing 893 and parts of 878 & 880 along North Steyne Rd, Woodbine, as a result of Ministry of Transport review of Contract Region 15. Operated by Busways Campbelltown (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Blaxland Rd, The Kraal Dr (south leg) (**Blair Athol**), Johnson Rd, North Steyne Rd (**Woodbine**), (left second) Queenscliff Dr (complete loop), North Steyne Rd, Harbord Rd, Plough Inn Rd to Leumeah Station.

From Leumeah (Plough Inn Rd at Station) via Plough Inn Rd, Harbord Rd, North Steyne Rd, (left second) Queenscliff Dr (complete loop), North Steyne Rd (**Woodbine**), Johnson Rd, then reverse route to Campbelltown Interchange.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Woodbine-Leumeah	25	M-F	Campbelltown	6.09am	Leumeah	9.07pm	60*	
		Sat		7.30am		9.29pm	60	
		Sun		8.03am		7.31pm	60	

* More frequent in peak hours.

Route 880

CITY (Central Railway) – ENFIELD – STRATHFIELD via Homebush Rd■

- **Extended from Central Railway to Bondi Beach (weekends, 1939-40)**

Timeline

By 30 June 1939 (likely date): Full time service City (Central Railway) – Strathfield via Homebush Rd renumbered from equivalent part of 88 [1925 route number]. Operated by Department of Road Transport & Tramways.

29 October 1939: Weekend service extended from City (Central Railway) to Bondi Beach.

24 March 1940: Extension from City (Central Railway) to Bondi Beach ceased.

27 September 1942:

- Curtailed to run as a feeder service, Annandale (Johnston St) – Strathfield on Sundays, due to wartime conditions. Connected at Annandale (Johnston St) with Fort Macquarie trams.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 19 October 1942 & full time from 14 June 1943.

14 June 1943: Renumbered 480 [Sydney Region route number].

Route 880

CAMPBELLTOWN – CLAYMORE – EAGLE VALE – KEARNS – MINTO

Timeline

25 December 1991: As part of rearrangement of routes to the north and west of Campbelltown & renumbering into Sydney Region route numbers:

- Campbelltown – Minto (Station) renumbered from an amalgamation & rearrangement of parts of 93 [1925 route number].
- Ran Campbelltown – Kearns Loop at night.
- Operated by Busways Campbelltown (Rowe family).

26 April 1992: Extended from Minto Station to Minto Mall.

7 December 2002:

- Altered in Eagle Vale area to replace 878 & 879 as part of general reorganisation of Busways' Campbelltown & Camden area routes.
- Weekend evening trips on Campbelltown – Kearns Loop followed 878 from Eschol Park to Campbelltown.

1 January 2005: Became part of Contract Region 15.

18 August 2008: Altered to run via Macarthur Square and Campbelltown (west side) as a result of Ministry of Transport review of Contract Region 15. Service in Woodbine and along North Steyne Rd replaced by 879.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

5 September 2016: In a rearrangement of route numbers for 878 (all trips) & 880 (Campbelltown – St Andrews trips & Campbelltown – Kearns Loop trips):

- 878 trips *from* Eschol Park to Campbelltown via Kearns & 880 trips *from* Campbelltown to St Andrews via Claymore & Kearns (through-routed with each other prior to this date) amalgamated to form a clockwise loop & renumbered 877.
- 878 trips *from* Campbelltown to Eschol Park via Kearns & 880 trips *from* St Andrews to Campbelltown (through-routed with each other prior to this date) amalgamated to form an anti-clockwise loop & renumbered [new] 878.
- Clockwise Campbelltown – Kearns Loop trips (weekend nights) (same route as first dot point above) renumbered 877.
- Anti-clockwise Campbelltown – Kearns Loop trips (early morning trips) (same route as second dot point above) renumbered [new] 878.
- 880 continued to be used for remaining trips Campbelltown – Claymore – Kearns – Minto Mall & short-workings thereof.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Claymore – Minto Station

From 25 December 1991

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Campbelltown Rd, Harbord Rd, North Steyne Rd (**Woodbine**), Badgally Rd, Dobell Rd (**Claymore**), Drysdale St, Boyd St, (left) Emerald Dr (**Eagle Vale**), Eagle Vale Dr, Epping Forest Dr (**Eschol Park, Kearns**), Raby Rd (**St Andrews**), Campbelltown Rd, Redfern [now Ben Lomond] Rd, Somerset St to Minto Station.

From Minto Station (Somerset St) via Sussex St, Airds Rd, Redfern [now Ben Lomond] Rd, then reverse route to Queen St, then Broughton St, Hurley St to Campbelltown Interchange.

Campbelltown – Claymore trips: Ex Campbelltown from Badgally Rd via Eagle Vale Dr, Dobell Rd, then return to Campbelltown Interchange.

Trips terminating at Campbelltown Station (west side) (morning peak hour): Ex Minto or Claymore from Badgally Rd via Harrow Rd to Campbelltown Station.

Campbelltown – Kearns Loop

From 25 December 1991

Mornings

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Campbelltown Rd, (on request via Harbord Rd, Woodbine area), Raby Rd, Epping Forest Dr (**Kearns**), then normal 880 to Campbelltown Interchange.

Afternoons

From Campbelltown (Interchange) via normal 880 to Raby Rd, then Campbelltown Rd, Queen St, Broughton St, Hurley St to Campbelltown Interchange.

Campbelltown – Claymore – Minto Mall

Alterations

- **From 26 April 1992:** Extended from Minto Station via Sussex St, Airds Rd, Redfern [now Ben Lomond] Rd, Redfern Rd (incl former level crossing), Pembroke Rd, Ben Lomond Rd, Brookfield Rd to Minto Mall. Return via Redfern Rd, Somerset St to Minto Station.
- **By 12 March 1994:** Approached Minto from Ben Lomond Rd via Airds Rd, Sussex St, Somerset St (**Minto Station**), Wiltshire St, Ben Lomond Rd, Brookfield Rd to Minto Mall. Return from Minto Mall via Redfern Rd, Pembroke Rd, Ben Lomond Rd, Airds Rd, Sussex St, Somerset St (**Minto Station**), Wiltshire St, Lincoln St, Sussex St, Airds Rd, Ben Lomond Rd.
- **From 26 August 2000:** Ex Campbelltown from Boyd St via (right) Emerald Dr, (left) Eagle Vale Dr, Epping Forest Dr. Reverse on return.

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Campbelltown Rd, Harbord Rd, North Steyne Rd (**Woodbine**), Badgally Rd, Dobell Rd (**Claymore**), Drysdale St, Malachite Rd, Boyd St, (right) Emerald Dr (**Eagle Vale**), Aquamarine Dr, Gould Rd, Feldspar Rd, Emerald Dr, Eagle Vale Dr, Epping Forest Dr (**Eschol Park, Kearns**), then same route to Minto Mall.

From Minto Mall via Redfern Rd, Pembroke Rd, Ben Lomond Rd, Airds Rd, Sussex St, Somerset St (Minto Station), Wiltshire St, Lincoln St, Sussex St, Airds Rd, Ben Lomond Rd, then reverse route to Campbelltown Interchange.

Alterations

- **From 18 August 2008:** From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Blaxland Rd, Badgally Rd, Harrow Rd to Campbelltown Station (west side), then Harrow Rd, Badgally Rd. Reverse on return.
- **By 2013:** Ex Campbelltown from Blaxland Rd, Farrow Rd (Campbelltown Station, west side), Badgally Rd. Reverse on return.

Timetable Summary

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Claymore-Minto (Station)	Fr C'town 35M 29CKr	M-F	Campbelltown	5.22amM	Minto	9.16pmC	A	
					Campbelltown	10.46pmK		
		Sat		6.22amK 8.02amM	Minto	6.41pmC	B	
					Campbelltown	11.46pmK		
		Sun		7.21amK 8.54amM	Minto	6.16pmC	D	
					Campbelltown	9.46pmK		

* More frequent in peak hours.

A – Day, Campbelltown-Claymore 30*, Campbelltown-Minto 60*. Early morning & late night, Campbelltown-Kearns Loop. Plus short-working/s before first shown. Extra trip Friday night.

B – Morning, Campbelltown-Claymore 30, Campbelltown-Minto 60. Afternoon, Campbelltown-Minto 60. Early morning & late night, Campbelltown-Kearns Loop.

C – To Campbelltown.

CKr – Round trip Campbelltown-Kearns-Campbelltown.

D – Early morning & late night, Campbelltown-Kearns Loop. Day, Campbelltown-Minto 60.

K – To Kearns.

M – To Minto Station.

2 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Claymore-Minto Mall	Fr C'town 35S 38M 29CKr	M-F	Campbelltown	5.12amS	Minto Mall	5.37pmC	A	
				7.39amM	Kearns	11.15pmC		
		Sat		6.20amK	Minto Mall	5.15pmC	B	
				8.01amM	Kearns	12.11amC		
		Sun		7.21amK	Minto Station	6.26pmC	D	
				8.54amS	Kearns	10.16pmC		

* More frequent in peak hours.

A – Early morning & late night, Campbelltown-Kearns Loop. Day, Campbelltown-Minto Mall 30*. Extra trip Friday night.

B – Early morning & late night, Campbelltown-Kearns Loop. Day, Campbelltown-Minto Mall 30.

C – To Campbelltown.

CKr – Round trip Campbelltown-Kearns-Campbelltown.

D – Early morning & late night, Campbelltown-Kearns Loop. Day, Campbelltown-Minto Station 60.

K – To Kearns.

M – To Minto Mall.

S – To Minto Station.

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
880: Campbelltown-Claymore-Minto Mall	Fr C'town 37S 45M 38CKr	M-F	St Andrews Campbelltown	4.34amC	Minto Mall	5.52pmC	A	
				7.39amM	Campbelltown	10.54pmS		
		Sat	St Andrews Campbelltown	5.51amC	Minto Mall	5.46pmC	B	
				7.54amM	Campbelltown	12.06amS		
		Sun	St Andrews Campbelltown	6.55amC	Minto Mall	4.41pmC	60	
				8.02amM	Campbelltown	9.54amS		

* More frequent in peak hours.

A – Day, Campbelltown-St Andrews 30*, Campbelltown-Minto Mall 60. Night, Campbelltown-St Andrews. Extra trip Friday night.

B – Early morning & late night, Campbelltown-Kearns Loop. Day, Campbelltown-St Andrews 30, Campbelltown-Minto Mall 60.

C – To Campbelltown.

CKr – Round trip Campbelltown-Kearns-Campbelltown.

M – To Minto Mall.

S – To St Andrews (Raby Rd) via Kearns.

5 September 2016

Campbelltown – Kearns – Minto routes

877, 878, 880

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
877: Campbelltown-Claymore-Kearns-Campbelltown	51 round trip	M-F	Campbelltown	9.18am	Campbelltown	1.52pm	60	
		Sat		8.20am		10.52pm	60	A
		Sun		5.54pm		8.52pm	Ns	B
878: Campbelltown-Kearns-Claymore-Campbelltown	55 round trip	M-F	Campbelltown	9.51am	Campbelltown	1.51pm	60	D
		Sat		5.46am		4.08pm	60	
		Sun						
880: Campbelltown-Claymore-Minto Mall	Fr C'town 37S 45M	M-F	St Andrews	4.45amC	Minto Mall	4.28pmC	E	
			Minto Mall	8.08amC	Campbelltown	10.53pmS		
		Sat	St Andrews	5.52amC	Minto Mall	4.41pmC	F	
			Minto Mall	7.41amC	Minto Stn	6.40pmC		
		Sun	Minto Stn	7.43amC		5.43pmC	G	
					Campbelltown	9.52pmS		

Average day frequencies along common route:

M-F From Campbelltown to St Andrews (877, 880) 30.

From St Andrews to Campbelltown (878, 880) 30.

Sat From Campbelltown to St Andrews (877, 880) 30.

From St Andrews to Campbelltown (878, 880) 30.

* More frequent in peak hours.

A – Early morning service provided by 877 & 878. Night service provided by 877.

B – Night service provided by 877.

C – To Campbelltown.

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

E – Early morning, various short-workings. Day, Campbelltown-Minto Mall 60. Night from Campbelltown to St Andrews & from Minto Station to Campbelltown,

F – Day, Campbelltown-Minto Mall 60. Late afternoon, Campbelltown-Minto Station. Plus short-working/s before first trip shown.

M – To Minto Mall.

Ns – Night service.

S – To St Andrews.

Route 881

CAMPBELLTOWN – CAMPBELLTOWN (Lindesay St) Loop■

Timeline

25 December 1991: As part of rearrangement of routes to the north and west of Campbelltown & renumbering into Sydney Region route numbers:

- Renumbered from part of 93 [1925 route number].
- Monday-Saturday nights, early morning Saturdays & all Sunday trips provided by combined 881/882.
- From 2 November 1997 part of route shared with 882A
- Operated by Busways Campbelltown (Rowe family).

7 December 2002: Incorporated into new 881 & 882 (*see later entries*), as part of general reorganisation of Busways' Campbelltown & Camden area routes.

Streets

From 25 December 1991

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Broughton St, Macquarie St, Burns Rd, Lindesay St, Broughton St, Hurley St to Campbelltown Interchange.

Timetable Summary

25 December 1991

Campbelltown – Leumeah routes

881, 882, 881/882

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
881: Campbelltown-Campbelltown (Lindesay St)	16 round trip	M-F	Campbelltown	6.24am	Campbelltown	6.00pm	60*	A
		Sat		8.12am		3.12pm	60	A
		Sun						A
882: Campbelltown-Leumeah North	40 round trip	M-F	Campbelltown	5.28am	Leumeah Nth	6.31pm	60*	A
		Sat		8.22am		3.31pm	60	A
		Sun						A
881/882: C'town-Leumeah North via Lindesay St	33 round trip	M-F	Campbelltown	7.10am	Campbelltown	9.42pm	B	
		Sat		6.17am		7.12pm	C	
		Sun		8.59am		6.37pm	120	

* More frequent in peak hours.

A – Monday-Saturday night, early Saturday morning & Sunday service provided by combined 881/882.

B – Occasional day trips & night service.

C – Early morning & late afternoon service.

2 November 1997

Campbelltown – Leumeah routes

881, 882, 881/882, 882A

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
881: Campbelltown-Campbelltown (Lindesay St)	16 round trip	M-F	Campbelltown	6.24am	Campbelltown	6.01pm	60*	A
		Sat		8.53am		4.53pm	60	A
		Sun						A
882: Campbelltown-Leumeah North	40 round trip	M-F	Campbelltown	5.28am	Leumeah Nth	6.33pm	60*	A
		Sat		8.26am		4.35pm	60	A
		Sun						A
881/882: C'town-Leumeah North via Lindesay St	33 round trip	M-F	Campbelltown	6.46pm	Campbelltown	10.37pm	Ns	
		Sat		6.07am		11.37pm	MNs	
		Sun		8.59am		9.54pm	60	
882A: Campbelltown-Leumeah (Carrington Circ)	18 round trip	M-F	Campbelltown	7.11am	Campbelltown	3.11pm	60	
		Sat		9.12am		4.12pm	60	
		Sun						

Average day frequencies along common route:

M-F Campbelltown-Leumeah (Carrington Circ) (882, 882A) 2 trips per hour

Sat Campbelltown-Leumeah (Carrington Circ) (882, 882A) 2 trips per hour

Sun Campbelltown-Leumeah (Carrington Circ) (881/882) 60

* More frequent in peak hours.

A – Night, early Saturday morning & all-day Sunday service provided by combined 881/882.

MNs – Early morning & night service.

Ns – Night service.

Route 881

CAMPBELLTOWN – LEUMEAH NORTH (Wyangala Cr) via Rudd Rd

Timeline

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Daily daytime service replaced part of old 882.
- Service to Leumeah North at night provided by diversion of 883.
- Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

18 August 2008: Most of route replaced by Interline 872 as a result of Ministry of Transport review of Region 2. Service in Wyangala Cr provided by new 881 (*see next entry*).

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Rudd Rd, O'Sullivan Rd (**Leumeah Station**), Old Leumeah Rd, Pembroke Rd, Rose Payten Dr, Leumeah Rd, Parkhill Av, Leicester St, Katherine St, Townson Av (**North Leumeah**), Wyangala Cr (full loop), Leumeah Rd, then reverse route to Campbelltown Interchange.

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Leumeah North	27 round trip	M-F	Leumeah Nth	5.57am	Campbelltown	7.15pm	60*	A
		Sat	Campbelltown	6.45am	Leumeah Nth	4.54pm	60	A
		Sun		8.27am		4.51pm	60	A

* More frequent in peak hours.

