



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 900 – 924

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 900 – 924

900	City-Epping, etc
900	Liverpool-Burwood
900	Parramatta Free Shuttle
901	Epping-Narrabeen
901	Liverpool-Holsworthy
902	Nth Sydney Depot-Palm Bch
902	Parramatta-Bankstown
902	Liverpool-Holsworthy
902X	Holsworthy-Sandy Point
903	Parramatta-Sth Granville, etc
903	Liverpool-Chipping Norton
904	Granville-South Granville
904	Parramatta-Lidcombe
904	Liverpool-Fairfield

905	Granville-Merrylands
905	Granville-Merrylands
905	Bankstown-Fairfield
906	Auburn-Homebush Bay
906	Parramatta-Fairfield
907	Guildford-Chester Hill
907	Parramatta-Bankstown
908	Bankstown-Chester Hill
908	Bankstown-Merrylands
909	Parramatta-Bankstown
910	Parramatta-Bankstown
911	Auburn-Bankstown
912	Lidcombe-Bankstown
913	Strathfield-Bankstown

914	Strathfield-Greenacre
915	Lidcombe-Cumberland Coll
916	Auburn-South Granville
916	Chester Hill-Barbers Rd
917	Auburn-Guildford, etc
918	Auburn-South Auburn, etc
919	Auburn-Bankstown
920	Lidcombe-Bankstown
921	Berala-Bankstown, etc
922	Bankstown-East Hills
923	Bankstown-Picnic Point
924	Bankstown-Picnic Point

Route 900

CITY (Wynyard) – EPPING via Epping Rd■

- **Epping – Crows Nest – Frenchs Forest – Narrabeen (Summer weekends, 1940-41)**

Timeline

4 February 1940:

- New full time service commenced by Department of Road Transport & Tramways upon opening of Epping Rd [originally also known as Spooner Hwy] between Lane Cove and Epping.
- Ran in place of once proposed railway between St Leonards & Epping.

26 November 1940: Selected (?) Summer weekend trips extended to run Epping – Crows Nest – Frenchs Forest – Narrabeen.

9 March 1941: Summer weekend trips Epping – Crows Nest – Frenchs Forest – Narrabeen renumbered 901.

29 November 1943: As part of renumbering of Lower North Shore routes into the 200-299 series:

- Monday-Saturday service renumbered 290.
- Sunday service amalgamated with part of 267 as 297 Epping – Crows Nest – Northbridge – Chatswood.

Streets

From 4 February 1940 (based on later timetables & contemporary street directories)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Moore St [now part of Epping Rd], Epping Rd (**North Ryde, Marsfield**), Langston Pl to Epping Station.

From Epping (Langston Pl at Station) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

Circa 1940

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Epping	Fr Wyn 25F 49E	M-F	Epping	7.04amY	Epping	11.28pmY	A	
		Sat		7.04amY		11.28pmY	A	
		Sun		8.55amS	St Leonards	7.02pmE	60	

A – City (Wynyard)-Lane Cove (Fraser St) 30, City (Wynyard)-Epping 60.

E – To Epping.

F – To Lane Cove (Fraser St).

S – To St Leonards.

Y – To City (Wynyard).

Route 900

LIVERPOOL – BANKSTOWN – BURWOOD ■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

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

Timeline

18 September 2006:

- 486 & 860 amalgamated as 900 and extended from Strathfield to Burwood, as a result of Ministry of Transport review of [Contract Region 13](#).
- Shares part of route with 913 & 914.
- Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

6 December 2010: Renumbered M90 as part of the introduction of the Government's Metrobus network. First privately operated route to be so classified.

Streets

From 18 September 2006

From Liverpool (Interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Milperra Rd (**Milperra**), Ashford Av, Bullecourt Av (**University of Western Sydney, Bankstown campus**), Horsley Rd, Amour St, Marigold St, Milperra Rd, Canterbury Rd, Chapel Rd South, Brandon Av, Greenwood Av, Marion St, Chapel Rd, The Mall, The Appian Way, North Tce (**Bankstown**), Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd, Hume Hwy, Boronia Rd, Noble Rd, Cardigan Rd (**Greenacre**), Waterloo Rd, Hume Hwy, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd, Victoria St East to Burwood Westfield.

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Hume Hwy, then reverse route to Rickard Rd, then Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce (**Bankstown**), Fetherstone St, The Mall, Chapel Rd, Marion St, then reverse route to Newbridge Rd, then Bigge St, Campbell St, George St, Moore St to Liverpool Interchange.

Alteration

From 8 December 2008 (opening date of Bankstown bus lane):

- Ex Liverpool from Chapel Rd South, Bankstown via Macauley Av, Restwell St, South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd. Ex Burwood from Bankstown Square bus terminal via The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce, Restwell St, Macauley Av, Chapel Rd South.
- Approached Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool Interchange. Return from Liverpool Interchange via College St, Elizabeth St, Bigge St, Campbell St.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown-Burwood	Fr Liv 46K 83S 94B	M-F	Liverpool	5.15amS 6.30amB	Liverpool	7.15pmB	30*	A
		Sat		6.17amS 7.17amB		4.15pmB 7.35pmK	C	
		Sun	Bankstown	8.31amB		6.35pmK	60	D

* More frequent in peak hours.

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

B – To Burwood.

C – Burwood-Bankstown 30, Burwood-Liverpool 60. Plus short-working/s before first trip shown.

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

K – To Bankstown.

S – To Strathfield.

Route 900

PARRAMATTA Free Shuttle

Timeline

14 March 2011:

- Free shuttle (loop) service transferred from control of Parramatta City Council to that of the NSW Government & given a route number.
- Operated by Veolia Transport.
- Part of Contract Region 13.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 14 March 2011

From Parramatta (Darcy St at Station) one-way loop via Church St, Argyle St, Marsden Rd, Macquarie St, O'Connell St, Grose St, Church St, Phillip St, Charles St, Macquarie St, Smith St, Darcy St to Parramatta Station.

Alteration

From 13 February 2017: From Charles St via Macquarie St, O'Connell St (*not* via Smith St, Darcy St, Church St, Argyle St, Marsden Rd).

By 2023 (due to construction of Parramatta light rail?)

From Parramatta Wharf via Charles St, George St, O'Connell St, Grose St, Villiers St, Marist Pl, Marsden St, Phillip St to Parramatta Wharf.

Timetable Summary

14 March 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta free shuttle	23 round trip	M-F	Parramatta Stn	7.00am	Parramatta Stn	6.30pm	12	
		Sat		8.00am		4.00pm	12	
		Sun		8.00am		4.00pm	12	

(?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta free shuttle	25 round trip	M-F	Parramatta Stn	7.00am	Parramatta Stn	6.30pm	10	
		Sat		8.00am		4.00pm	10	
		Sun		8.00am		4.00pm	10	

By 2023

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta free shuttle	22 round trip	M-F	Parramatta Whf	7.00am	Parramatta Whf	6.30pm	12/13	
		Sat		8.00am		4.00pm	12/13	
		Sun		8.00am		4.00pm	12/13	

Route 901

EPPING – CROWS NEST – FRENCHS FOREST – NARRABEEN (Summer weekends)■

Timeline

9 March 1941: Summer weekend service renumbered from 900. Operated by Department of Road Transport & Tramways.

21 December 1941: Ceased as a wartime economy measure.

Route 901

LIVERPOOL – WATTLE GROVE – HOLSWORTHY

Timeline

18 September 2006: Renumbered from 863 as a result of Ministry of Transport review of [Contract Region 13](#). Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Liverpool (Interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Heathcote Rd, Moorebank Av (**Moorebank Village**), Anzac Rd, Delfin Dr, Wattle Grove Dr, Australis Av (**Wattle Grove**), Village Way, Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, The Boulevard to Holsworthy Station.