A – Night service to Leumeah North provided by diversions of 883.

Route 881

CAMPBELLTOWN – LEUMEAH NORTH (Westmoreland Rd) via Macquarie Av

Timeline

18 August 2008: New route, replacing 882B and Wyangala Cr leg of 881, plus revised loop in Leumeah North via Westmoreland Rd & Hansens Rd, as a result of Ministry of Transport review of **Contract Region 15**. Operated by Busways Campbelltown (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Broughton St, Macquarie Av, Burns Rd, Lindesay St, O'Sullivan Rd (**Leumeah Station**), Old Leumeah Rd, Pembroke Rd, Rose Payten Dr, Leumeah Rd, (right) Wyangala Cr, Leumeah Rd, Hansens Rd, Westmoreland Rd, Townson Av (**North Leumeah**), (left) Wyangala Cr, then reverse route to Broughton St, then Moore-Oxley Bypass, Cordeaux St, Queen St, Railway St to Campbelltown Interchange.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Leumeah North	16LNr 45CNr	M-F	Leumeah	5.54amN	Campbelltown	2.33pmN	90*	A
		Sat	Campbelltown	8.54amN	Leumeah Nth	6.30pmL		
		Sat		9.00amN		4.21pmC	3 trips	

* More frequent in peak hours.

A – Peak hours, Leumeah-Leumeah North. Inter-peak, Campbelltown-Leumeah North.

C – To Campbelltown.

CNr – Round trip Campbelltown-Leumeah North-Campbelltown.

L – To Leumeah.

LNr – Round trip Leumeah-Leumeah North-Leumeah.

N – To Leumeah North.

Combined Routes 881/882

CAMPBELLTOWN – LEUMEAH NORTH (Wyangala Cr) via Waminda Av & Macquarie St

Timeline

25 December 1991: Monday-Saturday nights, early morning Saturdays & all Sunday trips renumbered from parts of 93 [1925 route number]. Operated by Busways Campbelltown (Rowe family).

7 December 2002: Replaced by parts of new 881, 882, 883 & 883K, as part of general reorganisation of Busways' Campbelltown & Camden area routes.

Streets

From 25 December 1991

Mornings

From Campbelltown (Interchange) via Hurley St, Broughton St, Lindesay St, O'Sullivan Rd, Pembroke Rd, Smiths Creek Bypass [now Rose Payten Dr], Leumeah Rd, Parkhill Av, Leicester St, Katherine St, Townson Av (**North Leumeah**), Wyangala Cr (full loop), Leumeah Rd, Smiths Creek Bypass [now Rose Payten Dr], Pembroke Rd, Old Leumeah Rd, O'Sullivan Rd (**Leumeah Station**), Carrington Circ, Macquarie Av, Waminda Av, Broughton St, Queen St, Railway St to Campbelltown Interchange.

Afternoons & nights

From Campbelltown (Interchange) via Hurley St, Broughton St, Waminda Av, Macquarie Av, Carrington Circ, O'Sullivan Rd (**Leumeah Station**), Old Leumeah Rd, Pembroke Rd, Smiths Creek Bypass [now Rose Payten Dr], Leumeah Rd, Parkhill Av, Leicester St, Katherine St, Townson Av (**North Leumeah**), Wyangala Cr (full loop), Leumeah Rd, Smiths Creek Bypass [now Rose Payten Dr], Pembroke Rd, O'Sullivan Rd, Lindesay St, Broughton St, Queen St, Railway St to Campbelltown Interchange.

Timetable Summary

See 881

Route 882

CAMPBELLTOWN – LEUMEAH NORTH (Wyangala Cr) via Waminda Av

Timeline

25 December 1991: As part of rearrangement of routes to the north and west of Campbelltown & renumbering into Sydney Region route numbers:

- Renumbered from part of 93 [1925 route number].
- Monday-Saturday nights, early morning Saturdays & all Sunday trips provided by combined 881/882.
- From 2 November 1997 part of route shared with 882A
- Operated by Busways Campbelltown (Rowe family).

7 December 2002: Altered as part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Day service to Leumeah North replaced by new 881, running via Rudd Rd.
- Evening service to Leumeah North replaced by diversion of 883.
- Service in Sturt St replaced by rerouted 883 & 883K.
- Service in Waminda Av & Carrington Circ replaced by new 882 (*see next entry*).

Streets

From 25 December 1991

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Broughton St, Waminda Av, Macquarie Av, Carrington Circ, O'Sullivan Rd (**Leumeah Station**), Old Leumeah Rd, Pembroke Rd, Smiths Creek Bypass [now Rose Payten Dr], Leumeah Rd, Parkhill Av, Leicester St, Katherine St, Townson Av (**North Leumeah**), Wyangala Cr (full loop), Leumeah Rd, then reverse route to Broughton St, then Lindesay St, Cordeaux St, Queen St, Railway St to Campbelltown Interchange.

Alteration

By July 1996: Approached Campbelltown from Cordeaux St via Moore-Oxley Bypass, Dumaresq St, Hurley St to Campbelltown Interchange.

Timetable Summary

See 881

Route 882

CAMPBELLTOWN – LEUMEAH SOUTH

Timeline

7 December 2002: New route, replacing old 881 & 882A & part of old 882, as part of general reorganisation of Busways' Campbelltown & Camden area routes. Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Cordeaux St, Lindesay St, Waminda Av, Macquarie Av, Carrington Circ (**Leumeah South**), Lindesay St, then reverse route to Campbelltown Interchange.

Early mornings & nights Monday-Saturday: Approached Campbelltown from Lindesay St via Broughton St, Hurley St to Campbelltown Interchange. Reverse on return from Campbelltown Interchange early mornings Monday-Saturday.

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Leumeah South	24 round trip	M-F	Leumeah Sth	5.37am	Leumeah Sth	11.05pm	30*	A
		Sat	Campbelltown	6.00am		11.42pm	30	
		Sun	Leumeah Sth	8.32am	Campbelltown	10.22pm	60	

* More frequent in peak hours.

A – Extra trip Friday night.

Route 882A

CAMPBELLTOWN – LEUMEAH (Carrington Circ)■

Timeline

2 November 1997: Commenced by Busways Campbelltown (Rowe family) to satisfy minimum service levels in Leumeah. Parts of route shared with 881 & 882.

6 December 2002: Replaced by new 882 as part of general reorganisation of Busways' Campbelltown & Camden area routes.

Streets

From 2 November 1997

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Broughton St, Lindesay St, Carrington Circ (**Leumeah**), Macquarie Av, Waminda Av, Broughton St, Lindesay St, Cordeaux St, Moore-Oxley Bypass, Dumaresq St, Hurley St to Campbelltown Interchange.

Timetable Summary

See 881

Route 882B

CAMPBELLTOWN – LEUMEAH (Macquarie Av & O’Sullivan Rd)■

Timeline

7 December 2002: New route with limited service to serve part of Macquarie Av & O’Sullivan Rd not otherwise served, as part of general reorganisation of Busways’ Campbelltown & Camden area routes. Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

18 August 2008: Replaced by 881, as a result of Ministry of Transport review of Contract Region 15.

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Broughton St, Macquarie Av (**Leumeah**), Angle Rd, O’Sullivan Rd, Rudd Rd, Queen St, Railway St to Campbelltown Interchange.

Alteration

From 13 September 2003: From Macquarie Av via Burns Rd, Lindesay St, O’Sullivan Rd.

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Leumeah (Macquarie Av)	18 round trip	M-F	Campbelltown	9.22am	Leumeah	1.26pm	3 trips	
		Sat						
		Sun						

Route 883

CITY (Central Railway) – ENFIELD – STRATHFIELD via Ada Av■

- **Extended from Central Railway to Bondi Beach (weekends, 1939-40)**

Timeline

By 30 June 1939 (likely date): Full time City (Central Railway) – Strathfield via Ada Av service renumbered from equivalent part of 88 [1925 route number]. Operated by Department of Road Transport & Tramways.

29 October 1939: Weekend service extended from City (Central Railway) to Bondi Beach.

24 March 1940: Extension from City (Central Railway) to Bondi Beach ceased.

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

19 October 1942: Curtailed to run as a feeder service, Annandale (Johnston St) – Strathfield in off-peak, nights & Saturday afternoons. Connected at Annandale (Johnston St) with Fort Macquarie trams.

14 June 1943:

- Curtailed to run Strathfield – South Strathfield (Augusta St/Wallis St).
- Renumbered 483 [Sydney Region route number]

Route 883

CAMPBELLTOWN – RUSE – KENTLYN

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Campbelltown – Airds – Ruse – Kentlyn via Hoddle Av renumbered from part of 93 [1925 route number].
- Ran via Campbelltown – Ruse weekend loop on Saturday afternoon & all day Sunday.
- Operated by Campbelltown Transit Co (Rowe family).

1989: Operator’s name changed to Busways Campbelltown.

7 December 2002: As part of general reorganisation of Busways’ Campbelltown & Camden area routes:

- Altered to Campbelltown – Ruse via Sturt St (replacing 882) instead of Hoddle Av. Service in Hoddle Av replaced by rerouted 884.
- Campbelltown – Kentlyn trips renumbered 883K.
- Night trips diverted via Leumeah North to cover 881.

1 January 2005: Became part of Contract Region 15.

18 August 2008: Leumeah North diversion ceased when service to Leumeah North provided by 872, as a result of Ministry of Transport review of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Ruse via Hoddle Av

From 29 May 1985

From Campbelltown (Interchange) via Hurley St, Railway St, Queen St, Dumaresq St, Moore-Oxley Bypass, Bradbury Av, Hoddle Av, St Johns Rd, Briar Rd, (right) Riverside Dr (**Airds**), Peppin Cr (west leg), bus access, Georges River Rd, Junction Rd, Acacia Av, Brindabella St, Old Kent Rd, Sirius St, Cook Rd (**Ruse**), Junction Rd, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Kentlyn

From 29 May 1985

From Campbelltown (Interchange) via *either* 884 *or* 883 to Georges River Rd, then Junction Rd, Cook Rd (**Ruse**), Sirius St, Old Kent Rd, Brindabella St, Acacia Av, Darling Av, Georges River Rd to end (Kentlyn). Reverse in return.

Campbelltown – Ruse weekend loop (Saturday afternoons & Sundays)

From 29 May 1985

Mornings

From Campbelltown (Interchange) via 884 to Georges River Rd, then Junction Rd, Acacia Av, then normal 883 to Campbelltown Interchange.

Afternoons

From Campbelltown (Interchange) via normal 883 to Cook Rd, then Junction Rd, Georges River Rd, Broughton St, then 884 to Campbelltown Interchange.

Alterations

From 26 April 1992:

- Morning ex Campbelltown from Broughton St via Junction Rd.
- Afternoon ex Ruse from Georges River Rd via Broughton St, Hurley St to Campbelltown Interchange.

Campbelltown – Ruse via Sturt St

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Cordeaux St, Lindesay St, Sturt St, Colonial St, Waminda Av, Georges River Rd, Junction Rd, Acacia Av, Brindabella St, Old Kent Rd, Sirius St, Cook Rd (**Ruse**), Junction Rd, then reverse route to Campbelltown Interchange.

Leumeah North diversion (nights): From Cook Rd via Junction Rd, Leumeah Rd, then 881 through **Leumeah North**, then Pembroke Rd, Rudd Rd, Queen St, (?) to Campbelltown Interchange.

Early mornings Monday-Saturday: Approached Campbelltown from Cordeaux St via Queen St, Railway St to Campbelltown Interchange. Reverse on return.

Alterations

- *From 7 December 2002:* Campbelltown – Ruse weekend loop ceased.
- *From 18 August 2008:* Leumeah North diversion ceased.

Timetable Summary

29 May 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Ruse-Kentlyn	Fr C'town 19K 42CRr	M-F	Ruse	5.04amC	Campbelltown	6.20pmK	A	
			Kentlyn	6.52amC		10.50pmR		
		Sat	Ruse	6.41amC		2.20pmK	B	
			Kentlyn	8.56amC		9.50pmR		
		Sun	Campbelltown	7.29amR		7.50pmR	60	D

* More frequent in peak hours.

A – Campbelltown-Ruse 30*, Campbelltown-Kentlyn (10 trips from Kentlyn, 8 trips from Campbelltown).

B – Morning, Campbelltown-Ruse 60, Campbelltown-Kentlyn 2 trips. Afternoon, Campbelltown-Ruse weekend loop 60.

C – To Campbelltown.

CRr – Round trip Campbelltown-Ruse-Campbelltown.

D – Campbelltown-Ruse weekend loop.

K – To Kentlyn.

R – To Ruse.

7 December 2002

Campbelltown – Ruse routes

883, 883K

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
883: Campbelltown-Ruse	32 round trip	M-F	Ruse	4.42am	Ruse	11.02pm	30*	A
		Sat	Campbelltown	6.15am		12.02am	30	A
		Sun	Ruse	8.07am		10.02pm	60	A
883K: Campbelltown-Ruse-Kentlyn	17	M-F	Georges Riv Rd	6.08amC	Campbelltown	6.37pmG	B	
		Sat		9.03amC		4.34pmG	2 trips	
		Sun	Campbelltown	9.00amS	Smith St	4.23pmC	3 trips	

* More frequent in peak hours.

A – Night trips returned from Ruse to Campbelltown via Leumeah North diversion. Extra trip Friday night.

B – 8 trips from Kentlyn, 7 trips from Campbelltown. Plus short-working/s after last trip shown.

C – To Campbelltown.

G – To Kentlyn (end of Georges River Rd).

S – To Kentlyn (Smith St).

Route 883K

CAMPBELLTOWN – RUSE – KENTLYN

Timeline

7 December 2002: Renumbered from Campbelltown – Kentlyn trips on 883, as a result of general reorganisation of Busways' Campbelltown & Camden area routes. Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 7 December 2002

From Campbelltown (Interchange) via 883 to Georges River Rd/Junction Rd, then Georges River Rd to end (Kentlyn). Reverse on return.

Selected trips: Via Ruse before or after travelling to Kentlyn.

Timetable Summary

See 883

Route 884

STRATHFIELD – SOUTH STRATHFIELD (Augusta St) via Shortland Av■

Timeline

21 April 1940 or 21 April 1941: Part time service, Strathfield – South Strathfield (Augusta St), commenced by Department of Road Transport & Tramways.

14 June 1943: Renumbered 484 in the standard three-digit (now Sydney Region) route number system.

Route 884

CAMPBELLTOWN – AIRDS – ST HELENS PARK NORTH via Georges River Rd■

(The 1985 Airds terminal loop at Pademelon Av is now in St Helens Park.)

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Campbelltown – Airds (Pademelon Av) via Georges River Rd renumbered from part of 93 [1925 route number].
- Night, Saturday late morning & afternoon & Sunday trips provided by combined 884/885.
- Operated by Campbelltown Transit Co (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

25 December 1991: Extended to run Campbelltown – Airds (Pademelon Av) – St Helens Park North.

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes, altered to Campbelltown – Airds only & rerouted via Hoddle Av (*see next entry*), replacing part of 883. Part of old 884 through St Helens Park North transferred to 885.

Streets

Campbelltown – Airds (Pademelon Av)

From 29 May 1985

From Campbelltown (Interchange) via Broughton St, Queen St, Cordeaux St, Lindesay St, Sturt St, Colonial St, Waminda Av, Georges River Rd, Riverside Dr (west leg), Greengate Dr, Karrabul Rd, Woodland Rd, Pademelon Av (**Airds**), Karrabul Rd, then reverse route to Cordeaux Av, then Queen St, Broughton St, Hurley St to Campbelltown Interchange.

Campbelltown – Airds – St Helens Park North

Alterations

- **From 25 December 1991:** Extended from Pademelon Av via Karrabul Rd, Woodland Rd, St Helens Park Dr, (first) Ironside Av, St Helens Park Dr (**St Helens Park North**), Woodland Rd, Pademelon Av to Karrabul Rd.
- **By August 1996:** From Campbelltown Interchange via Hurley St, Railway St, Queen St. Unaltered on return.
- **By August 1996:** From Karrabul Rd via Woodland Rd (*not* via Pademelon Av). Reverse on return.

Timetable Summary

29 May 1985

Campbelltown – Airs – Bradbury routes

884, 885, 884/885

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
884: Campbelltown-Airds (Pademelon Av)	14	M-F	Campbelltown	5.49am	Pademelon Av	6.05pm	A	
		Sat		7.31am		10.43am	60	B
		Sun						B
885: Campbelltown-Bradbury	27 round trip	M-F	Bradbury	5.13am	Bradbury	6.00pm	60*	B
		Sat		7.42am		10.43am	60	B
		Sun						B
884/885: Campbelltown-Bradbury-Airds	29 round trip	M-F	Campbelltown	6.09pm	Campbelltown	9.30pm	Ns	
		Sat		11.20am		9.22pm	60	
		Sun		8.05am		6.20pm	60	

* More frequent in peak hours.

A – Campbelltown-Airds (Merino Cr) 30*, Campbelltown-Airds (Pademelon Av) 60*. Night service provided by combined 884/885.

B – Night, Saturday late morning & afternoon & Sunday service provided by combined 884/885.

Ns – Night service.

25 December 1991

Campbelltown – Airs – Bradbury routes

884, 885, 884/885

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
884: Campbelltown-Airds-St Helens Park North	Fr C'town 13A 16S	M-F	St Helens Pk N	5.31am	St Helens Pk N	6.31pm	B	
		Sat		6.21am		6.41pm	60	C
		Sun	Campbelltown	8.17am		7.31pm	4 trips	C
885: Campbelltown-Bradbury	27 round trip	M-F	Bradbury	5.09am	Bradbury	6.04pm	60*	C
		Sat	Campbellton	6.51am		6.56pm	60	C
		Sun						C
884/885: Campbelltown-Bradbury-Airds	26 round trip	M-F	Campbelltown	6.25pm	Campbelltown	10.16pm	Ns	
		Sat		7.16pm		10.16pm	Ns	
		Sun		7.54am		9.16pm	60	

* More frequent in peak hours.

A – To Airds (Merino Cr).

B – Campbelltown-Airds (Merino Cr) 30*, Campbelltown-St Helens Park North 60*. Night service provided by combined 884/885.

C – Night, late morning & afternoon Saturday & Sunday service provided by combined 884/885.

Ns – Night service.

S – To St Helens Park North.

Route 884

CAMPBELLTOWN – AIRDS via Hoddle Av

Timeline

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Altered route, replacing part of 883.
- Route in Woodlands Rd replaced by 885.
- Route in Sturt St replaced by 883.
- Late night service provided by combined 884/885.
- Shares route with 884W and (until 18 August 2008) part of route with 886.
- Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

5 September 2016: Late night trips Monday-Saturday renumbered from combined 884/885 to 885A.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Bradbury Av, Hoddle Av, St Johns Rd, Akuna Av, (right) Merino Dr, Greengate Rd, (right) Riverside Dr (complete anti-clockwise loop) (**Airds**), Briar Rd, St Johns Rd, Hoddle Av, Bradbury Av, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alteration

From 18 August 2008: Approached Campbelltown from Moore-Oxley Bypass via Dumaresq St (*not* via Allman St, Queen St).

Timetable Summary

7 December 2002

Campbelltown – Airds – Bradbury routes

884, 885, 884/885, 886

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
884: Campbelltown-Airds	34 round trip	M-F	Airds	3.59am	Campbelltown	10.24pm	30*	A
		Sat		5.55am		10.24pm	30	A
		Sun		7.39am		9.24pm	60	
885: Campbelltown-Bradbury-St Helens Park North	33 round trip	M-F	Bradbury	4.38am	Campbelltown	10.24pm	30	A
		Sat	Campbelltown	6.20am		10.24am	30	A
		Sun	Bradbury	7.26am	Bradbury	9.24pm	60	
884/885: Campbelltown-Airds-Bradbury		M-F	Campbelltown	11.24pm			LN's	B
		Sat		11.24pm	Campbelltown	12.24am	LN's	
		Sun						
886: Campbelltown-Bradbury-Airds via Macarthur Sq	53 round trip	M-F	Airds	9.09am	Campbelltown	1.47pm	60	
		Sat						
		Sun						

* More frequent in peak hours.

A – Late night service provided by combined 884/885.

B – Later trip Friday night.

LN's – Late night service.

Combined Routes 884/885

CAMPBELLTOWN – BRADBURY – AIRDS ■

Timeline

29 May 1985: Night, Saturday afternoon & Sunday service renumbered from parts of 93 [1925 route number].

Operated by Campbelltown Transit Co (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

7 December 2002: Hours of service reduced to late night trips Monday-Saturday, as part of general reorganisation of Busways' Campbelltown & Camden area routes.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

5 September 2016: Renumbered 885A.

Streets

Campbelltown – Bradbury – Airds

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Appin Rd, The Parkway, Lawn Av, Jacaranda Av, (right) St Johns Rd, (second) The Parkway (**Bradbury**), Akuna Av, Kullaroo Av, Karrabul

Rd, Greengate Rd, Riverside Dr (west leg) (**Airds**), Georges River Rd, Broughton St, Waminda Av, Colonial St, Sturt St, Lindesay St, Cordeaux St, Queen St, Broughton St, Hurley St, Campbelltown Interchange.

Alteration

By 25 December 1991: From Akuna Av via Merino Cr, Greengate Rd.

Campbelltown – Airds – Bradbury

From 7 December 2002 (based on timing points)

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Bradbury Av, Hoddle Av, St Johns Rd, Akuna Av, Merino Cr, Greengate Rd, Riverside Dr (anti-clockwise loop) (**Airds**), Briar Rd, St Johns Rd, The Parkway (east leg) (**Bradbury**), Akuna Av, Merino Cr, Kurrabul Rd, Woodland Rd, Appin Rd, St Johns Rd, Jacaranda Av, Campbellfield Av, Lawn Av, Moore-Oxley Bypass, Dumaresq St, Hurley St to Campbelltown Interchange.

Timetable Summary

See 884

Route 884W

CAMPBELLTOWN – WEDDERBURN

Timeline

7 December 2002:

- Renumbered from 886 as part of general reorganisation of Busways' Campbelltown & Camden area routes.
- Shares route with 884 and (until 18 August 2008) part of route with 886.
- Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 7 December 2002

From Campbelltown (Interchange) via 884 to St Johns Rd, then Briar Rd, Riverside Dr (complete anti-clockwise loop) (**Airds**), Greengate Rd, Kurrabul Rd, Wedderburn Rd, Minerva Rd, Victoria Rd, Katanna Rd to end (Wedderburn).

From Wedderburn (end of Katanna Rd) via reverse route to Greengate Rd, then Briar Rd, St Johns Rd, then 884 to Campbelltown Interchange.

Alteration

From 18 August 2008: Approached Campbelltown from Moore-Oxley Bypass via Dumaresq St (**not** via Allman St, Queen St).

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Wedderburn	25	M-F	Wedderburn	7.20am	Campbelltown	5.50pm	A	
		Sat						
		Sun						

A – 4 trips from Wedderburn, 3 trips from Campbelltown. Plus school trips.

Route 885

CAMPBELLTOWN – BRADBURY – ST HELENS PARK NORTH

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Campbelltown – Bradbury renumbered from part of 93 [1925 route number].
- Night & Sunday trips provided by combined 884/885.
- Operated by Campbelltown Transit Co (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Rerouted within Bradbury & extended through St Helens Park North, replacing part of 884.
- Late night service provided by combined 884/885.

1 January 2005: Became part of Contract Region 15.

18 August 2008: The Parkway diversion replaced part of ceased 886 as a result of Ministry of Transport review of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

5 September 2016: Late night trips Monday-Saturday renumbered from combined 884/885 to 885A.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Bradbury

From 29 May 1985

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Appin Rd, The Parkway, Lawn Av, Jacaranda Av, (right) St Johns Rd, (second) The Parkway (**Bradbury**), Akuna Av, St Johns Rd, Jacaranda Av, Lawn Av, The Parkway, Appin Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Trips via Campbellfield Av (west leg) (*mostly mornings*): Ex Campbelltown from Lawn Av via (right) Campbellfield Av, (right) St Johns Rd.

Campbelltown – Bradbury – St Helens Park North

Alterations

- **From 7 December 2002:** From Jacaranda Av via St Johns Rd, (left) (first) The Parkway, Akuna Av, Merino Cr, Karrabul Rd (**Bradbury**), Woodland Rd (**St Helens Park North**), Appin Rd, St Johns Rd, Jacaranda Av.
- **From 18 August 2008:** Approached Campbelltown from Moore-Oxley Bypass via Dumaresq St (*not* via Allman St, Queen St).
- **From 18 August 2008**
Bradbury (The Parkway) diversion: Ex Campbelltown from St Johns Rd via The Parkway to Akuna Av.

Timetable Summary

See 884

Routes 885A

CAMPBELLTOWN – AIRDS – BRADBURY

Timeline

5 September 2016:

- Late night trips Monday-Saturday renumbered from combined 884/885.
- Operated by Busabout (Calabro family).
- Part of Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 5 September 2016 (based on timing points)

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Bradbury Av, Hoddle Av, St Johns Rd, Akuna Av, Merino Cr, Greengate Rd, Riverside Dr (anti-clockwise loop) (**Airds**), Briar Rd, St Johns Rd, The Parkway (east leg) (**Bradbury**), Akuna Av, Merino Cr, Karrabul Rd, Woodland Rd (**St Helens Park North**), Appin Rd, St Johns Rd, Jacaranda Av, Campbellfield Av, Lawn Av, Moore-Oxley Bypass, Dumaresq St, Hurley St to Campbelltown Interchange.

Timetable Summary

Similar to combined 884/885 (see 884)

Route 886

STRATHFIELD – ENFIELD (Broadway) via The Boulevarde ■

Timeline

By 30 June 1939 (*likely date*):

- Peak hour service renumbered from equivalent trips on 88 [1925 route number].
- Operated by Department of Road Transport & Tramways.

14 June 1943: Replaced by 415 [Sydney Region route number].

Streets

3 October 1937 (likely route)

From Strathfield (Station) via The Boulevarde to The Broadway (Enfield).

Route 886

CAMPBELLTOWN – WEDDERBURN ■

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Renumbered from part of 93 [1925 route number].
- Shared route with 884 between Campbelltown & Airds.
- Operated by Campbelltown Transit Co (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

7 December 2002: Renumbered 884W as part of general reorganisation of Busways' Campbelltown & Camden area routes.

Streets

From 29 May 1985

Route not stated in timetable, but probably similar to route as from 25 December 1991 (below), except that, prior to travelling to Katanna Rd, also ran via Aberfoyle Rd to end & return.

From 25 December 1991

From Campbelltown (Interchange) via 884 to St Helens Park, then Woodland Rd, Pademelon Av, Wedderburn Rd, Minerva Rd, Victoria Rd, Katanna Rd to end (Wedderburn).

From Wedderburn (end of Katanna Rd) via reverse route to Woodland Rd, then via St Helens Park, then Woodland Rd, Pademelon Av, Karrabul Rd, then 884 to Campbelltown Interchange.

Alteration

By August 1996: From Woodland Rd via Karrabul Rd (*not* via Pademelon Av). Reverse on return.

Timetable Summary

29 May 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Wedderburn	30	M-F	Wedderburn	8.40am	Campbelltown	3.40pm	A	
		Sat						
		Sun						

A – 2 trips from Wedderburn (plus school trip), 1 trip from Campbelltown.

Route 886

CAMPBELLTOWN – MACARTHUR SQUARE – BRADBURY – AIRDS

Timeline

7 December 2002: New off-peak route commenced by Busways Campbelltown (Rowe family), giving Airs & Bradbury direct access to Macarthur Square shops, as part of general reorganisation of Busways' Campbelltown & Camden area routes.

1 January 2005: Became part of Contract Region 15.

18 August 2008: Ceased, mostly without replacement, as a result of Ministry of Transport review of Contract Region 15. Service along The Parkway replaced by selected diversions of 885.

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)]. Gilchrist Dr, Therry Rd, Appin Rd, The Parkway, Lawn Av, Campbellfield Rd, Jacaranda Av, (right) St Johns Rd, (second) The Parkway (**Bradbury**), Akuna Av, Merino Cr, Greengate Rd, Riverside Dr (complete anti-clockwise loop) (**Airds**), Greengate Rd, then reverse route to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

See 884

Route 886

CAMPBELLTOWN – GLEN ALPINE – AMBARVALE

Timeline

18 August 2008: New route incorporating 891 and Crispsparkle Dr leg of 887, as a result of Ministry of Transport review of Contract Region 15. Operated by Busways Campbelltown (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Englorie Park Dr, Heritage Way (**Glen Alpine**), Mt Sugarloaf Dr, Englorie Park Dr, Cleopatra Dr, Crispsparkle Dr (**Ambarvale**), Heritage Way, Englorie Park Dr, Gilchrist Dr, then reverse route to Campbelltown Interchange.

Glen Alpine (Heritage Way) diversion: From Heritage Way/Glen Alpine Dr via Glen Alpine Dr, Heritage Way to Mt Sugarloaf Dr.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Glen Alpine-Ambarvale	36 round trip	M-F	Campbelltown	4.25am	Glen Alpine	10.35pm	60*	
		Sat		6.31am		8.40pm	60	
		Sun	Glen Alpine	7.02am		7.01pm	60	

* More frequent in peak hours.

Route 887

CITY (Central Railway) – ENFIELD – ROOKWOOD CEMETERY■

Timeline

By 30 June 1939 (*likely date*): Summer Sunday service renumbered from equivalent part of 88. Operated by Department of Road Transport & Tramways.

27 September 1942: Ceased due to wartime conditions.

Route 887

CAMPBELLTOWN – AMBARVALE – ROSEMEADOW – ST HELENS PARK SOUTH■

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Campbelltown – Ambarvale renumbered from part of 93 [1925 route number].
- Shared part of route with 888 (889 by 25 December 1991).
- Night & Sunday trips provided by combined 887/888 (renumbered 887/889 by 25 December 1991).
- Operated by Busways Campbelltown (Rowe family).

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Extended from Ambarvale to Rosemeadow (selected early morning & night trips further extended to St Helens Park South).
- Rerouted not to run via Dickens Rd. Service to Dickens Rd provided by diversion of 890.
- Service between Campbelltown & Rosemeadow shared with selected trips on 890.
- Sunday trips replaced by trips on individual routes 887 & 889. Only night trips ran by combined 887/889.

6 December 2003:

- Extended from Rosemeadow around new St Helens Park South Loop (Kellerman Dr & Copperfield Dr). St Helens Park South Loop shared with 889.
- Most trips ran from Campbelltown to St Helens Park via 887 & returned via 889 or vice versa.
- Night trips continued as combined 887/889.

1 January 2005: Became part of Contract Region 15.

18 August 2008: As a result of Ministry of Transport review of Contract Region 15:

- Service in Crispsparkle Dr replaced by 886 (891 renumbered & rerouted).
- Service to Rosemeadow and St Helens Park South replaced by additional frequency on 888 (renumbered from 889).

Streets

Campbelltown – Ambarvale

From 29 May 1985

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Therry Rd, Woodhouse Dr, (right) Copperfield Dr, Crispsparkle Dr, Cleopatra Dr (**Ambarvale**), Copperfield Dr, Dickens Rd, Woodhouse Dr, Therry Rd, Gilchrist Dr, **Macarthur Square** bus terminal [see Note re locations and routes at foot of this file], Kellicar Rd, Tindall St, Menangle Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

By 25 December 1991

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Appin Rd, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Therry Rd, Woodhouse Dr, (right) Copperfield Dr, Crispsparkle Dr, Cleopatra Dr (**Ambarvale**), Copperfield Dr, Dickens Rd, Woodhouse Dr, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Ambarvale – Rosemeadow

Alteration

From 7 December 2002: Extended from Cleopatra Dr via Copperfield Dr, Fitzgibbon Lane, Appin Rd, Copperfield Dr (**Rosemeadow**), Cleopatra Dr, Crispsparkle Dr, Copperfield Dr, Woodhouse Dr (*not* via Dickens Rd).

Campbelltown – Ambarvale – Rosemeadow – St Helens Park South

Alteration

From 6 December 2003: Extended from Fitzgibbon Lane via Kellerman Dr (**St Helens Park South**), Copperfield Dr.

Alterations to route & location of Macarthur Square Bus Terminal

- **1980s:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, bus road, Robinson St, Eggleton St, Kellicar Rd to Gilchrist Dr. (Terminal off west side of Kellicar Rd near Menangle Rd.)
- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

29 May 1985

Campbelltown – Ambarvale – Rosemeadow routes

887, 888, 887/888

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
887: Campbelltown-Ambarvale	39 round trip	M-F	Ambarvale	5.35am	Campbelltown	8.30pm	30*	A
		Sat	Campbelltown	7.02am	Ambarvale	4.32pm	60	A
		Sun						A
888: Campbelltown-Rosemeadow	16	M-F	Rosemeadow	5.13am	Campbelltown	10.29pm	30*	A
		Sat		6.48am		9.22pm	60	A
		Sun						A
887/888: C'town-Ambarvale-Rosemeadow	29 round trip	M-F	Ambarvale	5.07am	Ambarvale	10.30pm	MNs	
		Sat		7.48am		9.28pm	MNs	
		Sun		7.09am		7.28pm	60	

Average day frequencies along common route:

M-F Campbelltown-Rosemeadow (887, 888) 15
 Sat Campbelltown-Rosemeadow (887, 888) 15
 Sun Campbelltown-Rosemeadow (887/888) 60

* More frequent in peak hours.