From Holsworthy (The Boulevard at Station) via reverse route to Newbridge Rd, then Bigge St, Campbell St, George St, Moore St to Liverpool Interchange.

Alteration

From 8 December 2008: Approached Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool Interchange. Return from Liverpool (George St at Westfield) via George St, Moore St, Liverpool Interchange, Moore St, George St.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Wattle Grove-Holsworthy	36	M-F	Liverpool	6.10am	Holsworthy	8.12pm	60*	A
		Sat		7.10am		6.12pm	60	A
		Sun		8.10am		5.12pm	120	

* More frequent in peak hours.

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

Route 902

NORTH SYDNEY DEPOT – ROSEVILLE – PALM BEACH (Summer weekends)■

Timeline

26 November 1940: Summer weekends & holidays service commenced by Department of Road Transport & Tramways.

21 December 1941: Ceased as a wartime economy measure.

Route 902

PARRAMATTA – GRANVILLE – VILLAWOOD – BANKSTOWN■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

29 July 1987: Parramatta – Granville – Villawood renumbered from 186 [1925 route number]. Operated by Delwood Coaches.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993: Most trips rerouted between Parramatta & Granville via Harris Park instead of Church St.

17 December 1995: Amalgamated with 21 [1925 route number] Villawood – Bankstown, as 902 Parramatta – Villawood – Bankstown. All trips via Harris Park.

1 January 2005:

- Became part of Contract Region 13.
- Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport.

18 September 2006: Renumbered 907 as a result of Ministry of Transport review of Contract Region 13.

Streets

Parramatta – Villawood

From 29 July 1987

From Parramatta (Market St) via Church St, George St, Smith St, Darcy St, Church St, Parramatta Rd, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, Milton St, Halsall St, Woodville Rd, Tangerine St, Mandarin St, River Av, Woodville Rd, Villawood Rd, Villawood Pl to Villawood Station.

From Villawood (Villawood Pl at Station) via reverse route to Milton St, then Railway Pde, South St, **Granville** Interchange, Railway Pde, Bold St, Gt Western Hwy, Church St, Argyle St, Marsden St, Market St at Church St (Parramatta).

Trips direct via Woodville Rd: Direct via Woodville Rd (*not* via Tangerine St, Mandarin St & River Av).

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St (**Harris Park**), Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, Milton St, Halsall St, Woodville Rd, Tangerine St, Mandarin St, River Av, Woodville Rd, Villawood Rd, Villawood Pl to Villawood Station.

From Villawood (Villawood Pl at Station) via reverse route to Milton St, then Railway Pde, South St, **Granville** Interchange, Railway Pde, Bold St, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Villawood – Bankstown

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St, Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, South St, William St, Woodville Rd, Villawood Rd, Villawood Pl (**Villawood**), Woodville Rd, Hume Hwy (**Yagoona**), Highland Av, Glassop St, Allum St, Melanie St, Brancourt Av, Carmen St, Meredith St, Marion St, Chapel Rd, The Mall, Jacobs St, Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherston St, The Mall, Chapel Rd, then reverse route to William St, then South St, Mary St, **Granville** Interchange, Railway Pde, Bold St, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Alteration

From 19 February 2006 (opening date of new Parramatta Interchange): Parramatta terminus at new Interchange (Argyle St). (?) route to approach and leave Parramatta.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	33	M-F	Villawood	5.20pmP	Villawood	8.10pmP	25*	A
		Sat		6.45amP	Parramatta	7.45pmV	AM 30 PM 60	
		Sun	Granville	8.05amV		4.30pmV	B	
			Villawood	10.40amP	Granville	7.40pmV		

* More frequent in peak hours.

** Less frequent in afternoon.

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

B – Granville-Villawood 60, Parramatta-Villawood 4 trips.

G – To Granville.

P – To Parramatta.

V – To Villawood.

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood-Bankstown	56	M-F	Parramatta	5.22am	Bankstown	8.10pm	30	A
		Sat		7.40am		6.35pm	60	A
		Sun		7.56am		5.35pm	60	A

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

Route 902

LIVERPOOL – HAMMONDVILLE – HOLSWORTHY

Timeline

18 September 2006: Renumbered from equivalent part of 862 as a result of Ministry of Transport review of Contract Region 13. Operated by Transit First (Thekeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Liverpool (Interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Heathcote Rd, Junction Rd, Stockton Av, Maddecks Av (**Moorebank**), Nuwarra Rd, Heathcote Rd, Walder Rd

(Hammondville), Judd Av, Stewart Av, Keato Av, Heathcote Rd, Macarthur Dr, The Boulevard to Holsworthy Station.

From Holsworthy (The Boulevard at Station) via reverse route to Newbridge Rd, then Bigge St, Campbell St, George St, Moore St to Liverpool Interchange.

Alterations

- **From 8 December 2008:** Approached Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool Interchange. Return from Liverpool Interchange via College St, Elizabeth St, Bigge St, Campbell St.
- **From 29 June 2015:** Ex Liverpool from Maddecks Av via Christiansen Blvd, Brickmakers Dr, Nuwarra Rd. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy	35	M-F	Holsworthy	5.16am	Holsworthy	7.46pm	60*	A
		Sat	Liverpool	6.35am		6.46pm	60	
		Sun		8.35am		4.46pm	120	

* More frequent in peak hours.

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

Route 902X

HOLSWORTHY – VOYAGER POINT – SANDY POINT

Timeline

18 September 2006: Renumbered from equivalent part of 863, as a result of Ministry of Transport review of Contract Region 13. Limited service operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Holsworthy (The Boulevard at Station) via Macarthur Dr, Heathcote Rd, The Avenue, (left) Boronia Dr, Orlando Cr, Challenger St, Sirius Rd (**Voyager Point**), Boronia Dr, The Avenue, Heathcote Rd, Pleasure Point Rd to Riverview Rd (**Pleasure Point**), then Pleasure Point Rd, Heathcote Rd, St George Cr to Bingara Dr (Sandy Point).

From Sandy Point (St George Cr at Bingara Dr) via St George Cr, Heathcote Rd, Pleasure Point Rd to Riverview Rd (**Pleasure Point**), then Pleasure Point Rd, Heathcote Rd, The Avenue, (left) Boronia Dr, Orlando Cr, Challenger St, Sirius Rd (**Voyager Point**), Boronia Dr, The Avenue, Heathcote Rd, Macarthur Dr, The Boulevard to Holsworthy Station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Holsworthy-Sandy Point	20	M-F	Sandy Point	7.25am	Holsworthy	5.45pm	3 trips	
		Sat		9.53am	Sandy Point	1.23pm	A	
		Sun						

A – 1 trip from Holsworthy, 2 trips from Sandy Point.