A – Selected early morning trips & night service Monday-Saturday & all day Sunday service provided by combined 887/888.

MNs – Selected early morning & all night service provided by combined 887/888.

7 December 2002

**Campbelltown – Ambarvale – Rosemeadow routes
887, 889, 887/889**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
887: Campbelltown-Ambarvale-Rosemeadow†	54 round trip	M-F	St Helens Pk S	4.19pm	St Helens Pk S	8.18pm	30	A
		Sat		5.33am			30	A
		Sun		6.34am	Rosemeadow	5.03pm	60	A
889: Campbelltown-Rosemeadow-St Helens Park South	54 round trip	M-F	St Helens Pk S	3.58am	St Helens Pk S	7.48pm	30	A
		Sat	Campbelltown	6.02am		7.48pm	30	A
		Sun		7.06pm	Campbelltown	5.32pm	60	A
887/889: C'town-Ambarvale-R'mdow-St Helens Pk South	47 round trip	M-F	Campbelltown	8.25pm	Campbelltown	11.25pm	Ns	
		Sat		8.25pm		12.20am	Ns	
		Sun		6.25pm		10.25pm	Ns	

Average day frequencies along common route:

M-F Campbelltown-Rosemeadow (887, 889) 15
Sat Campbelltown-Rosemeadow (887, 889) 15
Sun Campbelltown-Rosemeadow (887, 889) 30

* More frequent in peak hours.

† Extended to St Helens Park South in early morning & night.

A – Night service provided by combined 887/889.

Ns – Night service. Extra trip Friday night.

6 December 2003

**Campbelltown – Ambarvale – Rosemeadow – St Helens Park South routes
887, 889, 887/889**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
887: Campbelltown-St Helens Park Sth via Crispsparkle Dr	§	M-F	St Helens Pk S	4.19am	St Helens Pk S	8.15pm	30	A
		Sat		5.33am		8.15pm	30	A
		Sun		6.34am		5.27pm	60	A
889: Campbelltown-St Helens Park Sth via Copperfield Dr	§	M-F	St Helens Pk S	3.58am	St Helens Pk S	7.45pm	30	A
		Sat		6.05am		7.46pm	30	A
		Sun		10.02am		5.02pm	60	A
887/889: C'town-St Helens Pk South via 887, then 889	44 round trip	M-F	Campbelltown	8.25pm	Campbelltown	11.25pm	Ns	
		Sat		8.25pm		12.20am	Ns	
		Sun		6.25pm		10.25pm	Ns	

Average day frequencies along common route:

M-F Campbelltown-St Helens Park Souh (887, 889) 15
Sat Campbelltown-St Helens Park Souh (887, 889) 15
Sun Campbelltown-St Helens Park Souh (887, 889) 30

§ 54 round trip Campbelltown-St Helens Park South-Campbelltown: from Campbelltown via either 887 or 889, then return via the other route (route pattern of most daytime trips, Monday-Sunday).

A – Night service provided by combined 887/889.

Ns – Night service. Extra trip Friday night.

Route 887

CAMPBELLTOWN – APPIN – WOLLONGONG via Bulli Pass■

Timeline

18 August 2008: Renumbered from 890, as a result of Ministry of Transport review of Contract Region 15. Operated by Busways Campbelltown (Rowe family).

15 June 2010: Service over most of route shared with 887X.

20 August 2012: Rerouted via Mt Ousley (*see next entry*).

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr, Appin Rd, Church St (**Appin**), Appin-Bulli Rd (including Bulli Pass), Princes Hwy, Flinders St, Keira St, Crown St, Atchison St, Burelli St, Auburn St, Dean St to Wollongong Station.

From Wollongong (Station) via Lowden Sq, Station St, Burelli St, Keira St, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Ambarvale (Dickens Rd) diversion: Ex Campbelltown from Woodhouse Dr via Dickens Rd to Copperfield Dr. Reverse on return.

Trips via St Helens Park South: Ex Campbelltown from Copperfield Dr via Fitzgibbon Lane, Kellerman Dr to Appin Rd/Copperfield Dr. Reverse on return.

Trips terminating at Appin: From Appin Rd via Toggerai St, Illawarra St, Bulli-Appin Rd, then return to Campbelltown.

Wollongong University diversion: Either direction from Princes Hwy via Northern Distributor, Porter St off-ramp, Porter St, University Av, Irvine St, Northfields Av to University bus bay, then Northfields Av, Irvine St, University Av, Northern Distributor on-ramp, Northern Distributor, Flinders St.

Wollongong Beach diversion: Ex Campbelltown from Flinders St via Bourke St, Cliff Rd, Marine Dr, Crown St, Harbour St, Burelli St. Reverse on return.

Alteration

Later

Wollongong University diversion: From Northern Distributor via loop to Southern Fwy, Northfields Av off-ramp, Northfields Av to University bus bay, then Northfields Av, Irvine St, University Av, Northern Distributor.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Wollongong via Bulli Pass	Fr C'town 35A 80W	M-F	Appin	6.32amC	Wollongong	5.30pmC	B	
			Campbelltown	7.04amW	Campbelltown	5.40pmA		
		Sat		8.58amW	Wollongong	5.25pmC	2 trips	D
		Sun		8.55amW		5.25pmC	2 trips	

A – To Appin.

B – 5 trips from Campbelltown to Appin, 6 trips from Appin to Campbelltown. Campbelltown-Wollongong 3 trips on school days, 4 trips on school holidays.

C – To Campbelltown.

D – Plus 1 trip from Appin to Campbelltown.

W – To Wollongong.

15 June 2010

Campbelltown – Wollongong routes

887, 887X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Wollongong via Bulli Pass or Mt Ousley	Fr C'town 29A 73Wo 78Wb	M-F	Appin	6.32amC	Wollongong	5.30pmC	B	
			Campbelltown	7.04amW	Campbelltown	5.40pmA		
		Sat		8.58amW	Wollongong	5.25pmC	2 trips	D
		Sun		8.55amW		5.25pmC	2 trips	D

A – To Appin.

B – **School days:** 5 trips from Campbelltown to Appin, 4 trips from Appin to Campbelltown. Campbelltown-Wollongong 3 trips via 887 plus 2 via 887X.

School holidays: 3 trips from Campbelltown to Appin, 2 trips from Appin to Campbelltown. Campbelltown-Wollongong 6 trips (all via 887).

C – To Campbelltown.

D – Plus 1 trip from Appin to Campbelltown on Saturday. All weekend trips via 887.

W – To Wollongong.

Wb – To Wollongong via Bulli Pass (887).

Wo – To Wollongong via Mt Ousley (887X).

Route 887

CAMPBELLTOWN – APPIN – WOLLONGONG via Mt Ousley

Timeline

20 August 2012: All Campbelltown – Wollongong trips (previous 887 & 887X) (re-)routed via Mt Ousley. Operated by Busways Campbelltown (Rowe family). **Part of Contract Region 15.**

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 20 August 2012

Same as 887X.

Timetable Summary

20 August 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Wollongong via Mt Ousley	Fr C'town 35A 80W	M-F	Appin	6.32amC	Wollongong	6.35pmC	B	
			Campbelltown	7.10amW				
		Sat	Appin	8.11amC		5.35pmC	D	
			Campbelltown	9.06amW				
		Sun		9.06amW		5.35pmC	2 trips	

A – To Appin.

B – 2 trips from Campbelltown to Appin, 4 trips from Appin to Campbelltown. Campbelltown-Wollongong 8 trips.

C – To Campbelltown.

D – Campbelltown-Wollongong 2 trips. Plus 1 trip from Appin to Campbelltown.

W – To Wollongong.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Wollongong via Mt Ousley	Fr C'town 32A 79W	M-F	Campbelltown	5.10amW	Wollongong	7.35pmC	60	
		Sat		7.15amA 9.12amW		5.35pmC	B	
		Sun		7.15amA 9.12amW		5.35pmC	B	

A – To Appin.

B – From Campbelltown to Appin 5 trips, from Appin to Campbelltown 6 trips. 3 trips extended from Appin to Wollongong.

C – To Campbelltown.

W – To Wollongong.

Combined Routes 887/888

later

Combined Routes 887/889

CAMPBELLTOWN – AMBARVALE – ROSEMEADOW – ST HELENS PARK SOUTH ■

Timeline

29 May 1985: Combined 887/888, Campbelltown – Ambarvale – Rosemeadow, renumbered from parts of 93 [1925 route number] at night & on Sundays. Operated by Campbelltown Transit Co (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

By 25 December 1991: Renumbered combined 887/889, when 888 was renumbered 889.

By 12 March 1994: Extended from Rosemeadow to St Helens Park South.

7 December 2002: Sunday daytime service replaced by trips on individual routes 887 & 889, leaving 887/889 to run at night only Monday-Sunday, as part of general reorganisation of Busways' Campbelltown & Camden area routes.

1 January 2005: Became part of Contract Region 15.

18 August 2008: All service to Rosemeadow & St Helens Park South replaced by 888 as a result of Ministry of Transport review of Contract Region 15.

Streets

From 29 May 1985

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, Gilchrist Dr, then 887 to Cleopatra Dr, then Therry Rd, Woodhouse Dr, (left) Copperfield Dr, Ophelia St, Horatio St, Regan St (**Rosemeadow**), Copperfield Dr, then 888 to Gilchrist Dr, then Kellicar Rd, Tindall St, Menangle Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

By 25 December 1991

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Appin Rd, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Therry Rd, then 887 to Cleopatra Dr, then Copperfield Dr to Appin Rd (**Rosemeadow**), then 889 to Campbelltown Interchange.

Alterations

- **By 12 March 1994:** Extended from Copperfield Dr/Appin Rd via Kellerman Dr to Crommelin Cr (St Helens Park South) & return.
- **From 7 December 2002:** Extended from Crommelin Cr via Kellerman Dr to St Helens Park Dr (St Helens Park South) & return.
- **From 6 December 2003:** From Cleopatra Dr via Copperfield Dr, Fitzgibbon La, Kellerman Dr (St Helens Park South).

Alterations to route & location of Macarthur Square Bus Terminal

- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

See 887

Route 887X

CAMPBELLTOWN – APPIN – WOLLONGONG via Mt Ousley ■

Timeline

15 June 2010:

- Supplementary weekday service to 887 via alternative (slightly quicker) route commenced by Busways Campbelltown (Rowe family).
- Service over most of route shared with 887.
- Part of Contract Region 15.

20 August 2012: Renumbered 887 & all Campbelltown-Wollongong trips ran via Mt Ousley.

Streets

From 15 June 2010

Same as 887 from 18 August 2008 except:

- Ex Campbelltown from Appin-Bulli Rd via Mt Ousley Rd, Southern Fwy, University Av off-ramp, University Av.
- Ex Wollongong from Northern distributor via loop to Southern Fwy, Northfields Av off-ramp, Northfields Av to university bus bay, then Northfields Av, Southern Fwy, Mt Ousley Rd to Appin-Bulli Rd.

Timetable Summary

See 887.

Route 888

HARBOURSIDE SIGHTSEER (TOURIST SERVICE) ■

Timeline

26 December 1984:

- City (Circular Quay) – Manly Wharf commenced by Urban Transit Authority of NSW
- Ran Summer school vacations & selected weekends.
- Part of a sightseeing service which comprised a return trip City (Circular Quay) – Manly Wharf, one way by UTA ferry and the other way by Harbourside Sightseer.

2 February 1987: Ceased without replacement.

Route Summary

From 26 December 1984

City (Circular Quay) – Bamoral Beach – Taronga Zoo – Dobroyd Lookout – Manly Wharf.

Timetable Summary

26 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (C/Quay)-Manly Wharf (Harbourside Sightseer)		M-F	Hours of service: 10.00am – 4.30pm				60	A
		Sat					60	A
		Sun					60	A

A – Summer school vacations & selected weekends.

Route 888

CAMPBELLTOWN – ROSEMEADOW ■

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Renumbered from part of 93 [1925 route number].
- Night & Sunday trips provided by combined route 887/888 (later 887/889).
- Operated by Campbelltown Transit Co (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

By 25 December 1991:

- Renumbered 889.
- 888 reserved for State Transit Authority of NSW special routes until approx. 2003.

Streets

From 29 May 1985

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Tindall St, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Therry Rd, Woodhouse Dr, (left) Copperfield Dr, Ophelia St, Horatio St to Regan St (Rosemeadow).

From Rosemeadow (Horatio St/Regan St) via Regan St, Copperfield Dr, then reverse route to Gilchrist Dr, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Tindall St, Menangle Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- **1980s:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, bus road, Robinson St, Eggleton St, Kellicar Rd to Gilchrist Dr. (Terminal off west side of Kellicar Rd near Menangle Rd.)
- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

See 887

Route 888

CITY (Wynyard) – ART GALLERY of New South Wales – DOMAIN BATHS ■

Timeline

7 February 1993: Off-peak service renumbered from 666. Operated by State Transit Authority of NSW.

By March 1996: Rerouted via Circular Quay.

16 November 1997: Replaced by daily daytime extension of 441.

Streets

From 7 February 1993 (based on previous 666 timetable)

From City (Wynyard) (George St at Hunter St) via George St, Bridge St, Pitt St, Hunter St, Macquarie St, Queens Square, Prince Albert Rd, Art Gallery Rd (**Art Gallery of New South Wales**), Mrs Macquaries Rd to Domain Baths.

From Domain Baths via Mrs Macquaries Rd, Art Gallery Rd, Prince Albert Rd, Queens Square, St James Rd, Elizabeth St, Market St, George St to Hunter St (Wynyard, City).

Alteration

By March 1996: From City (Wynyard) via George St, Alfred St (**Circular Quay**), Phillip St, Bent St, Macquarie St.

Timetable Summary

March 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Domain Baths		M-F	Wynyard	9.40am	Art Gallery	5.05pm	30	
		Sat						
		Sun						

Route 888

CITY (various termini) – PYRMONT (Star City) ■

Timeline

16 November 1997: Daily daytime service, City (Circular Quay) – Pyrmont (Star City) commenced by State Transit Authority of NSW, replacing 456.

1 December 2002: City terminus altered to Gresham St.

11 October 2003: Ceased. Partly replaced by existing 443.

Streets

City (Circular Quay) – Pyrmont (Star City)

From 16 November 1997

From City (Circular Quay) (Alfred St at Young St) via Phillip St, Elizabeth St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, Harris St, Pyrmont Bridge Rd, Murray St, Pirrama Rd to Star City (Pyrmont).

From Pyrmont (Star City) via Pirrama Rd, Murray St, Darling Dr, Pier St, Harbour St, Bathurst St, George St, Alfred St to Young St (Circular Quay, City).

Alterations

- By August 2001:* Approached City (Circular Quay) from George St via Bridge St, Young St to Alfred St. Unaltered on return.
- By July 2002:* From Darling Dr via Exhibition Centre bus stop, then Pier St.

City (Gresham St) – Pyrmont (Star City)

Alteration

From 1 December 2002 (likely route): Approached City from Bridge St via Pitt St, Spring St, Gresham St. Return from Gresham St via Bridge St, Pitt St, Hunter St, Castlereagh St, Market St, York St, Druitt St, Clarence St, Market St.

Timetable Summary

16 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Pyrmont (Star City)	40 round trip	M-F	Circular Quay	9.34am	Star City	5.46pm	10	
		Sat		9.34am		5.46pm	10	
		Sun		9.34am		5.46pm	10	

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Pyrmont (Star City)	44 round trip	M-F	Circular Quay	9.38am	Star City	4.30pm	10	
		Sat		9.38am		4.30pm	10	
		Sun		9.38am		4.30pm	10	

Route 888

CAMPBELLTOWN – ROSEMEADOW – ST HELENS PARK SOUTH

Timeline

18 August 2008: Renumbered from 889, replacing 887/889 entirely & part of 887 (which was rerouted elsewhere), as a result of Ministry of Transport review of Contract Region 15. Operated by Busways Campbelltown (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Therry Rd, Woodhouse Dr, Copperfield Dr, Fitzgibbon Lane, Kellerman Dr (**St Helens Park South**), Copperfield Dr (**Rosemeadow**), then reverse route to Campbelltown Interchange.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Rosemeadow-St Helens Park South	48 round trip	M-F	St Helens Pk S	3.59am	St Helens Pk S	11.26pm	15	A
		Sat	Campbelltown	5.46am		12.13am	15	
		Sun	St Helens Pk S	6.49am	Campbelltown	10.51pm	30	

A – Extra trip Friday night.

Route 889

CAMPBELLTOWN – ROSEMEADOW – ST HELENS PARK SOUTH

Timeline

By 25 December 1991:

- Campbelltown – Rosemeadow renumbered from 888.
- Night & Sunday trips provided by combined route 887/889.
- Operated by Busways Campbelltown (Rowe family).

By 26 April 1992: Extended from Rosemeadow to St Helens Park South.

7 December 2002: Sunday trips replaced by trips on individual routes 887 & 889 as part of general reorganisation of Busways' Campbelltown & Camden area routes. Only night trips ran by combined 887/889.

6 December 2003: Rerouted around new St Helens Park South Loop (Kellerman Dr & Copperfield Dr).

1 January 2005: Became part of Contract Region 15.

18 August 2008: Renumbered 888, as a result of Ministry of Transport review of Contract Region 15.

Streets

Campbelltown – Rosemeadow

By 25 December 1991

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Appin Rd, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Therry Rd, Woodhouse Dr, (left) Copperfield Dr to Appin Rd (Rosemeadow).

From Rosemeadow (Copperfield Dr/Appin Rd) via Copperfield Dr, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Rosemeadow – St Helens Park South

Alterations

- **By 26 April 1992:** Extended from Copperfield Dr/Appin Rd via Kellerman Dr to Crommelin Cr (St Helens Park South). Reverse on return.
- **From 7 December 2002:** Extended from Crommelin Cr via Kellerman Dr to St Helens Park Dr (St Helens Park South). Reverse on return.
- **From 6 December 2003:** Ex Campbelltown from Woodhouse Dr via (left) Copperfield Dr, Fitzgibbon Lane, Kellerman Dr (**St Helens Park South**), Copperfield Dr.

Alterations to route & location of Macarthur Square Bus Terminal

- **1980s:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, bus road, Robinson St, Eggleton St, Kellicar Rd to Gilchrist Dr. (Terminal off west side of Kellicar Rd near Menangle Rd.)
- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

See 887

Route 889

CAMPBELLTOWN – MENANGLE

Timeline

18 August 2008: Renumbered from 892, as a result of Ministry of Transport review of **Contract Region 15**. Operated by Busways Campbelltown (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Tindall St, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Station St, Moreton Park Rd to Spaniards Main (Menangle).

From Menangle (Moreton Park Rd at Spaniards Main) via Moreton Park Rd, Station St, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Tindall St, Kellicar Rd, Hurley St to Campbelltown Interchange.

From 23 April 2012

Menangle (Durham Green Lifestyle Village) diversion: From Menangle Rd/Station St via Menangle Rd to Durham Green Lifestyle Village, then Menangle Rd to Station St.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Menangle	29	M-F	Menangle	6.18am	Campbelltown	6.38pm	6 trips	
		Sat	Campbelltown	7.25am	Menangle	6.16pm	2 trips	
		Sun						

Route 890

CAMPBELLTOWN – APPIN – WOLLONGONG via Bulli Pass■

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Campbelltown – Appin renumbered from part of 93 [1925 route number].
- Operated by Campbelltown Transit (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

23 June 1991: W19, Campbelltown – Wollongong (which had been restricted from carrying passengers wholly between Campbelltown & Appin), transferred from Farmborough Coaches to Busways Campbelltown. (Prefix "W" denoted route in the Wollongong transport district.)

By 25 December 1991: W19 & 890 amalgamated as 890, Campbelltown – Appin – Wollongong (without travelling restriction between Campbelltown & Appin).

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Selected trips rerouted via Crispsparkle Dr, where route was shared with 887.
- Selected trips rerouted via Dickens Rd, replacing part of 887.

1 January 2005: Became part of Contract Region 15.

18 August 2008: Renumbered 887, as a result of Ministry of Transport review of Contract Region 15.

Streets

Campbelltown – Appin

From 29 May 1985

Route not stated in timetable, but likely route

From Campbelltown (Interchange) via similar to 887 & 888 to Therry Rd, then Appin Rd, Toggerai St (**Appin**), Illawarra St, Bulli-Appin Rd, Church St, Appin Rd, Therry Rd, then similar to 887 & 888 to Campbelltown Interchange.

Campbelltown – Appin – Wollongong

From 25 December 1991

From Campbelltown (Interchange) via 889 to Copperfield Dr/Appin Rd, then Appin Rd, Church St, Bulli-Appin Rd, Princes Hwy, Flinders St, Crown St, Atchison St, Burelli St, Auburn St, Dean St, Station St to Wollongong Station.

From Wollongong (Station) via Lowden Sq, Station St, Burelli St, Keira St, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Appin trips: Similar to 887 from 18 August 2008.

Wollongong Beach diversion: Similar to 887 from 18 August 2008.

Wollongong University diversion: From Princes Hwy via Southern Fwy, Porter St off-ramp, Porter St, University Av, Irvine St to Northfields Av, then Irvine St, University Av, Southern Fwy to Flinders St.

Alteration

By 7 December 2002

Wollongong University diversion: Extended from Northfields Av roundabout to bus bay at university entrance & return.

From 7 December 2002

Ambarvale (Dickens Rd) diversion: Ex Campbelltown from Woodhouse Dr via Dickens Rd to Copperfield Dr. Reverse on return.

Timetable Summary

29 May 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Appin	28	M-F	Campbelltown	6.50am	Appin	5.22pm	5 trips	
		Sat		8.40am		2.18pm	2 trips	
		Sun						

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Appin-Wollongong via Bulli Pass	Fr C'town 29A 82W	M-F	Campbelltown	4.53amW	Wollongong	5.23pmC	B	
					Appin	6.46pmC		
		Sat		7.43amA 9.04amW	Wollongong	5.15pmC	D	
		Sun		9.04amW		5.15pmC	2 trips	

A – To Appin.

B – 5 trips from Campbelltown to Appin, 4 trips from Appin to Campbelltown. Campbelltown-Wollongong 4 trips.

C – To Campbelltown.

D – Campbelltown-Appin 1 trip, Campbelltown-Wollongong 2 trips.

W – To Wollongong.

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Appin-Wollongong via Bulli Pass	Fr C'town 35A 80W	M-F	Appin	6.24amC	Wollongong	5.25pmC	B	
			Campbelltown	7.05amW	Campbelltown	5.35pmA		
		Sat		8.55amW	Wollongong	5.25pmC	2 trips	D
		Sun		8.55amW		5.25pmC	2 trips	

A – To Appin.

B – 5 trips from Campbelltown to Appin, 6 trips from Appin to Campbelltown. Campbelltown-Wollongong 3 trips on school days, 4 trips on school holidays.

C – To Campbelltown.

D – Plus 1 trip from Appin to Campbelltown.

W – To Wollongong.

Route 890

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

Timeline

17 July 1995:

- Peak hour service (limited service by 2003) renumbered from 690.
- Conveyed university students & was subject to alteration or cancellation during university vacations & exam periods.
- Operated by State Transit Authority of NSW.

21 June 2002: Afternoon trips from University of NSW (High St) ceased, leaving route to run in morning peak hour from City (Circular Quay). Afternoon trips replaced by limited service on 892.

1 January 2005: Became part of Contract Region 9.

13 February 2017: Ceased.

Streets

From 17 July 1995

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

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

Timetable Summary

29 April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- University of NSW (High St)	30	M-F	Circular Quay	8.10am	Circular Quay	8.30am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from City (Circular Quay)).

Route 890

CAMPBELLTOWN – NARELLAN VALE – CAMDEN

CAMPBELLTOWN – NARELLAN VALE – HARRINGTON PARK

Timeline

18 August 2008: Renumbered from equivalent parts of 894, as a result of Ministry of Transport review of Contract Region 15. Operated by Busways Camden (Rowe family).

20 October 2013: Campbelltown – Narellan Vale – Camden renumbered 890C.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Narellan Vale – Camden

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Waterworth Dr, Main St, Holdsworth Dr, Waterworth Dr (**Narellan Vale**), Welling Dr, Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Campbelltown Interchange.

Campbelltown – Narellan Vale – Harrington Park

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Waterworth Dr, Main St, Holdsworth Dr, Waterworth Dr (**Narellan Vale**), Welling Dr, Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way, Sir Warwick Fairfax Dr, Harrison Av, Mason Dr, Sir Warwick Fairfax Dr, Harrington Pkwy, Glenrowan Dr (**Harrington Park**), Hillside Dr, The Northern Rd, Fairwater Dr, Camden Valley Way, Somerset Av, then reverse route to Campbelltown Interchange.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown- Narellan Vale- Camden	41	M-F	Camden	8.19am	Camden	4.21pm	60	
		Sat		8.04am	Campbelltown	5.22pm	60	
		Sun						
Campbelltown- Narellan Vale- Harrington Park	90 round trip	M-F	Harrington Pk	5.13am	Harrington Pk	9.38pm	60*	A
		Sat		6.07am		10.25pm	60	
		Sun		7.25am		7.24pm	60	A

Average day frequencies along common route:

M-F Campbelltown-Narellan (Camden & Harrington Park trips) 30.

Sat Campbelltown-Narellan (Camden & Harrington Park trips) 30.

Sun Campbelltown-Narellan (Harrington Park trips) 60.

* More frequent in peak hours.

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

Route 890C

CAMPBELLTOWN – NARELLAN VALE – CAMDEN

Timeline

20 October 2013:

- Renumbered from equivalent part of 890.
- Operated by Busways Camden (Rowe family).
- Part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Same as equivalent part of 890.

Timetable Summary

20 October 2013

Same as equivalent part of 890.

Route 891

CAMPBELLTOWN – GLEN ALPINE – MENANGLE■

CAMPBELLTOWN – MENANGLE■

Timeline

29 May 1985: As part of renumbering of routes to the south and east of Campbelltown into Sydney Region route numbers:

- Campbelltown – Menangle (*not* via Glen Alpine) renumbered from part of 93 [1925 route number].
- Operated by Campbelltown Transit (Rowe family).

1989: Operator's name changed to Busways Campbelltown.

20 June 1991: Rerouted via Glen Alpine (new suburb).

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Altered to Campbelltown – Glen Alpine only, but route expanded within Glen Alpine, serving new residential areas in that suburb.
- Campbelltown – Menangle renumbered 892.

1 January 2005: Became part of Contract Region 15.

18 August 2008: Renumbered 886 and rerouted in Glen Alpine and through Ambarvale area, as a result of Ministry of Transport review of Contract Region 15.

Streets

Campbelltown – Menangle

From 29 May 1985

Not shown on timetable, but likely route:

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Queen St, Bradbury Av, Moore-Oxley Bypass, Camden Rd, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Station St, Moreton Park Rd to Spaniards Main (Menangle).

From Menangle (Moreton Park Rd at Spaniards Main) via Moreton Park Rd, Station St, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Camden Rd, Moore-Oxley Bypass, Bradbury Av, Queen St, Broughton St, Hurley St to Campbelltown Interchange.

Campbelltown – Glen Alpine – Menangle

From 20 June 1991

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Tailby St, Menangle Rd, Glen Alpine Dr, Heritage Way to Mt Sugarloaf Dr (**Glen Alpine**), then Heritage Way, Glen Alpine Dr, Menangle Rd, Cummins Rd,

Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Station St, Moreton Park Rd to Spaniards Main (Menangle).

From Menangle (Moreton Park Rd at Spaniards Main) via Moreton Park Rd, Station St, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Glen Alpine Dr, Heritage Way to Mt Sugarloaf Dr (**Glen Alpine**), then Heritage Way, Glen Alpine Dr, Menangle Rd, Tailby St, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)] Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alteration

By 25 December 1991: Ex Campbelltown from Campbelltown Station via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Geary St, Menangle Rd. Return from Kellicar Rd via Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Glen Alpine

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see Note re locations and routes at foot of this file], Gilchrist Dr, Englorie Park Dr, Heritage Way, Glen Alpine Dr, Heritage Way, Mt Sugarloaf Dr (**Glen Alpine**), Englorie Park Dr, Gilchrist Dr, Macarthur Square bus terminal, Gilchrist Dr, Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- **1980s:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, bus road, Robinson St, Eggleton St, Kellicar Rd to Gilchrist Dr. (Terminal off west side of Kellicar Rd near Menangle Rd.)
- **Early 1990s:** (Probably) Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr, Kellicar Rd. Ex Glen Alpine from Kellicar Rd via Gilchrist Dr, internal roadway, Kellicar Rd. (Terminal within Macarthur Square grounds.)
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

29 May 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Menangle	26	M-F	Campbelltown	6.58am	Menangle	4.27pm	3 trips	
		Sat						
		Sun						

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Glen Alpine-Menangle	Fr C'town 15G 35M	M-F	Campbelltown	5.41amG 6.50amM	Menangle Glen Alpine	5.52pmC 6.55pmC	A	
		Sat		7.55amG		7.27pmC	6 trips	
		Sun		7.50amG		5.11pmC	3 trips	

A – Campbelltown-Glen Alpine 9 trips, Campbelltown-Menangle 5 trips.

C – To Campbelltown.

G – To Glen Alpine.

M – To Menangle.

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Glen Alpine	40 round trip	M-F	Glen Alpine	5.44am	Campbelltown	8.40pm	60*	
		Sat		7.25am	Glen Alpine	7.23pm	60	
		Sun	Campbelltown	8.55am	Campbelltown	4.55pm	120	

* More frequent in peak hours.

Route 891

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

- **Extended in City from Eddy Av, Central Railway to Railway Square (limited service until 2017)**

Timeline

17 July 1995:

- High frequency weekday service City (Eddy Av, Central Railway) – University of NSW (High St) (selected trips extended to City (Railway Sq)) renumbered from 691.
- Conveyed university students & was subject to alteration or cancellation during university vacations & exam periods.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 9.

13 February 2017:

- All trips ran City (Eddy Av, Central Railway) – University of NSW (High St).
- Selected afternoon trips from University of NSW (High St) altered to run University of NSW (Gate 3, High St) to City (Railway Square) & renumbered 893.

27 November 2017: Selected afternoon trips from University of NSW (High St) altered to run University of NSW (Gate 8, High St) to City (Railway Square) & renumbered 898.

21 December 2020: Ceased. Replaced by existing light rail services on L2 (commenced 14 December 2019) & L3 (commenced 3 April 2020).

Streets

From 17 July 1995

From City (Eddy Av, Central Railway) via Elizabeth St, Albion St, Flinders St, Anzac Pde, High St to University of NSW.

From University of NSW (High St) via reverse route to Flinders St, then Foveaux St, Eddy Av to Central Railway (City).

City (Railway Sq) extension: From Eddy Av via Pitt St to Railway Square. Reverse on return.

Timetable Summary

29 April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Uni of NSW (High St)†	15	M-F	Eddy Av (C/R)	7.30am	High St	6.30pm	A	
		Sat						
		Sun						

† Selected trips extended to City (Railway Square).

A – Morning peak hour & day to mid-afternoon, frequent service from City (Eddy Av, Central Railway). Day from approx. midday, frequent service from University of NSW (High St). Service at other times provided by 393, 395 various other routes.

Route 891

CAMPBELLTOWN – MT ANNAN SOUTH – NARELLAN

Timeline

18 August 2008: New route, replacing 894 in Currans Hill and partly replacing 896 in Mt Annan, and extending to new part of Mt Annan, as a result of Ministry of Transport review of **Contract Region 15**. Operated by Busways Camden (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Tramway Dr, Glenfield Dr, (left) Spring Hill Circ (**Currans Hill**), Currans Hill Dr, Hartley Rd, Waterworth Dr, Welling Dr, Mt Annan Dr to Swansona Av (**Mt Annan South**), then Mt Annan Dr, Welling Dr, Richardson Rd, Mowatt St, Queen St, Elyard St to Narellan Town Centre. Reverse on return.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Mt Annan South-Narellan	Fr C'town 29S 31N	M-F	Mt Annan Sth	5.21amC	Narellan	1.39pmC	A	
			Campbelltown	9.20amN	Campbelltown	10.55pmS		
		Sat	Mt Annan Sth	6.46amC	Narellan	3.26pmC	B	
			Campbelltown	9.07amN	Campbelltown	11.04pmS		
		Sun	Mt Annan Sth	7.00amC	Campbelltown	10.21pmS	60	

* More frequent in peak hours.