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Holsworthy-Sandy Point	20	M-F	Sandy Point	7.25am	Holsworthy	6.16pm	2 trips	A
		Sat						
		Sun						

A – Morning from Sandy Point, afternoon from Holsworthy. Plus school trips.

Route 903

PARRAMATTA – GRANVILLE – SOUTH GRANVILLE (Rawson Rd) via Excelsior St (also via Blaxcell St at various times)■

- **Merrylands – Granville – South Granville (Sundays only)**

Timeline

29 July 1987: Parramatta – Granville – South Granville (Rawson Rd) via Excelsior St renumbered from 96 [1925 route number]. Operated by Delwood Coaches.

28 May 1990: Weeknight, Saturday afternoon & Sunday services provided by combined 903/904.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993:

- Altered to run in loop south of Granville, from Granville via Blaxcell St & reeturn via Excelsior St, as part of a reorganisation of 903, 904, 905 & 910.
- Shared route along Excelsior St & Blaxcell St with 905.
- Sunday service, Merrylands – Granville – South Granville (loop from Granville via Blaxcell St & return via Excelsior St).

17 December 1995:

- Reverted to Parramatta – Granville – South Granville (Rawson Rd) via Excelsior St (selected trip extended to Parramatta).
- Shared route between Granville & Parramatta & along Excelsior St with 905.
- Sunday service provided by 905.

December 2002: Altered to run:

- **From Parramatta** to Granville, then via Blaxcell St to South Granville & return via Excelsior St to Granville.
- **From Granville** via Excelsior St to South Granville & return via Blaxcell St to Granville, then to Parramatta.
- Shared most of route with 905.

1 January 2005:

- Became part of Contract Region 13.
- Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Replaced by new 906 in Excelsior St, by 910 in Blaxcell St & by parts of 909 in Rosehill, as a result of Ministry of Transport review of Contract Region 13.

Streets

Parramatta – Granville – South Granville (Rawson Rd) via Excelsior St

From 29 July 1987

From Parramatta (Market St) via Church St, Phillip St, Smith St, George St, Alfred St (**Rosehill**), Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, The Avenue, Louis St, Excelsior St to Rawson Rd (South Granville).

From South Granville (Excelsior St/Rawson Rd) via Rawson Rd, Robertson St, Guildford Rd, Excelsior St, Louis St, The Avenue, William St, Lumley St, Mary St, **Granville** Interchange, Railway Pde, Bold St, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Wigram St, Hassall St, Station St, Darcy St, Church St, Argyle St, Marsden St, Market St at Church St (Parramatta).

Parramatta – Granville – South Granville (Rawson Rd) Loop via Excelsior St & Blaxcell St

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Alfred St (**Rosehill**), Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, South St, William St, Blaxcell St, Rawson Rd (**South Granville**), Robertson St, Guildford Rd, Excelsior St, Louis St, Blaxcell

St, William St, Mary St, **Granville** Interchange, Railway Pde, Bold St, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Granville – South Granville via Excelsior St

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Alfred St (**Rosehill**), Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, The Avenue, Louis St, Excelsior St, Guildford Rd, Robertson St to Rawson Rd (South Granville).

From South Granville (Robertson St/Rawson Rd) via Rawson Rd, Excelsior St, Louis St, The Avenue, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, Bold St, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Granville – South Granville – Granville via Blaxcell St & Excelsior St Alterations

- **From December 2002:** Ex Parramatta from Granville Interchange via Railway Pde, South St, William St, Blaxcell St, Rawson Rd (**South Granville**), Excelsior St, Louis St, The Avenue, Railway Pde, South St, Mary St to Granville Interchange. Return via Railway Pde & reverse route.
- **From 19 February 2006** (opening date of new Parramatta Interchange): Parramatta terminus at new Interchange (Argyle St). ? route to approach and leave Parramatta.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
903: Parramatta-Granville-South Granville (Rawson Rd)	Fr Sth Gran 13G 30P	M-F	Rawson Rd	5.20amG	Parramatta	5.58pmS	A	
				6.25amP	Granville	8.30pmS		
		Sat		7.45amP	Parramatta	1.13pmS	B	
					Granville	7.30pmS		
Sun	Granville	11.00amP	Parramatta	4.32pmG	C			

* More frequent in peak hours.

A – Early morning & night, Granville- South Granville (Rawson Rd). Day, Parramatta- South Granville (Rawson Rd) 30*. Extra trips Thursday night.

B – Morning, Parramatta- South Granville (Rawson Rd) 60. Afternoon, Granville- South Granville (Rawson Rd) 60. Plus short-working/s before first trip shown.

C – 3 trips from Granville, 4 trips from Parramatta.

G – To Granville.

P – To Parramatta.

S – To South Granville.

28 May 1990

**Granville – South Granville routes
903-905**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
903: Parramatta-Granville-South Granville (Excelsior St)	Fr S Gran 13G 24P	M-F	Excelsior St	5.18amG 6.20amP	Parramatta Granville	5.30pmE 7.15pmE	A	
		Sat		7.17amG 7.40amP	Parramatta Granville	12.55pmE 1.45pmE	B	
		Sun						C
904: Granville-South Granville (Campbell Hill Rd)†	12	M-F	Campb'll HI Rd	5.17am	Campb'll HI Rd	7.27pm	30*	D
		Sat	Granville	7.45am		1.00pm	30	F
		Sun						H
905: Granville-South Granville (Boundary Rd)‡	12	M-F	Boundary Rd	5.30am	Granville	6.35pm	Ph	
		Sat						I
		Sun						J
905: Granville-South Granville-Merrylands	27	M-F	Granville	8.30am	Merrylands	5.30pm	60	
		Sat		8.30am		12.06pm	60	
		Sun						
904/903 & 903/904: Granville-Sth G'ville (Excelsior St)		M-F	Granville	7.45pm	Granville	8.45pm	Ns	K
		Sat		1.45pm		6.45pm	60	L
		Sun		8.00am		6.45pm	60	M
904/905 & 905/904: Granville-South Granville		M-F	Granville	7.15pm	Granville	8.45pm	Ns	N
		Sat		7.15am		7.45pm	60	O
		Sun		8.30am		7.15pm	60	Q

* More frequent in peak hours.

† Via Blaxcell St.

‡ Via Clyde St.

A – Early morning & late afternoon, Granville-South Granville (Excelsior St). Day, Parramatta-South Granville (Excelsior St) 30-35. Night service provided by combined 904/903.

B – Early morning & early afternoon, Granville-South Granville (Excelsior St). Morning, Parramatta-South Granville (Excelsior St) 60. Afternoon service provided by combined 904/903.

C – Morning service provided by combined 903/904. Afternoon service provided by combined 904/903.

D – Night service provided by combined 904/905 or combined 904/903.

E – To South Granville (Excelsior St).

F – Early morning service provided by combined 905/904. Afternoon service provided by combined 904/903 & combined 904/905 alternately.

G – To Granville.

H – Morning service provided by combined 903/904 & 905/904. Afternoon service provided by combined 904/903 & combined 904/905.

I – Morning service provided by 910. Afternoon service provided by combined 904/905.