A – Day, Campbelltown-Mt Annan South 30*, Campbelltown-Narellan 60. Night, Campbelltown-Mt Annan South.

B – Campbelltown-Mt Annan South 30, Campbelltown-Narellan 60. Night, Campbelltown-Mt Annan South.

C – To Campbelltown.

N – To Narellan.

S – To Mt Annan South.

Route 892

CITY (Circular Quay) – UNIVERSITY of NSW (High St) via Eddy Av, Central Railway (EXPRESS) ■

Timeline

24 June 2002 or 23 December 2002:

- Limited service commenced by State Transit Authority of NSW, combining 890 & 891.
- Ran on weekdays, including university vacations, for the benefit of administration & faculty staff.

1 January 2005: Became part of Contract Region 9.

13 February 2017: Ceased.

Streets

From 24 June 2002

From City (Circular Quay) (Young St) via Phillip St, Elizabeth St, Hay St, Pitt St, Eddy Av (**Central Railway**), Elizabeth St, Albion St, Flinders St, Anzac Pde (**Kensington**), High St to University of NSW.

From University of NSW (High St) via reverse route to Flinders St, then Foveaux St, Elizabeth St, Phillip St, Bridge St, Young St to Circular Quay (City).

Timetable Summary

29 April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- University of NSW (High St) via Eddy Av	30	M-F	Circular Quay	8.33am	High St	6.10pm	Ph	
		Sat						
		Sun						

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

Route 892

CAMPBELLTOWN – MENANGLE

Timeline

7 December 2002: Campbelltown – Menangle trips renumbered from 891 as part of general reorganisation of Busways' Campbelltown & Camden area routes. Operated by Busways Campbelltown (Rowe family).

1 January 2005: Became part of Contract Region 15.

18 August 2008: Renumbered 889, as a result of Ministry of Transport review of Contract Region 15.

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, Macarthur Square bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Geary St, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Station St, Moreton Park Rd to Spaniards Main (Menangle).

From Menangle (Moreton Park Rd at Spaniards Main) via Moreton Park Rd, Station St, Menangle Rd, Cummins Rd, Fitzpatrick St, Racecourse Av (**Menangle Park**), Menangle Rd, Geary St, Kellicar Rd, Macarthur Square bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown- Menangle	29	M-F	Menangle	6.20am	Campbelltown	6.43pm	6 trips	
		Sat	Campbelltown	7.37am	Menangle	5.48pm	2 trips	
		Sun						

Route 892

CAMPBELLTOWN – NARELLAN VALE – MT ANNAN

Timeline

18 August 2008: New route running in an anti-clockwise loop through Narellan Vale & Mt Annan, replacing 894 along Holdsworth Dr & partly replacing 896 along Welling Dr, as a result of Ministry of Transport review of Contract Region 15. Operated by Busways Camden (Rowe family).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Waterworth Dr, Main St, Holdsworth Dr (**Narellan Vale**), (right) Waterworth Dr, Welling Dr (**Mt Annan**), Waterworth Dr, Narellan Rd, then reverse route to Campbelltown Interchange.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Narellan Vale-Mt Annan	55 round trip	M-F	Campbelltown	6.00am	Campbelltown	8.25pm	60*	
		Sat		8.57am	Narellan Vale	7.48pm	60	
		Sun	Narellan Vale	9.22am		5.22pm	60	

* More frequent in peak hours.

Route 893

CAMPBELLTOWN – BLAIR ATHOL

Timeline

7 December 2002:

- Commenced by Busways Campbelltown (Rowe family) to new suburb, as part of general reorganisation of Busways' Campbelltown & Camden area routes.
- Most trips ran to/from east side of Campbelltown, but selected morning peak hour trips ran from Blair Athol to Campbelltown Station (west side).

1 January 2005: Became part of Contract Region 15.

18 August 2008: Replaced by new 879, as a result of Ministry of Transport review of Contract Region 15.

Streets

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Blaxland Rd, The Kraal Dr (complete anti-clockwise loop) (**Blair Athol**), Blaxland Rd, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Blair Athol	31 round trip	M-F	Blair Athol	6.38am	Campbelltown	6.33pm	6 trips	
		Sat		9.22am	Blair Athol	4.29pm	4 trips	
		Sun						

Route 893

NARELLAN – SPRING FARM – CAMDEN

Timeline

18 August 2008:

- Renumbered from 897, as a result of Ministry of Transport review of Contract Region 15.
- Limited service operated by Busways Camden (Rowe family).
- Through-routed with either 890 or 891 to/from Campbelltown.

1 June 2014: Renumbered S17 at the time of transfer of Contract Region 15 services to Busabout (Calabro family) as successful tenderer.

Streets

From 18 August 2008

From Narellan (Elyard St at Town Centre) via Queen St, Mowatt St, Richardson Rd, Springs Rd (**Spring Farm**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Narellan Town Centre.

Timetable Summary

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narellan-Spring Farm-Camden	13	M-F	Narellan	8.18am	Camden	3.17pm	3 trips	
		Sat						
		Sun						

Route 893

CAMPBELLTOWN – SPRING FARM – NARELLAN

Timeline

1 June 2014: Commenced by Busabout (Calabro family) through new residential area, at the time of transfer of Contract Region 15 services to successful new tenderer.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 1 June 2014

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Tindall St, Menangle Rd, Geary St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Waterworth Dr, Main St, Holdsworth Dr (**Narellan Vale**), Waterworth Dr, Welling Dr, Richardson Rd, Springs Rd (**Spring Farm**), Macarthur Rd (**Elderslie**), Camden Valley Way, Richardson Rd, Elyard St to Narellan Town Centre. Reverse on return.

Timetable Summary

1 June 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Spring Farm-Narellan	34	M-F	Narellan	6.01am	Campbelltown	8.41pm	30	
		Sat		6.45am		6.37pm	30	
		Sun		8.05am		6.30pm	60	

Route 893

UNIVERSITY of NSW (Gate 3, High St) – CITY (Central Railway) (EXPRESS) ■

Timeline

27 November 2017:

- Afternoon peak hour service commenced by State Transit Authority of NSW, replacing selected 891 trips from University of NSW.
- Conveyed university students & was subject to alteration or cancellation during university vacations & exam periods.
- Part of Contract Region 9.

21 December 2020: Ceased. Replaced by existing light rail services on L2 (commenced 14 December 2019) & L3 (commenced 3 April 2020).

Streets

From 27 November 2017

From University of NSW (Gate 3, High St) via High St, Anzac Pde, Flinders St, Foveaux St, Eddy Av to Central Railway (City).

Route 894

CAMPBELLTOWN – CURRANS HILL – NARELLAN VALE – CAMDEN ■

CAMPBELLTOWN – CURRANS HILL – NARELLAN VALE – HARRINGTON PARK ■

Also:

- **Campbelltown – Harrington Park via Narellan Rd (peak hours, 2006-8)**

Timeline

24 July 1993: Campbelltown – Currans Hill – Narellan Vale commenced by Busways Macarthur (Rowe family).

17 April 1998: Operator's name changed to Busways Camden (Rowe family).

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes:

- Rerouted through Currans Hill North, along part of 899 in this area.
- Selected daytime trips extended to Camden, partly replacing 896 trips between Narellan & Camden at those times.
- Trips terminating at Narellan Vale rerouted to run in a loop via Waterworth Dr & Holdsworth Dr.

1 January 2005: Became part of Contract Region 15.

18 November 2006: As part of a rearrangement of 894 & 896:

- Selected 894 trips extended from Narellan to Harrington Park, replacing that section of 896.
- 898 trips (Campbelltown – Harrington Park direct via Narellan Rd, peak hours only) also renumbered 894.

18 August 2008: As a result of Ministry of Transport review of Contract Region 15, renumbered and partly rerouted:

- Campbelltown – Narellan Vale – Camden renumbered part of 890.
- Campbelltown – Narellan Vale – Harrington Park renumbered part of 890.
- Campbelltown – Harrington Park direct via Narellan Rd renumbered back to 898.
- Service to Currans Hill provided by 891.

Streets

Campbelltown – Currans Hill – Narellan Vale (loop via Holdsworth Dr & Waterworth Dr)

From 24 July 1993

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, Macarthur Square bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Morshead Rd, Holdsworth Dr, Waterworth Dr (**Narellan Vale**), Welling Dr (**Mt Annan**), Waterworth Dr, Narellan Rd, Gilchrist Dr, Macarthur Square bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Currans Hill diversion (*to Campbelltown in morning and from Campbelltown in afternoon*): From Narellan Rd/Hartley Rd via Hartley Rd, Currans Hill Dr, Charles Babbage Av, Paddy Miller Av, Tramway Dr (**Currans Hill**), Currans Hill Dr, Hartley Rd to Narellan Rd.

Alterations

- **By 9 November 1996:** Ex Campbelltown from Narellan Rd via Waterworth Dr, Main St, Holdsworth Dr.
- **From 6 December 1997**
Currans Hill diversion: Ex Campbelltown from Narellan Rd via Tramway Dr, Currans Hill Dr, Hartley Rd. Reverse on return.

Campbelltown – Currans Hill – Narellan Vale – Camden

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see Note re locations and routes at foot of this file], Gilchrist Dr, Narellan Rd, Tramway Dr, Glenfield Dr, Spring Hill Circ (**Currans Hill**), Currans Hill Dr, Hartley Rd, Waterworth Dr, Main St, Holdsworth Dr (**Narellan Vale**), Waterworth Dr, Welling Dr, Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Camden Rd, then Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Currans Hill – Narellan Vale (loop via Holdsworth Dr & Waterworth Dr)

From 7 December 2002

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Tramway Dr, Glenfield Dr, Spring Hill Circ (**Currans Hill**), Currans Hill Dr, Hartley Rd, Waterworth Dr, Main St, Holdsworth Dr (**Narellan Vale**), Waterworth Dr, Holdsworth Dr, Main St, Waterworth Dr, Hartley Rd, then reverse route to Camden Rd, then Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Currans Hill – Narellan Vale – Harrington Park (selected trips extended from Narellan to Camden)

From 18 November 2006

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Tramway Dr, Glenfield Dr, Spring Hill Circ (**Currans Hill**), Currans Hill Dr, Hartley Rd, Waterworth Dr, Main St, Holdsworth Dr (**Narellan Vale**), Waterworth Dr, Welling Dr, Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way, Sir Warwick Fairfax Dr, Harrison Av, Mason Dr, Sir Warwick Fairfax Dr, Harrington Pkwy, Fairwater Dr to James Flynn Av, then Fairwater Dr, Harrington Pkwy, Glenrowan Dr (**Harrington Park**), Hillside Dr, The Northern Rd, Camden Valley Way, Somerset Av, then reverse route to Campbelltown Interchange.

Camden extension: From Narellan (Somerset Av) via Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden). Return via Argyle St, then reverse route.

Campbelltown – Narellan – Harrington Park via Narellan Rd direct

From 18 November 2006

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, Narellan Rd (**Narellan**), Camden Valley Way, Sir Warwick Fairfax Dr, Harrison Av, Mason Dr, Sir Warwick Fairfax Dr, Harrington Pkwy, Fairwater Dr to James Flynn Av, then (?) Fairwater Dr, Harrington Pkwy, Glenrowan Dr (**Harrington Park**), Hillside Dr, The Northern Rd to Camden Valley Way.

From Harrington Park (Sir Warwick Fairfax Dr at Harrison Av) via Harrison Av, Mason Dr, Sir Warwick Fairfax Dr, Harrington Pkwy, Fairwater Dr to James Flynn Av, then Fairwater Dr, Harrington Pkwy, Glenrowan Dr, Hillside Dr, The Northern Rd, Camden Valley Way, Narellan Rd (**Narellan**), Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)

- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

24 July 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Narellan Vale	54 round trip	M-F	Narellan Vale	5.20am	Narellan Vale	9.30pm	60*	
		Sat		6.45am		7.29pm	60	
		Sun		8.20am		8.33pm	60	

* More frequent in peak hours.

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Narellan Vale-Camden	Fr C'town 28V 48D	M-F	Narellan Vale	4.56amC	Camden	4.14pmC	A	
			Camden	10.14amC	Narellan Vale	10.23pmC		
		Sat	Narellan Vale	6.18amC	Camden	4.14pmC	B	
			Camden	8.14amC	Narellan Vale	10.23pmC		
		Sun	Narellan Vale	8.10amC		8.23pmC	60	

* More frequent in peak hours.

A – Peak hours & night, Campbelltown-Narellan Vale. Day, Campbelltown-Narellan Vale 30*, Campbelltown-Camden 60.

B – Early morning, late afternoon & night, Campbelltown-Narellan Vale. Day, Campbelltown-Narellan Vale 30, Campbelltown-Camden 60.

C – To Campbelltown.

D – To Camden

V – To Narellan Vale.

18 November 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Campbelltown-Narellan Vale-Camden	41	M-F	Camden	10.11amC	Camden	4.11pmC	60	
		Sat		8.11amC		4.11pmC	60	
		Sun						
Campbelltown-Narellan Vale-Harrington Park	90 round trip	M-F	Harrington Pk	5.10amC	Campbelltown	9.20pmH	60*	A
		Sat		6.52amC	Harrington Pk	9.51pmC	60	B
		Sun		7.57amC	Harrington Pk	5.57pmC	D	
					Campbelltown	8.31pmV		

Average day frequencies along common route:

M-F Campbelltown-Narellan (Camden & Harrington Park trips) 30.

Sat Campbelltown-Narellan (Camden & Harrington Park trips) 30.

Sun Campbelltown-Narellan Vale (Narellan & Harrington Park trips) 60.

* More frequent in peak hours.

A – Plus peak hour trips Campbelltown-Harrington Park via Narellan Rd direct, 2 trips (morning from Harrington Park, afternoon from Campbelltown). Plus late night trip combined 894/896, Campbelltown-Camden. Plus short-working/s before first trip & after last trip shown.

B – Plus late night trip combined 894/896, Campbelltown-Camden. Plus short-working/s before first trip & after last trip shown.

C – To Campbelltown.

D – Day, Campbelltown-Narellan 60, Campbelltown-Harrington Park 120. Night, Campbelltown-Narellan Vale. Plus short-working/s before first trip & after last trip shown.

H – To Harrington Park.

V – To Narellan Vale.

Route 894

CAMPBELLTOWN – NARELLAN – CAMDEN – CAMDEN PARK (Bridgewater Estate)

Route 894X

CAMPBELLTOWN – CAMDEN – CAMDEN PARK (Bridgewater Estate) (EXPRESS)

Timeline

12 October 2009:

- Peak hour routes to new suburb, commenced by Busways Camden (Rowe family).
- 894 & 894X share most of route.
- Part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Route 894

Campbelltown – Camden Park (Bridgewater Estate) via Camden Valley Way

From 12 October 2009

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd (**Narellan**), Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St (**Camden**), Argyle St, Murray St, Broughton St, Menangle Rd, Old Hume Hwy to Bridgewater Blvd (Bridgewater Estate, Camden Park).

From Camden Park (Bridgewater Estate, Old Hume Hwy at Bridgewater Blvd) via Old Hume Hwy, Menangle Rd, Broughton St, Murray St, Argyle St, Oxley St, Mitchell St, John St (**Camden**), Argyle St, then reverse route to Campbelltown Interchange.

Route 894X

Campbelltown – Camden Park (Bridgewater Estate) via Camden Bypass

From 12 October 2009

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Narellan Rd, Camden Bypass, Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St (**Camden**), Argyle St, Murray St, Broughton St, Menangle Rd, Old Hume Hwy to Bridgewater Blvd (Bridgewater Estate, Camden Park).

From Camden Park (Bridgewater Estate, Old Hume Hwy at Bridgewater Blvd) via Old Hume Hwy, Menangle Rd, Broughton St, Murray St, Argyle St, Oxley St, Mitchell St, John St (**Camden**), Argyle St, then reverse route to Campbelltown Interchange.

Timetable Summary

12 October 2009

Campbelltown – Camden Park routes

894, 894X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
894: Campbelltown-Camden Park via Camden Valley Way	34	M-F	Camden Park	5.46am	Campbelltown	7.00pm	Ph1	
		Sat						
		Sun						
894X: Campbelltown-Camden Park (express)	29	M-F	Camden Park	6.12am	Campbelltown	6.25pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (both directions).

Ph2 – Peak hours only (morning from Camden Park, afternoon from Campbelltown).