J – Morning service provided by combined 905/904. Afternoon service provided by combined 904/905.

K – Combined 904/903.

L – Combined 904/903 & combined 904/905 alternately.

M – Morning, combined 903/904. Afternoon, combined 904/903.

N – Night service, combined 904/905.

O – Early morning, combined 905/904. Afternoon, combined 904/905.

P – To Parramatta.

1 August 1993

**Granville – South Granville via Blaxcell St & Excelsior St routes
903, 905**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
903: Parramatta-Granville-South Granville (Rawson Rd) Loop†	26GSr 50PSr	M-F	Granville	5.30amS	Parramatta	6.40pmS	30	
			Rawson Rd	6.02amP	Granville	9.20pmS		
		Sat		6.23amG 7.02amP	Parramatta	3.40pmS	60	
			Granville	7.27amS	Rawson Rd	5.37pmG		
905: Merrylands-Granville-South Granville	10GS 42MGSr	M-F	Sth Granville	5.20amV	Sth Granville	8.32pmV	B	
			Granville	6.55amM	Merrylands	5.21pmR		
		Sat	Granville	6.55amM		12.45pmR	C	
					Sth Granville	7.09pmV		
Sun						D		

* More frequent in peak hours.

† Most Sunday trips extended from Granville to Merrylands.

A – Blaxcell St also served by 910 loop from Granville via Blaxcell St, then Clyde St. Most Sunday trips extended from Granville to Merrylands.

B – Early morning & night, Granville-South Granville. Day, Granville-Merrylands 60*.

C – Morning, Granville-Merrylands 60. Afternoon service provided by 910. Plus short-working/s before first trip shown.

D – Service to Merrylands provide by 903 & 910 alternately.

G – To Granville.

GS – Granville-South Granville via Blaxcell St.

GSr – Round trip Granville-South Granville-Granville via Excelsior St, then Blaxcell St.

M – To Merrylands via South Granville.

MGSr – Round trip Merrylands-Granville-South Granville-Granville-Merrylands.

P – To Parramatta.

PSr – Round trip Parramatta-South Granville-Parramatta via Excelsior St, then Blaxcell St.

S – To Granville via South Granville.

R – To South Granville (Rawson Rd).

V – To Granville via Blaxcell St.

17 December 1995

South Granville (Excelsior St) routes

903, 905

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
903: Parramatta-Granville-South Granville via Excelsior St	Fr Sth Gran 13G 30P	M-F	Granville	5.31amR	Rawson Rd	2.56pmP	A	
			Rawson Rd	6.59amP	Granville	6.48pmR		
		Sat		7.00amG	Parramatta	5.28pmR	B	
			Parramatta	7.52amR	Rawson Rd	5.54pmG		
Sun					D			
905: Parramatta-Granville-South Granville-Merrylands via Clyde St & Excelsior St	Fr P'matta 27S 46M	M-F	Sth Granville	5.16amG	Merrylands	5.25pmP	E	
			Parramatta	6.41amM	Granville	6.55pmR		
		Sat	Sth Granville	6.39amG	Parramatta	4.25amM	F	
			Parramatta	8.22amM	Granville	5.46pmS		
Sun		Merrylands	8.20amP	Parramatta	5.21amM	60	H	
910: Parramatta-Chester Hill	Fr P'matta 24S 30C	M-F	Chester Hill	6.29amP	Parramatta	5.05pmC	I	
					Granville	6.48pmS		
		Sat	Parramatta	9.00amC	Chester Hill	4.30pmP	60	J
					Granville	4.45pmS		
Sun		Sth Granville	9.25amG 10.25amP	Parramatta Granville	1.30pmS 5.44pmS	60	K	
903/905/910: On-demand service		M-F	Granville	7.17pm	Granville	9.47pm	L	
		Sat		6.13pm		7.43pm	L	
		Sun		6.13pm		7.13pm	L	

* More frequent in peak hours.

A – Peak hours, either Granville-South Granville (Rawson Rd) of combined 903/905. Day, South Granville (Rawson Rd)-Granville 30 (connected with Parramatta buses at Granville), South Granville (Rawson Rd)-Parramatta 60.

B – Early morning & late afternoon, either Granville-South Granville (Rawson Rd) of combined 903/905. Day, South Granville (Rawson Rd)-Granville 30 (connected with Parramatta buses at Granville), South Granville (Rawson Rd)-Parramatta 60.

C – To Chester Hill.

D – Service provided by 905.

E – Early morning, Granville-South Granville. Day, Parramatta-South Granville 30, Parramatta-Merrylands 60. Selected trips required connection at Granville. Night service provided by on-demand service.

F – Early morning, Granville-South Granville. Day, Parramatta-South Granville 60. Night service provided by on-demand service.

G – To Granville.

H – Plus short-working/s before first trip shown. Night service provided by on-demand service.

I – Day, Granville-South Granville 30 (connected with Parramatta buses at Granville), Parramatta-Chester Hill 60.

Plus short-working/s before first shown. Night service provided by on-demand service. Connections required at Granville on selected trips.

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

K – Early morning & later afternoon, Granville-South Granville (Boundary Rd) (connected with Parramatta buses at Granville). Day, Parramatta-South Granville (Boundary Rd) 60. Night service provided by on-demand service.

L – Set down at any stop on routes shown.

M – To Merrylands.

P – To Parramatta.

R – To South Granville (Rawson Rd).

S – To South Granville.

December 2002

**Blaxcell St & Excelsior St routes
903, 905**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
903: Parramatta-Granville-South Granville-Granville	Fr P'matta 32S 45Gb	M-F	Granville	5.34amGe	Parramatta	3.32pmGb	60*	A
				6.55amP	Granville	5.48pmS		B
								B
905: Parramatta-Granville-South Granville-Merrylands	Fr P'matta 27S 46M	M-F	Sth Granville	5.18amG	Merrylands	5.25pmP	60*	C
			Parramatta	7.13amM	Parramatta	6.35pmGb		
		Sat	Sth Granville	6.41amG	Parramatta	5.18pmM	60	C
			Parramatta	8.18amM	Merrylands	5.40pmGe		
		Sun	Merrylands	8.20amP	Parramatta	5.21pmM	60	D
903/905/910: On-demand service		M-F	Granville	7.17pm	Granville	9.47pm	L	
		Sat		6.13pm		7.43pm	L	
		Sun		6.13pm		7.13pm	L	

* More frequent in peak hours.

A – Night service provided by on-demand service.

B – All service provided by 905. Night service provided by on-demand service.

C – Night service provided by on-demand service.

D – Plus short-working/s before first trip & after last trip shown. Night service provided by on-demand service.

G – To Granville.

Gb – To Granville via Blaxcell St, then Excelsior St.

Ge – To Granville via Excelsior St, then Blaxcell St.

L – Set down at any stop on routes shown.

M – To Merrylands.

P – To Parramatta via Excelsior St, then Blaxcell St.

P – To Parramatta.

S – To South Granville.

V – To South Granville via Blaxcell St, then via Excelsior St (day) or on-demand at night.