Route 895

CAMPBELLTOWN – NARELLAN – CAMDEN – CAMDEN SOUTH

- **Diversion via Catherine Field (*selected trips, 1988-90*)**

Timeline

Approx mid-1988: Renumbered from 145 [1925 route number]. Selected trips diverted via Catherine Field. Operated by Macarthur Coaches (Rowe family).

1989-90: Operator's name changed to Busways Macarthur (Rowe family).

29 January 1990: Diversions via Catherine Field altered to separate trips, Campbelltown – Catherine Field & Camden – Catherine Field, & renumbered 899.

17 April 1998: Operator's name further changed to Busways Camden (Rowe family).

7 December 2002: Route altered in Elderslie area to replace 896, as part of general reorganisation of Busways' Campbelltown & Camden area routes.

1 January 2005: Became part of Contract Region 15.

18 August 2008: As a result of Ministry of Transport review of Contract Region 15:

- Rerouted between Narellan & Elderslie via Lodges Rd (new housing area) instead of Camden Valley Way.
- Service in Camden Valley Way replaced by new 890 (later 890C).

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Camden South via Narellan Rd & Camden Valley Way

From 31 January 1989

From Campbelltown (Interchange) via Hurley St, Broughton St, Queen St, Dumaresq St, Hurley St, Camden Rd, Narellan Rd (**Narellan**), Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St (**Camden**), Argyle St, Murray St, Broughton St, Menangle Rd, Old Hume Hwy, Kelloway Av, Belgenny Av, Caroline Chisholm Dr, Cooralie Av, Elizabeth Macarthur Av, Bowman Av, Armour Av, Old Hume Hwy, Wire Lane (**Camden South**), Crookston Dr, Lawson Av, McCrae Dr, Cowper Dr, Old Hume Hwy, Menangle Rd, Broughton St, Murray St, Argyle St, Oxley St, Mitchell St, John St (**Camden**), Argyle St, then reverse route to Camden Rd, then Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Macarthur Square/Macarthur Station diversion (*not shown in timetable but likely route*): Ex Campbelltown from Hurley St via Kellicar Rd, **Macarthur Square** bus terminal [see Note re locations and routes at foot of this file], Gilchrist Dr, Narellan Rd. Reverse on return. All trips *from* Campbelltown via Macarthur Square diversion also ran via Macarthur Station. All trips *to* Campbelltown via Macarthur Square diversion ran via Macarthur Station on request.

Catherine Field diversion: From Narellan Rd/Camden Valley Way via Camden Valley Way to Catherine Fields Rd. Reverse on return.

Narellan diversion: Ex Campbelltown from Camden Valley Way via Somerset Av, Slade St, Doncaster Av, Queen St, Mowatt St, Richardson Rd to Camden Valley Way. Reverse on return.

Elderslie diversion: Ex Campbelltown from Harrington St via Lowe Cr, Templeton Rd, Marsden Av, Merino Dr, Macarthur Rd to Harrington St. Reverse on return.

Alterations

- **By 25 December 1991:** Ex Campbelltown from Hurley St via Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd. Ex Camden South from Narellan Rd via Gilchrist Dr, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.
- **From 7 December 2002:** Ex Campbelltown from Harrington St via Lowe Cr, Templeton Rd, Marsden Av, Merino Dr, Macarthur Rd to Harrington St. Reverse on return.

Campbelltown – Camden South via Narellan Rd & Lodges Rd

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Geary St, Menangle Rd, Tindall St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd (**Narellan**), Camden Valley Way, Somerset Av, Elyard St, Queen St, Mowatt St, Lodges Rd, Irvine St, Southdown Rd, Cashmere Dr, Merino Dr (**Elderslie**), Macarthur Rd, Argyle St, Elizabeth St,

Mitchell St, John St (**Camden**), Argyle St, Murray St, Broughton St, Menangle Rd, Old Hume Hwy, Kelloway Av, Belgenny Av, Caroline Chisholm Dr, Cooralie Av, Elizabeth Macarthur Av, Bowman Av, Armour Av, Old Hume Hwy, Wire Lane (**Camden South**), Crookston Dr, Lawson Av, McCrae Dr, Cowper Dr, Old Hume Hwy, Menangle Rd, Broughton St, Murray St, Argyle St, Oxley St, Mitchell St, John St (**Camden**), Argyle St, then reverse route to Campbelltown Interchange.

Alterations to route & location of Macarthur Square Bus Terminal

- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
895: Campbelltown-Camden South via Camden Valley Way	82 round trip	M-F	Camden South	4.46am	Campbelltown	9.47pm	60*	
		Sat		6.26am		8.43pm	60	
		Sun		8.25am		6.03pm	60-90	

* More frequent in peak hours.

29 January 1990

Campbelltown – Camden routes

895, 896

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
895: Campbelltown-Camden South via Camden Valley Way	86 round trip	M-F	Camden South	4.29am	Camden South	10.11pm	60*	
		Sat	Campbelltown	6.51am		10.11pm	60	
		Sun		7.49am		9.11pm	120	
896: Campbelltown-Mt Annan-Camden†	31	M-F	Narellan Vale	5.16amC	Campbelltown	10.47pmS	60*	A
			Camden	6.36amC				
			Campbelltown	6.47pmS				
		Sat	Camden South	5.21amC		10.47pmS	60	B
		Sun		7.05amC		9.47pmS	120	

Service between Campbelltown & Camden-Camden South area (different routes Campbelltown – Camden):

M-F 895, plus selected night trips on 896.

Sat 895, plus selected trips in early morning & at night on 896.

Sun 895 & 896 alternately (60 frequency).

* More frequent in peak hours.

† Selected trips extended to Camden South.

A – Day, Campbelltown-Camden 60*. Night, Campbelltown-Camden (selected trips extended from Camden to Camden South).

B – Early morning & selected trips at night, Campbelltown-Camden South. Day, Campbelltown-Camden 60.

C – To Campbelltown.

S – To Camden South.

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
895: Campbelltown-Camden South via Lodges Rd	100 round trip	M-F	Camden South	4.27am	Campbelltown	10.39pm	60*	A
		Sat		5.36am		10.29pm	60	A
		Sun		7.57am		9.34pm	60	A

* More frequent in peak hours.

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

Route 895

CITY (Eddy Av, Central Railway) – UNIVERSITY of NSW (Anzac Pde) (EXPRESS) ■

- Extended in City from Eddy Av, Central Railway to Railway Square (limited service until 2017)

Timeline

17 July 1995:

- High frequency weekday service City (Eddy Av, Central Railway) – University of NSW (Anzac Pde) (selected trips extended to City (Railway Sq)) renumbered from 695.
- Conveyed university students & was subject to alteration or cancellation during university vacations & exam periods.
- Operated by State Transit Authority of NSW.

May 1999: Morning trips from City (Eddy Av, Central Railway) replaced by 891, leaving route to run in afternoon peak hour from University of NSW (Anzac Pde). Morning trips.

1 January 2005: Became part of Contract Region 9.

13 February 2017: All trips ran from University of NSW (Gate 3, High St) to City (Eddy Av, Central Railway).

Mid 2017: Renumbered 891.

Streets

From 17 July 1995

From City (Eddy Av, Central Railway) via Elizabeth St, Albion St, Flinders St, Anzac Pde to University of NSW.

From University of NSW (Anzac Pde) via reverse route to Flinders St, then Foveaux St, Eddy Av to Central Railway (City).

City (Railway Sq) extension: From Eddy Av via Pitt St to Railway Square. Reverse on return.

Timetable Summary

29 April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
University of NSW-City (Eddy Av, Central Railway)†	15	M-F	Anzac Pde	12.11pm	Anzac Pde	9.20pm	A	
		Sat						
		Sun						

† Selected trips may have been extended in City from Eddy Av, Central Railway to Railway Square (but not shown in 29 April 2002 timetable.

A – Frequent service from University of NSW (High St). Service at other times provided by 393, 395 & various other routes.

Route 896

CAMPBELLTOWN – MT ANNAN – CAMDEN

CAMPBELLTOWN – MT ANNAN – CATHERINE FIELD

CAMPBELLTOWN – MT ANNAN – HARRINGTON PARK

- **Extended from Camden to Camden South (*selected trips from 1990*)**

Timeline

31 January 1989: Limited weekday service, Camden – Narellan (Richardson Rd/Lodges Rd), commenced by Macarthur Coaches (Rowe family).

1989-90: Operator's name changed to Busways Macarthur.

29 January 1990:

- Extended to run Campbelltown – Mt Annan – Camden. Selected trips (mainly at night and Sundays) extended to Camden South at times when 895 did not run.
- Times of service extended to full time.

9 November 1996: Rerouted from Mt Annan via full length of Welling Dr, then to Narellan & Camden via Camden Valley Way & Harrington St, Elderslie. Only selected journeys then ran via Spring Farm (Richardson & Springs Rds).

17 April 1998: Operator's name changed to Busways Camden (Rowe family).

7 December 2002: As part of general reorganisation of Busways' Campbelltown & Camden area routes, altered to the west & north of Narellan to become:

- Campbelltown – Mt Annan – Harrington Park (full time). This became main service to Harrington Park, replacing 898, except for selected peak hour trips.
- Campbelltown – Mt Annan – Catherine Field (selected trips), replacing equivalent part of 899.
- Selected trips at night & Sundays continued to run Campbelltown – Mt Annan – Camden South at times when 895 did not run.
- Selected trips Narellan – Spring Farm – Camden renumbered 897.

1 January 2005: Became part of Contract Region 15.

18 November 2006: As part of a rearrangement of 894 & 896:

- Base service altered to Campbelltown – Narellan Vale (Gundungurra Reserve).
- Selected trips extended from Gundungurra Reserve to Narellan Town Centre *or* Camden South *or* Catherine Field.
- 894 extended from Narellan to Harrington Park, replacing that section of 896.

18 August 2008: Number out of use as a result of Ministry of Transport review of Contract Region 15:

- Campbelltown – Narellan Vale (Gundungurra Reserve) replaced by 891 & 892.
- Service between Narellan Vale (Gundungurra Reserve) and Narellan Town Centre provided by 890.
- Service to Camden South provided entirely by 895.
- Service to Catherine Field provided by 898 (peak hours) & 899 (inter-peak).

Streets

Camden – Narellan (Richardson Rd/Lodges Rd)

From 31 January 1989

From Camden (John St at Argyle St) via Argyle St, Macarthur Rd, Ettlesdale Rd, Springs Rd (**Spring Farm**), Richardson Rd to Lodges Rd (Narellan).

From Narellan (Richardson & Lodges Rds) via reverse route to Argyle St, then Elizabeth St, Mitchell St, John St to Argyle St (Camden).

Campbelltown – Mt Annan – Camden (*selected trips extended to Camden South*)

From 29 January 1990

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Holdsworth Dr [now Waterworth Dr], Welling Dr, McEwan Circ (anti-clockwise loop), Welling Dr, Holdsworth Dr [now Waterworth Dr], Narellan Rd, Camden Valley Way, Somerset Av (**Narellan**), Elyard St, Queen St, Mowatt St, Richardson Rd, Welling Dr, Waterworth Dr to then end (approx. at current Kent Rd), then Waterworth Dr, Welling Dr, Richardson Rd, Springs Rd (**Spring Farm**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Camden South extension: Same as 895 from Camden to Camden South and return.

Alterations

- **By 25 December 1991:** Ex Campbelltown from Hurley St via Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd. Ex Camden South from Camden Rd via Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.
- **By 26 April 1992:** From Welling Dr/McEwan Circ via Welling Dr to then end (approx at current Mt Annan Dr roundabout) and return.

From 9 November 1996

From Campbelltown (Interchange) via Hurley St via Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Waterworth Dr, (left) Welling Dr (**Mt Annan**), Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Narellan Town Centre internal roads, Camden Valley Way, Hilder St, Harrington St (**Elderslie**), Lowe Cr, Templeton Rd, Merino Dr, Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alteration

By December 1999: Ex Campbelltown from Elyard St via Somerset Av, Camden Valley Way. Reverse on return.

Campbelltown – Mt Annan – Catherine Field

From 7 December 2002

From Campbelltown (Interchange) via Hurley St via Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Waterworth Dr, (left) Welling Dr (**Mt Annan**), Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way to Catherine Fields Rd (Catherine Field).

From Catherine Field (Camden Valley Way at Catherine Fields Rd) via reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Campbelltown – Mt Annan – Harrington Park (selected trips extended from Narellan to Camden South)

From 7 December 2002

From Campbelltown (Interchange) via Hurley St via Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Waterworth Dr, (left) Welling Dr (**Mt Annan**), Richardson Rd, Mowatt St, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way, The Northern Rd, Hillside Dr, Glenrowan Dr, Harrington Pkwy, Freshwater Dr, James Flynn Av to William Campbell Av (**Harrington Park**), then James Flynn Av, Freshwater Dr, The Northern Rd, then reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Camden South extension: Same as 895 from Narellan to Camden South and return.

Campbelltown – Narellan Vale (Gundungurra Reserve) (selected trips extended to Narellan Town Centre or Camden South or Catherine Field)

Alterations

From 18 November 2006

- Base service to Gundungurra Reserve same as from Campbelltown –Mt Annan – Catherine Field (as from 7 December 2002 above), but terminating in Welling Dr, Narellan Vale at Gundungurra Reserve.
- Extensions from Gundungurra Reserve to Narellan Town Centre, Camden South & Catherine Field unaltered.

Alterations to route & location of Macarthur Square Bus Terminal

- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

31 January 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Narellan (Richardson Rd/ Lodges Rd)	13	M-F	Richardson Rd	8.35am	Camden	3.48pm	1 trip	
		Sat						
		Sun						

29 January 1990

See 895

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Mt Annan-Narellan-Harrington Park†	Fr C'town 38H 42F 52S	M-F	Narellan	4.35amC	Campbelltown	5.55pmF	A	
			Harrington Pk	5.29amC		8.55pmH		
			Catherine Field	6.26amC		10.55pmS		
		Sat	Camden South	5.23amC		4.55pmH	B	
			Harrington Pk	7.58amC		11.20pmS		
			Campbelltown	10.13amF		3.13pmC		
		Sun	Camden South	7.31amC	Campbelltown	3.55pmH	D	
			Harrington Pk	9.49amC		9.40pmS		

* More frequent in peak hours.

† Selected trips extended to Catherine Field *or* Camden South.

A – Day, Campbelltown-Narellan 30, Campbelltown-Harrington Park 60*, from Campbelltown to Catherine Field 5 trips, from Catherine Field to Campbelltown 6 trips. Night, Campbelltown-Camden South.

B – Campbelltown-Narellan 30, Campbelltown-Harrington Park 60, Campbelltown-Catherine Field 2 trips. Early morning & night, Campbelltown-Camden South.

C – To Campbelltown.

D – Day, Campbelltown-Narellan 60, Campbelltown-Harrington Park 120, Campbelltown-Camden South 120. Night, Campbelltown-Camden South.

F – To Catherine Field.

H – To Harrington Park.

S – To Camden South.

18 November 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Narellan Vale (Gundungurra Reserve)†	Fr C'town 28V 32N 42F 51S	M-F	Narellan Vale	4.53amC	Campbelltown	5.57pmF	A	
			Catherine Field	7.14amC		10.55pmS		
		Sat	Camden South	4.56amC	Catherine Field	2.57pmC	B	
			Campbelltown	10.05amF	Campbelltown	10.00pmS		
		Sun	Camden South	7.43amC		9.53pmS	D	

* More frequent in peak hours.

† Selected trips extended to Catherine Field *or* Camden South.

A – Day, Campbelltown-Narellan Vale (Gundungurra Reserve) 30, Campbelltown-Narellan 60. Night, Campbelltown-Camden South.

B – Day, Campbelltown-Narellan Vale (Gundungurra Reserve) 30, Campbelltown-Narellan selected trips; 2 trips extended from Narellan to Catherine Field. Early morning & night, Campbelltown-Camden South.

C – To Campbelltown.

D – Day, Campbelltown-Narellan Vale (Gundungurra Reserve) 60. Early morning & night, Campbelltown-Camden South.

F – To Catherine Field.

N – To Narellan.

S – To Camden South.

V – To Narellan Vale (Gundungurra Reserve).