Route 903

LIVERPOOL – CHIPPING NORTON

Timeline

18 September 2006: Renumbered from 861 as a result of Ministry of Transport review of **Contract Region 13**.

Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Liverpool (Interchange) via Moore St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Epsom Rd, Alfred Rd, Governor Macquarie Dr, Barry Rd, Ernest Av, Haddenham St, Central Av, Faversham Cr, Chippenham St, Bent St (**Chipping Norton**), Ascot Dr, Abingdon St, Epsom Rd, Alfred Rd, Nuwarra Rd, Newbridge Rd, Bigge St, Campbell St, George St, Moore St to Liverpool Interchange.

Alteration

From 8 December 2008: Approached Liverpool from Newbridge Rd via Bigge St, Elizabeth St, George St, Moore St to Liverpool Interchange. Return from Liverpool Interchange via College St, Elizabeth St, Bigge St, Campbell St.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Chipping Norton	43 round trip	M-F	Liverpool	6.25am	Liverpool	6.55pm	60*	
		Sat		6.55am	Chip Norton	6.21pm	60	
		Sun		7.55am	Liverpool	5.55pm	120	

* More frequent in peak hours.

Route 904

GRANVILLE – SOUTH GRANVILLE (Campbell Hill Rd) via Blaxcell St■

Timeline

29 July 1987:

- Renumbered from 98 [1925 route number].
- Sunday services provided alternately by combined 904/905 & combined 905/904.
- Operated by Delwood Coaches.

28 May 1990: Weeknight, Saturday afternoon & Sunday services provided variously by combined 903/904 or combined 904/905.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993: Amalgamated with 903 to form 903 Parramatta – Granville – South Granville (loop south of Granville, from Granville via Blaxcell St & return via Excelsior St) as part of a reorganisation of 903, 904, 905 & 910.

Streets

From 29 July 1987

From Granville (Interchange) via Railway Pde, South St, William St, Blaxcell St, Rawson Rd, Campbell Hill Rd to Barbers Rd (South Granville).

From South Granville (Campbell Hill Rd) (at Barbers Rd) via reverse route to South St, then Mary St to Granville Interchange.

Timetable Summary

29 July 1987

Granville – South Granville routes 904, 905

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
904: Granville-South Granville (Campbell Hill Rd)†	12	M-F	Campb'll Hl Rd	5.20am	Granville	9.45pm	30*	
		Sat		6.45am		8.15pm	30	
		Sun		9.05am		8.15pm	A	
905: Granville-South Granville (Boundary Rd)‡	12	M-F	Boundary Rd	5.45am	Granville	8.30pm	30*	
		Sat		6.30am		7.00pm	AM 30 PM 60	
		Sun						B
904/905 & 905/904: Granville-South Granville		M-F						
		Sat						
		Sun	Granville	9.55am	Boundary Rd	7.25pm	C	

* More frequent in peak hours.

† Via Blaxcell St.

‡ Via Clyde St.

A – Limited service. Most other service provided by combined 904/905 or combined 905/904.

B – Service provided by combined 904/905 & combined 905/904 generally alternately.

C – Combined 904/905 & combined 905/904 generally alternately. Departures from Granville approx. 30.

28 May 1990

See 903

Route 904

PARRAMATTA – AUBURN – LIDCOMBE ■

Timeline

17 December 1995:

- Renumbered from 405.
- Compared with 405, rerouted via Church St between Parramatta & Granville, instead of Harris Park. Service in Harris Park provided by 902.
- Operated by Baxter's Bus Lines.

4 January 1999: Ceased & replaced by:

- 655 Parramatta – Homebush Bay via Parramatta Rd
- 906 Auburn – Lidcombe – Homebush Bay

Suspended while replaced by 655 & 906 leading up to and during period of Olympic & Paralympic Games.

20 December 2000: Route reinstated, but via Rosehill instead of Church St between Parramatta & Granville, in anticipation of cessation of 655 & 906 from 4 January 2001, following conclusion of 2000 Olympic & Paralympic Games. Peak hour & Saturday trips diverted via Homebush Bay (Carter St Industrial Area).

1 January 2005:

- Became part of Contract Region 13.
- Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Ceased as a result of Ministry of Transport review of Contract Region 13. Parramatta – Auburn part replaced by part of new 909. Remainder of route not replaced.

Streets

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parramatta Rd, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, Bold St, Cowper St, Good St, Parramatta Rd, Melton St, Adderley St, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, John St, Boorea St, Yarram St, John St, Church St to Lidcombe Station.

From Lidcombe (Church St at Station) via Church St, Swete St, Mary St, John St, Yarram St, Boorea St, John St, Parramatta Rd, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, then reverse route to Church St, then Argyle St to Westfield (Parramatta).

From 20 December 2000

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Alfred St, Hassall St, James Ruse Dr (**Rosehill**), Parramatta Rd, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, John St, Boorea St, Yarram St, John St, Church St to Lidcombe Station.

From Lidcombe (Church St at Station) via Church St, Swete St, Mary St, John St, Yarram St, Boorea St, John St, Parramatta Rd, Station Rd, Rawson Rd (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, James Ruse Dr, Hassall St, Parkes St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Homebush Bay (Carter St Industrial Area) diversion: From Parramatta Rd/John St via Parramatta Rd, Birnie Av, Carter St, Hill Rd, Parramatta Rd to John St.

Alteration

From 19 February 2006 (opening date of new Parramatta Interchange): Parramatta terminus at new Interchange (Argyle St). (?) route approaching and leaving Parramatta.

Timetable Summary

17 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Lidcombe	42	M-F	Parramatta	6.32am	Parramatta	4.55pm	60*	A
		Sat	Lidcombe	9.06am	Lidcombe	4.52pm	B	
		Sun						

* More frequent in peak hours.

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

B – 4 trips from Parramatta, 5 trips from Lidcombe. Plus short-working/s before first trip shown.

20 December 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Lidcombe	29	M-F	Parramatta	6.32am	Lidcombe	5.58pm	60	
		Sat		7.35am		4.51pm	60	
		Sun						

Route 904

LIVERPOOL – LANVALE – FAIRFIELD

Timeline

18 September 2006: New route, replacing most of old 817, as a result of Ministry of Transport review of Contract Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Liverpool (Interchange) via Moore St, Bigge St, Elizabeth St, George St, Lachlan St, Bigge St, Hume Hwy, Cutler Rd, Kurrara St (**Lansvale**), Hollywood Dr, Chadderton St, Ralph St, Longfield St, Vale St, Lansdowne Rd, Hume Hwy, The Horsley Dr, Mitchell St, Bland St, Vine St, Fairfield St, The Horsley Dr, Alan St, Court Rd, The Crescent to Fairfield Interchange.

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, then reverse route to Liverpool Interchange.

Alterations

From 8 December 2008:

- From Liverpool Interchange via College St, Elizabeth St, George St, Campbell St, Bigge St, Hume Hwy, Cutler Rd, Kurrara St.
- Ex Fairfield from Kurrara St via Silverwater Cr, Huntingdale Av, Hume Hwy, Bigge St, Campbell St, George St, Moore St to Liverpool Interchange.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield	38	M-F	Liverpool	5.45am	Fairfield	7.28pm	60*	
		Sat		7.45am		5.28pm	60	A
		Sun		8.45am	Liverpool	4.45pm	120	B

* More frequent in peak hours.

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

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

8 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Fairfield	Fr Fair 28N 42L	M-F	Fairfield	6.25amL	Liverpool	6.39pmF	60*	A
		Sat		8.25amL		4.39pmF	60	A
		Sun	Lansvale	8.52amF	Lansvale	3.52pmF	120	B

* More frequent in peak hours.

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

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

F – To Fairfield.

L – To Liverpool.

N – To Lansvale.

Route 905

GRANVILLE – SOUTH GRANVILLE (Boundary Rd) – MERRYLANDS via Clyde St

Timeline

29 July 1987: Granville – South Granville (Boundary Rd) renumbered from 105 [1925 route number]. Shared route with 910. Operated by Delwood Coaches.

28 May 1990:

- Peak hour trips remained as Granville – South Granville (Boundary Rd).
- Previously unnumbered off-peak trips Granville – South Granville – Merrylands (via Clyde, Blaxcell & Excelsior Sts) numbered 905.

2 April 1992: Transferred to Baxter's Bus Lines.

1 August 1993: Ceased as part of reorganisation of 903, 904, 905 & 910. All service along Clyde St provided by 910.

Streets

Granville – South Granville (Boundary Rd) via Clyde St

From 29 July 1987

From Granville (Interchange) via Railway Pde, South St, William St, Clyde St, Ferndell St, Boundary St to Dorothy St (South Granville).

From South Granville (Boundary St) (at Dorothy St) via Dorothy St, Everley Rd, Ferndell St, Clyde St, William St, South St, Mary St to Granville Interchange.

Granville – South Granville – Merrylands via Clyde St

From 28 May 1990

From Granville (Interchange) via Railway Pde, South St, William St, Clyde St, Rawson Rd (**South Granville**), Blaxcell St, Adam St, Excelsior St, Farnell St, Blaxcell St, Louis St, The Avenue, William St, Mombri St, Neil St, Treves St, Merrylands Rd to Merrylands Station.

From Merrylands via Pitt St, Neil St, then reverse route to South St, then Mary St to Granville Interchange.

Timetable Summary

See 904

Route 905

PARRAMATTA – GRANVILLE – SOUTH GRANVILLE – MERRYLANDS via Blaxcell St & Excelsior St

Timeline

1 August 1993: As part of reorganisation of 903, 904, 905 & 910, 905 became Merrylands – Granville – South Granville (loop, out via Excelsior St & return via Blaxcell St). Operated by Baxter's Bus Lines.

17 December 1995: Altered to Parramatta – Granville – South Granville – Merrylands, in a further reorganisation of 903 & 905.

1 January 2005:

- Became part of Contract Region 13.
- Transferred to Connex NSW.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Replaced by 906 along Excelsior St & 910 along Blaxcell St as a result of Ministry of Transport review of Contract Region 13.

Streets

Merrylands – Granville – South Granville (loop via Excelsior St, then Blaxcell St)

From 1 August 1993

From Merrylands (Interchange) via Pitt St, Neil St, Mombri St, William St, South St, Mary St, **Granville** Interchange, Railway Pde, The Avenue, Louis St, Excelsior St, Rawson Rd, Campbell Hill Rd, Davidson Rd (**South Granville**), Dudley Rd, Rawson Rd, Blaxcell St, William St, Mary St to **Granville** Interchange, Railway Tce, South St, William St, Mombri St, Neil St, Pitt St, Terminal Pl to Merrylands Interchange.

Parramatta – Granville – South Granville – Merrylands via Blaxcell St & Excelsior St

From 17 December 1995

From Parramatta (Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Alfred St (**Rosehill**), Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, South St, William St, Blaxcell St, Rawson Rd, Dudley Rd, Davidson Rd (**South Granville**), Campbell Hill Rd, Rawson Rd, Excelsior St, Louis St, The Avenue, William St, Mombri St, Neil St, Pitt St, Terminal Pl to Merrylands Interchange.

From Merrylands (Interchange) via Pitt St, then reverse route to Blaxcell St, then William St, South St, Mary St, **Granville** Interchange, Railway Pde, then reverse route to Alfred St, then Noller Pde, Purchase St, Hassall St, Parkes St, Station St to Parramatta Interchange.

Alteration

From 19 February 2006 (opening date of new Parramatta Interchange): Parramatta terminus at new Interchange (Argyle St). ? route to approach and leave Parramatta.

Timetable Summary

See 903

Route 905

BANKSTOWN – GEORGES HALL – VILLAWOOD – FAIRFIELD

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

18 September 2006: New route, replacing 937 along Marion St, part of 818 between Bass Hill & Fairfield & part of 817 between Villawood & Fairfield, as a result of Ministry of Transport review of Contract Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Owen Rd, Birdwood Rd, George St, Rex Rd (**Georges Hall**), Johnston Rd, Bass Hill Plaza internal road (**Bass Hill**), Hume Hwy, Miller St, Mundamatta St, Lowana St, Alcoomie St, Belar Av, Binna Burra St, Howatt St, Villawood Pl (**Villawood**), Villawood Rd, Woodville Rd, Tangerine St, The Horsley Dr, Alan St, Court Rd, The Crescent to Fairfield Interchange.

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, then reverse route to Chapel Rd, then The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St, to Bankstown Square bus terminal.

Alterations

From 8 December 2008: Approached Bankstown from Chapel Rd via The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown Interchange. Return via South Tce, bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Villawood-Fairfield	44	M-F	Fairfield	5.28am	Fairfield	7.28pm	30*	A
		Sat		6.28am	Bankstown	6.40pm	30	B
		Sun	Bankstown	7.40am		5.40pm	60	B

* More frequent in peak hours.

Route 906

AUBURN – LIDCOMBE – NEWINGTON – HOMEBUSH BAY Information Centre ■

(Homebush Bay Information Centre was adjacent to Olympic Park Station.)

Timeline

4 January 1999: Commenced by Baxter's Bus Lines, partly replacing 904.

2 January 2001: Following conclusion of 2000 Olympic & Paralympic Games, replaced by:

- Extension of State Transit Authority 401 from Sydney Olympic Park to Newington & Sydney Olympic Park Wharf.
- Reinstatement of 904 from 20 December 2000.

Streets

From 4 January 1999

From Auburn (Rawson St at Station) via Northumberland Rd, Hall St, Dartbrook Rd, Rawson St, Boorea St, Yarram St, John St, Mary St, Swete St, Church St (**Lidcombe**), John St, Parramatta Rd, Hill Rd, Wing Pde, Newington Blvd (**Newington**), Avenue of Oceania, Hill Rd to **Sydney Olympic Park Wharf**, then Hill Rd, Bennelong Rd, Sarah Durack Av to **State Sports Centre**, then Sarah Durack Av, Olympic Blvd, Herb Elliott Av, Australia Av, Dawn Fraser Av to Homebush Bay Information Centre.

From Homebush Bay Information Centre (Dawn Fraser Av) via Dawn Fraser Av, Olympic Blvd, then reverse route to Parramatta Rd, then John St, Mary St, Swete St, Church St, John St, Yarram St, Boorea St, Rawson St to Auburn Station.