Route 896

CAMPBELLTOWN – GREGORY HILLS – ORAN PARK (Olive Hill Rd) via Narellan Rd ■ CAMPBELLTOWN – HARRINGTON PARK – ORAN PARK (Olive Hill Rd) via Narellan Rd

Timeline

23 April 2012: Campbelltown – Gregory Hills – Oran Park commenced by Busways Camden (Rowe family) to new suburbs. Part of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

6 May 2018:

- Rerouted to run Campbelltown – Narellan – Harrington Park – Oran Park (*not* via Gregory Hills).
- Service to Gregory Hills replaced by existing 841.
- Peak hour diversion via Smeaton Grange replaced by new 897.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Gregory Hills – Oran Park (Peter Brock Dr)

From 23 April 2012

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Tindall St, Menangle Rd, Geary St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Camden Valley Way, Gregory Hills Dr to end (?) (**Gregory Hills**), then Gregory Hills Dr, Oran Park Dr to Peter Brock Dr (**Oran Park**). Reverse on return.

Smeaton Grange diversion: Ex Campbelltown from Narellan Rd via Hartley Rd, Anzac Av, Anderson Rd, Camden Valley Way. Reverse on return.

By 1 June 2014

- Turning movement at Gregory Hills from Gregory Hills Dr via Donovan Blvd, Healy St, Village Cct, Gregory Hills Dr.
- Turning movement at Oran Park from Oran Park Dr via Peter Brock Dr, Central Av, Oran Park Dr.

Campbelltown – Gregory Hills – Oran Park (Olive Hill Rd)

Alteration

From 26 April 2016: Altered/extended to approach Oran Park from Oran Park Dr via (right) South Cct, Peter Brock Dr, Charles McIntosh Pkwy to Olive Hill Rd. Reverse on return.

Campbelltown – Harrington Park – Oran Park (Olive Hill Rd)

From 6 May 2018

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Tindall St, Menangle Rd, Geary St, Kellicar Rd (**Macarthur Square**), Gilchrist Dr, Narellan Rd, Camden Valley Way, Queen St, Elyard St (**Narellan**), Somerset Av, Camden Valley Way, Sir Warwick Fairfax Dr, Harrison Av, Mason Dr (**Harrington Park**), Sir Warwick Fairfax Dr, Harrington Pkwy, Oran Park Dr, South Cct, Peter Brock Dr, Charles McIntosh Pkwy to Olive Hill Rd (Oran Park).

From Oran Park (Charles McIntosh Pkwy at Olive Hill Rd) via reverse route to Harrison Av, then Sir Warwick Fairfax Dr, Camden Valley Way, Queen St, Elyard St, Somerset Av, Camden Valley Way, Narellan Rd, then reverse route to Campbelltown.

Timetable Summary

23 April 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Gregory Hills-Oran Park	36	M-F	Oran Park	5.44am	Campbelltown	9.27pm	60*	
		Sat		8.06am		9.04pm	60	
		Sun		7.27am		6.02pm	60	

* More frequent in peak hours.

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Harrington Park-Oran Park	45	M-F	Oran Park	5.30am	Campbelltown	9.27pm	60*	
		Sat		7.55am		10.10pm	60	
		Sun		7.13am		9.44pm	60	

* More frequent in peak hours.

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Harrington Park-Oran Park	45	M-F	Oran Park	4.58am	Campbelltown	11.27pm	30*	
		Sat		7.00am		11.10pm	30	
		Sun		7.13am		9.44pm	30	

* More frequent in peak hours.

Route 897

NARELLAN – CURRANS HILL ■

Timeline

6 November 1995: Commenced by Busways Macarthur (Rowe family) upon opening of Narellan Town Centre.

17 April 1998: Operator's name changed to Busways Camden (Rowe family).

7 December 2002: Most of route replaced by rerouting of 894, as part of a general reorganisation of Busways' Campbelltown & Camden area routes.

Streets

From 6 November 1995

From Narellan (Town Centre internal road) via Camden Valley Way, Queen St, Mowatt St, Richardson Rd, Welling Dr, Waterworth Dr, Holdsworth Dr (**Narellan Vale**), Morshead Rd, Narellan Rd, Hartley Rd, Currans Hill Dr, Charles Babbage Av, Paddy Miller Av (**Currans Hill**), Tramway Dr, Currans Hill Dr, Hartley Rd, then reverse route to Queen St, then Elyard St, internal road to Narellan Town Centre.

Alterations

- **From 6 December 1997:** Ex Narellan from Morshead Rd via Narellan Rd, Tramway Dr (**Currans Hill**), Currans Hill Dr, Hartley Rd.
- **By December 1999:** Narellan terminus altered to Somerset Av.
- **By December 1999:** Ex Narellan from Holdsworth Dr via Main St, Waterworth Dr, Narellan Rd, Tramway Dr. Reverse on return.

Timetable Summary

6 November 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narellan-Currans Hill	18	M-F	Currans Hill	9.13am	Narellan	4.35pm	A	
		Sat		9.13am		4.35pm	A	
		Sun						

A – 3 trips from Currans Hill, 4 trips from Narellan.

Route 897

NARELLAN – SPRING FARM – CAMDEN

Timeline

7 December 2002: As part of a general reorganisation of Busways' Campbelltown & Camden area routes:

- Narellan – Camden via Springs Rd renumbered from part of 896.
- Through-routed with either 894 or 896 to/from Campbelltown.
- Operated by Busways Camden (Rowe family).

1 January 2005: Became part of Contract Region 15.

18 August 2008: Renumbered 893, as a result of Ministry of Transport review of Contract Region 15.

Streets

From 7 December 2002

From Narellan (Somerset Av) via Elyard St, Queen St, Mowatt St, Richardson Rd, Springs Rd (**Spring Farm**), Macarthur Rd, Argyle St, Elizabeth St, Mitchell St, John St to Argyle St (Camden).

From Camden (John St at Argyle St) via Argyle St, then reverse route to Narellan.

Timetable Summary

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narellan-Spring Farm-Camden	13	M-F	Narellan	8.15am	Camden	3.11pm	3 trips	
		Sat						
		Sun						

Route 897

CAMPBELLTOWN – SMEATON GRANGE (INDUSTRIAL)

Timeline

7 May 2018: Peak hour route, replacing Smeaton Grange diversion of 896, commenced by Busabout (Calabro family). Part of Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 7 May 2018

From Campbelltown (Interchange) via Hurley St, Kellicar Rd, Narellan Rd, Hartley Rd, Anzac Av, Anderson Rd to Dunn Rd (Smeaton Grange). Reverse on return.

Timetable Summary

7 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Smeaton Grange	18	M-F	Campbelltown	6.05am	Smeaton Grng	6.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Campbelltown, afternoon from Smeaton Grange).

Route 898

CAMPBELLTOWN – HARRINGTON PARK via Narellan Rd■

Timeline

26 July 1995: Commenced by Busways Macarthur (Rowe family) to new suburb.

17 April 1998: Operator's name changed to Busways Camden (Rowe family).

7 December 2002: Reduced to a limited peak hour service as part of a general reorganisation of Busways' Campbelltown & Camden area routes. Service to Harrington Park at other times provided by extension of 896, running via Mt Annan.

1 January 2005: Became part of Contract Region 15.

18 November 2006: Renumbered part of 894.

Streets

From 26 July 1995

From Campbelltown (Interchange) via Hurley St, Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Camden Valley Way, Somerset Av, Elyard St (**Narellan**), Richardson Rd, Camden Valley Way, The Northern Rd, Fairwater Dr to William Campbell Av (Harrington Park).

From Harrington Park (Fairwater Dr at William Campbell Av) via Fairwater Dr, The Northern Rd, Camden Valley Way, Somerset Av, Elyard St (**Narellan**), Richardson Rd, Camden Valley Way, Narellan Rd, Gilchrist Dr, **Macarthur Square** bus terminal [*see Alterations to route & location of Macarthur Square Bus Terminal* (below)], Kellicar Rd, Camden Rd, Moore-Oxley Bypass, Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alterations

- **Circa 1996:** Harrington Park terminus to The Northern Rd at Fairwater Dr.
- **By 9 November 1996:** Ex Campbelltown from Narellan Rd via The Northern Rd (*not* via Elyard St). Reverse on return.
- **From 2 January 1997:** Extended from The Northern Rd/Fairwater Dr via Fairwater Dr, William Campbell Av to Lachlan Av (southern end). Reverse on return.
- **By December 1999:** Ex Campbelltown from The Northern Rd via Fairwater Dr, James Flynn Dr to William Campbell Av. Reverse on return.
- **From 7 December 2002:** Ex Campbelltown from The Northern Rd via Hillside Dr, Glenrowan Dr, Harrington Pkwy, Freshwater Dr, James Flynn Av to William Campbell Av (**Harrington Park**), then James Flynn Av, Freshwater Dr, The Northern Rd.

Alterations to route & location of Macarthur Square Bus Terminal

- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Timetable Summary

26 July 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Harrington Park	27	M-F	Harrington Pk	6.49am	Campbelltown	6.50pm	60*	
		Sat		8.02am		5.35pm	60	
		Sun						

* More frequent in peak hours.

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

Route 898

CAMPBELLTOWN – HARRINGTON PARK – CATHERINE FIELD via Narellan Rd

(Catherine Field terminus was located at former El Caballo Blanco entertainment venue. It is now on the boundary of Catherine Field & Gledswood Hills.)

Timeline

18 August 2008: Number reinstated for peak hour trips Campbelltown – Harrington Park via Narellan Rd direct, but selected trips extended from Harrington Park to Catherine Field, as a result of Ministry of Transport review of Contract Region 15.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

From 18 August 2008

From Campbelltown (Interchange) via Hurley St, Narellan Rd, Camden Valley Way, Sir Warwick Fairfax Dr, Harrison Av, Mason Dr, Sir Warwick Fairfax Dr, Harrington Pkwy, Glenrowan Dr (**Harrington Park**), Hillside Dr, The Northern Rd, Fairwater Dr, Camden Valley Way to Catherine Fields Rd (Catherine Field).

From Catherine Field (Camden Valley Way at Catherine Fields Rd) via Camden Valley Way, Sir Warwick Fairfax Dr, Harrison Av, Mason Dr, Sir Warwick Fairfax Dr, Harrington Pkwy, Glenrowan Dr (**Harrington Park**), Hillside Dr, The Northern Rd, Fairwater Dr, Camden Valley Way, Narellan Rd, Hurley St to Campbelltown Interchange.

Alteration

From 11 October 2009: From Harrington Pkwy/Glenrowan Dr via Harrington Pkwy to Forrest Grv, then return via Harrington Pkwy to Glenrowan Dr.

Timetable Summary

26 July 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Harrington Park-Catherine Field	38	M-F	Catherine Field	7.14am	Campbelltown	6.24pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Catherine Field, afternoon from Campbelltown).

26 October 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Harrington Park†	Fr C'town 34H 44G	M-F	Gledswood Hls	6.22amC	Campbelltown	6.23pmG	Ph	
			Harrington Pk	6.56amC				
		Sat						
		Sun						

† Selected trips extended to Gledswood Hills.

C – To Campbelltown.

G – To Gledswood Hills.

H – To Harrington Park

Ph – Peak hours only (mainly morning from Catherine Field, afternoon from Campbelltown, but morning trip from Campbelltown to Gledswood Hills & 1 afternoon trip from Harrington Park to Campbelltown.).

Route 898

UNIVERSITY of NSW (Gate 8, High St) – CITY (Central Railway) (EXPRESS) ■

Timeline

27 November 2017:

- Afternoon peak hour service commenced by State Transit Authority of NSW, replacing selected 891 trips from University of NSW.
- Conveyed university students & was subject to alteration or cancellation during university vacations & exam periods.
- Part of Contract Region 9.

21 December 2020: Ceased. Replaced by existing light rail services on L2 (commenced 14 December 2019) & L3 (commenced 3 April 2020).

Streets

From 27 November 2017

From University of NSW (Gate 8, High St) via High St, Anzac Pde, Flinders St, Foveaux St, Eddy Av to Central Railway (City).

Route 899

CAMDEN – CATHERINE FIELD

CAMPBELLTOWN – CATHERINE FIELD

(Catherine Field terminus was located at former El Caballo Blanco entertainment venue. It is now on the boundary of Catherine Field & Gledswood Hills.)

Timeline

29 January 1990: Campbelltown – Catherine Field & Camden – Catherine Field (both limited services) renumbered from part of 895. Operated by Busways Macarthur (Rowe family).

17 April 1998: Operator's name changed to Busways Camden (Rowe family).

7 December 2002: As part of a general reorganisation of Busways' Campbelltown & Camden area routes:

- Campbelltown – Catherine Field trips rerouted via Mt Annan & renumbered part of 896.
- 899 used for Camden – Catherine Field trips only.

1 January 2005: Became part of Contract Region 15.

18 August 2008: Campbelltown – Catherine Field trips again renumbered from 896.

1 June 2014: Transferred to Busabout (Calabro family) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Campbelltown – Catherine Field

By 25 December 1991

From Campbelltown (Interchange) via Hurley St via Dumaresq St, Moore-Oxley Bypass, Camden Rd, Kellicar Rd, Macarthur Square bus terminal [see *Alterations to route & location of Macarthur Square Bus Terminal* (below)], Gilchrist Dr, Narellan Rd, Camden Valley Way to Catherine Fields Rd (Catherine Field).

From Catherine Field (Camden Valley Way at Catherine Fields Rd) via reverse route to Moore-Oxley Bypass, then Allman St, Queen St, Dumaresq St, Hurley St to Campbelltown Interchange.

Alteration

From 20 December 2000: Ex Campbelltown from Narellan Rd via Tramway Dr, Glenfield Dr, Spring Hill Circle, Currans Hill Dr, Hartley Rd, Narellan Rd. Reverse on return.

From 20 December 2000

Gledswood Winery extension: From Catherine Field (Camden Valley Way/Catherine Fields Rd) via private road to Gledswood Winery & return.

Alterations to route & location of Macarthur Square Bus Terminal

- **Early 1990s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Kellicar Rd, internal roadway, Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds).
- **From mid-1990s to mid-2000s:** Ex Campbelltown from Kellicar Rd/Gilchrist Rd via Gilchrist Dr, bus terminal, then Gilchrist Dr. Reverse on return. (Terminal within Macarthur Square grounds, off Gilchrist Dr.)
- **By 2006:** Either direction from Kellicar Rd/Gilchrist Rd via Kellicar Rd, u-turn and return via Kellicar Rd to Gilchrist Dr. (All terminal stands on western side of Kellicar Rd.)
- **By 2008:** Ex Campbelltown from Kellicar Rd/Tindall St via Tindall St, Menangle Rd, Geary St, Kellicar Rd, Gilchrist Dr. Reverse on return. (Terminal stands on both sides of Kellicar Rd.)

Camden – Catherine Field

By 25 December 1991

From Camden (John St at Argyle St) via Argyle St, Macarthur Rd, Harrington St (**Elderslie**), Hilder St, Camden Valley Way to Catherine Fields Rd (Catherine Field).

From Catherine Field (Camden Valley Way at Catherine Fields Rd) via reverse route to Argyle St, then Elizabeth St, Mitchell St, John St to Argyle St (Camden).

Alteration

By 7 December 2000: Ex Camden from Argyle St via Camden Valley Way (*not* via Harrington St). Reverse on return.

Timetable Summary

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Catherine Field	25	M-F	Campbelltown	9.50am	Catherine Field	3.48pm	1 trip	
		Sat		9.48am		3.45pm	1 trip	
		Sun		9.51am		3.45pm	1 trip	
Camden-Catherine Field	15	M-F	Camden	10.00am	Catherine Field	10.15am	1 trip	
		Sat						
		Sun						

7 December 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Catherine Field	29	M-F	Catherine Field	6.43am	Campbelltown	6.20pm	A	
		Sat	Campbelltown	9.51am	Catherine Field	3.48pm	1 trip	
		Sun		9.51am		3.48pm	1 trip	
Camden-Catherine Field	15	M-F	Camden	10.00am	Camden	3.40pm	B	
		Sat						
		Sun						

A – 10 trips from Catherine Field, 7 trips from Campbelltown.

B – 2 trips from Camden, 1 trip from Catherine Field.

7 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Catherine Field	20	M-F	Catherine Field	7.50am	Camden	4.46pm	2 trips	A
		Sat						
		Sun						

A – Morning from Catherine Field, afternoon from Camden.

18 August 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Gledswood Hills†	25	M-F	Narellan	10.00am	Gledswood Hls	5.03pm	5 trips	A
		Sat		9.47am		3.15pm	2 trips	B
		Sun						
Camden-Gledswood Hills (Gledswood Winery)	25	M-F	Gledswood Hls	7.50am	Camden	4.43pm	Ph	
		Sat						
		Sun						

† Off-peak peak trips extended to Gledswood Winery.

A – 3 off-peak trips extended to Catherine Field (Gledswood Winery).

B – Both trips extended to Catherine Field (Gledswood Winery).

Ph – Peak hours only (both directions).