Timetable Summary

4 January 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe-Homebush Bay Information Centre	Fr Home Bay Info 29L 37A	M-F	Lidcombe	7.32amH	Auburn	4.00pmH	B	
			Home Bay Info	9.00amA	Home Bay Info	5.00pmL		
		Sat		8.00amL	Lidcombe	6.32pmH	60	
		Sun						

* More frequent in peak hours.

A – To Auburn.

B – Peak hours, Lidcombe-Homebush Bay Information Centre & other short-workings. Day, Auburn-Homebush Bay Information Centre 60. Plus short-working/s before first trip & after last trip shown (first trip 6.28am from Newington to Lidcombe, last trip 6.42pm from Lidcombe to Newington).

H – To Homebush Bay Information Centre.

L – To Lidcombe.

Route 906

PARRAMATTA – GUILDFORD – FAIRFIELD via Excelsior St

Timeline

18 September 2006: New route, replacing part of 903 & 905 along Excelsior St & part of 907 in Guildford as a result of Ministry of Transport review of Contract Region 13. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Parramatta (Interchange, Argyle St) via Church St, Parkes St, Harris St (**Harris Park**), Allen St, Good St, Cowper St, Bold St, Railway Pde, **Granville** Interchange, Mary St, South St, William St, The Avenue, Louis St, Excelsior St, Guildford Rd, Railway Tce (**Guildford**), Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St (**Old Guildford**), Donald St, Fairfield St, The Horsley Dr, Alan St, Court Rd to Fairfield Interchange.

From Fairfield (Interchange) via Smart St, Nelson St, The Horsley Dr, then reverse route to Bolton St, then Guildford Rd, Railway Tce (**Guildford**), Mountford Av, Talbot Rd, Guildford Rd, Excelsior St, then reverse route to Parramatta Interchange.

Alteration

By 2 April 2007: Ex Parramatta from Parkes St via Wigram St, Una St, Harris St. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford-Fairfield	Fr P'matta 35O 43F	M-F	Fairfield	5.42amP	Fairfield	7.47pmP	60*	A
		Sat	Parramatta	7.05amF		6.45pmF	60	
		Sun						

* More frequent in peak hours.

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

F – To Fairfield.

O – To Old Guildford.

P – To Parramatta.

Route 907

GUILDFORD – CHESTER HILL ■

Timeline

July 1996:

- Renumbered from 84 [1925 route number].
- Selected off-peak and Saturday trips through-routed with 908.
- Operated by Crossley Bus Lines (Colin Crossley & Eddie Hayman).

26 November 2001: Transferred to Connex NSW.

1 January 2005: Became part of Contract Region 13.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: Replaced partly by new 916 & parts of 906, as a result of Ministry of Transport review of Contract Region 13.

Streets

Guildford – Chester Hill

From July 1996

Peak hours

From Guildford (Railway Tce at Station) via Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St, Woodville Rd, Gurney Rd, Miller Rd, Curtis Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Campbell Hill Rd, then reverse route to Guildford Rd, then Railway Tce to Guildford Station.

Chester Hill (Ian Cr) diversion: Ex Guildford from Gurney Rd via Miller Rd, Ian Cr to Gurney Rd. Reverse on return.

Alteration

By June 1997: Ex Chester Hill via Bent St, Virgil Av, Campbell Hill Rd, Curtis Rd, Miller Rd, Gurney Rd (*not* via Ian Cr). Ex Guildford from Gurney Rd via Miller Rd.

Off-peak & Saturday

From Guildford (Railway Tce at Station) via Mountford Av, Talbot Rd, Guildford Rd, Bolton St, Broughton St, Orchardleigh St, Woodville Rd, Gurney Rd, Miller Rd, Ian Cr, Gurney Rd, Miller Rd, Curtis Rd, Campbell Hill Rd, Wolumba St, Boundary Rd, Hector St, Elliston St, Priam St, Waldron Rd to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Virgil Av, Priam St, then reverse route to Guildford Rd, then Railway Tce to Guildford Station.

Alteration

By June 1997: Ex Guildford from Woodville Rd, Gurney Rd, Miller Rd, to Barbers Rd, then Miller Rd, Curtis Rd. Reverse on return.

Chester Hill – Barbers Rd

By November 1996

From Chester Hill (Waldron Rd at Station) via Campbell Hill Rd, Gurney Rd East, Miller Rd, Barbers Rd, Woodville Rd, Gurney Rd, Miller Rd, Curtis Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd to Chester Hill Station.

Timetable Summary

July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Chester Hill	18	M-F	Chester Hill	6.30am	Guildford	6.00pm	60*	A
		Sat		8.15am	Chester Hill	3.00pm	120	A
		Sun						

* More frequent in peak hours.

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

Route 907

PARRAMATTA – VILLAWOOD – BANKSTOWN

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

18 September 2006: Renumbered from 902, but with some route alterations, as a result of Ministry of Transport review of Contract Region 13. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Parramatta (Interchange, Argyle St) via Church St, Woodville Rd (**Villawood**), Hume Hwy, Johnston Rd, Bass Hill Plaza internal road (**Bass Hill**), Hume Hwy (**Yagoona**), Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Parramatta.

Alterations

From 8 December 2008 (opening date of Bankstown bus lane):

- Ex Bankstown from Chapel Rd via Hume Hwy, Arundle Rd, Johnston Rd. Unaltered ex Parramatta.
- Approached Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown Interchange. From Bankstown (Interchange, South Tce) via bus lane over railway bridge, Fetherstone St, The Mall to Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood-Bankstown	52	M-F	Parramatta	5.30am	Bankstown	8.20pm	30	A
		Sat		7.50am		7.20pm	30	A
		Sun		8.10am		6.20pm	60	A

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

Route 908

BANKSTOWN – SEFTON – CHESTER HILL (Pipeline)■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

July 1996:

- Renumbered from 73 [1925 route number].
- Selected off-peak & Saturday trips through-routed with 907.
- Operated by Crossley Bus Lines (Colin Crossley & Eddie Hayman).

26 November 2001: Transferred to Connex NSW.

1 January 2005: Became part of Contract Region 13.

18 April 2006: Operator's name changed to Veolia Transport.

18 September 2006: Replaced by part of 910 between Bankstown & Chester Hill, part of 908 in Sefton area & part of 911 between Chester Hill & Boundary Rd as a result of Ministry of Transport review of Contract Region 13.

Streets

From July 1996

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, Meredith St, Hume Hwy (**Yagoona**), Church Rd, Auburn Rd, Brodie St, Rose St, Buist St, Hector St, Batt St, Rose St, Wellington Pde (**Sefton**), Helen St, Kerrinea St, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Boundary Rd to Ferndell St (Chester Hill Pipeline).

From Chester Hill (Pipeline) (Boundary Rd at Ferndell St) via Hector St, Elliston St, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, then reverse route to Chapel Rd, then The Mall, Jacobs St to Bankstown Square bus terminal.

Sunday trips: Ex Bankstown from Waldron Rd via Campbell Hill Rd, Gurney Rd East, Miller Rd, Curtis Rd, Campbell Hill Rd, Wolumba Rd, Boundary Rd to Chester Hill (Pipeline). Ex Chester Hill (Pipeline) unaltered.

Alteration

By August 2002: Ex Chester Hill from Meredith St via Marion St, Chapel Rd, The Mall.

Timetable Summary

July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Sefton-Chester Hill (Pipeline)	30	M-F	Pipeline	5.30am	Bankstown	9.11pm	20	
		Sat		7.20am		6.05pm	AM 30 PM 60	
		Sun		8.45am		5.15pm	60	A

* More frequent in peak hours.

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

Route 908

BANKSTOWN – AUBURN – MERRYLANDS

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

18 September 2006: New route, replacing parts of 908, 910, 919 & 921, as a result of Ministry of Transport review of Contract Region 13. Operated by Veolia Transport.

By 14 March 2011: Rerouted via Powell St, instead of Woodbine St, Potts Hill, to cover part of 925, which was rerouted via Muir Rd & Hume Hwy at that date. 909 continued to serve Woodbine St area, Potts Hill.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, Meredith St, The Boulevarde, George St, Avoca St, Palomar Pde (**Potts Hill**), Woodbine St, Ashby Av, Bruncker Rd, Ferrier Rd, Rose St, Wellington Rd, Woods Rd, Carlingford St, Amy St (**Regents Park**), Nottingham Rd, Kibo Rd, Fourth Av, Hyde Park Rd, Bourke Av, Campbell St (**Berala**), London Rd, Brixton Rd, Kerrs Rd, Tilba St, Graham St, Vaughan St, Woodburn Av, Cockthorpe Rd, Norval St (**Auburn Hospital**), Auburn Rd, Mary St, Park Rd, South Pde (**Auburn**), Auburn Rd, Mary St, Park Rd, Queen St, Normanby Rd, Cumberland Rd, Mona St, Clyde St, Rawson Rd (**South Granville**), Excelsior St, Louis St, The Avenue, William St, Mombri St, Neil St, Pitt St, Merrylands Interchange.

From Merrylands (Interchange) via reverse route to Normanby Rd, then Park Rd, South Pde (**Auburn**), Auburn Rd, Norval St, then reverse route to Chapel Rd, then The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

Alterations

- From 8 December 2008** (opening date of Bankstown bus lane): Approached Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown Interchange. From Bankstown (Interchange, South Tce) via bus lane over railway bridge, Fetherstone St, The Mall to Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.
- By 14 December 2009:** Ex Bankstown from Woodburn Av via Water St, Hargrave Rd, Norval St. Reverse on return.
- By 14 March 2011:** Ex Bankstown from Chapel Rd via Rookwood Rd, George St, Powell St, Bruncker Rd. Ex Parramatta from Bruncker Rd, Rookwood Rd, Chapel Rd.
- From 28 November 2011:** Ex Bankstown from Norval St via Auburn Rd, Beatrice St, Susan St, Queen St, Civic Rd, South Pde (**Auburn**), Park Rd, Queen St, Normanby St, Kerr Pde. Unaltered ex Merrylands.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Auburn-Merrylands	Fr Banks 38A 67M	M-F	Bankstown	5.50amA 6.50amM	Merrylands Auburn	5.35pmB 7.02pmB	60*	
		Sat		7.50amM	Merrylands	3.35pmB	60	C
		Sun						

* More frequent in peak hours.

A – To Auburn.

B – To Bankstown.

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

M – To Merrylands.

6 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Auburn-Merrylands	Fr Banks 34A 73M	M-F	Bankstown	7.42amM	Merrylands	4.30pmB	60	C
		Sat		7.47amM		3.35pmB	60	C
		Sun	Auburn Hosp	8.21amM		3.35pmH	60	D

* More frequent in peak hours.

A – To Auburn.

B – To Bankstown.

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

D – Sunday service on trial for 6 months, later made permanent. Plus short-working/s before first trip & after last trip shown.

H – To Auburn Hospital.

M – To Merrylands.

Route 909

PARRAMATTA – AUBURN – REGENTS PARK – BANKSTOWN

Timeline

18 September 2006: New route, replacing parts of 904, 918, 919 & 921 as a result of Ministry of Transport review of Contract Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Parramatta (Interchange, Argyle St) via Church St, Parkes St, Hassall St, Alfred St (**Rosehill**), Parramatta Rd, Station Rd, Rawson St (**Auburn**), railway bridge, South Pde, Auburn Rd, Mary St, Cumberland Rd, St Johns Rd (**South Granville**), Chisholm Rd, Princes Rd, Jenkins St, Kingsland Rd, Amy St (**Regents Park**), Auburn Rd, Ferrier Rd, Bruncker Rd, Ashby Av, Woodbine St, Palomar Pde (**Potts Hill**), Avoca St, George St, Meredith St, Rickard Rd, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Mary St, then Park Rd, South Pde (**Auburn**), Auburn Rd, Mary St, Park Rd, South Pde, railway bridge, then reverse route to Parramatta Interchange.

Alterations

- **From 8 December 2008** (*opening date of Bankstown bus lane*): Approached Bankstown from Rickard Rd via Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce to Bankstown Interchange. From Bankstown (Interchange, South Tce) via bus lane over railway bridge, Fetherstone St, The Mall to Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.
- **From 8 December 2008**: Approached Parramatta from Parkes St via Valentine Av, Church St, Argyle St. Unaltered ex Parramatta.
- **From 28 November 2011**: Ex Parramatta from Station St via Kerr Pde, South Pde (**Auburn**), Park Rd, Mary St, Cumberland Rd. Reverse on return.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn-Bankstown	57	M-F	Bankstown	5.31am	Parramatta	7.33pm	30	A
		Sat		6.31am		7.33pm	30	B
		Sun		8.29am		4.33pm	60	C

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

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

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

Route 910

PARRAMATTA – CHESTER HILL – BANKSTOWN via Clyde St■

- **Granville – South Granville (Boundary Rd) – Granville Loop** (*Saturday afternoon & Sundays*)
- **Merrylands – Granville – South Granville via Blaxcell St & Clyde St** (*Sundays, from 1993*)

(320, the predecessor of 910, started life as a “Red Arrow” route with limited stops. However, timetables suggest that it had become an “all stops” route by 1987. By the early 1990s, it was no longer regarded as a “Red Arrow” route.)

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

29 July 1987:

- Parramatta – Bankstown renumbered from 320 [Red Arrow number].
- Operated jointly by Delwood Coaches & Auburn Bus Service (Stephen Todd).
- Shared with 905 between Granville & Boundary Rd, South Granville until 1 August 1993.

9 October 1989: Auburn Bus Service transferred to Ian Barden & Associates.

25 July 1990: Auburn Bus Service transferred its half share to Delwood, leaving Delwood the sole owner, with travelling restrictions between Chester Hill & Bankstown.

2 April 1992: Transferred to Baxter’s Bus Lines.

By 1 August 1993:

- 910 became sole route between Granville & South Granville via Clyde St.
- Saturday afternoon trips ran Granville – South Granville (Boundary Rd), connecting at Boundary Rd with 73 Chester Hill – Bankstown.
- Sunday trips ran Merrylands – Granville – South Granville (loop, out via Blaxcell St & return via Clyde St).

17 December 1995: Shortened to Parramatta – Chester Hill. 908 continued to run Bankstown – Chester Hill.

1 January 2005:

- Became part of Contract Region 13.
- Transferred to Connex NSW.

18 April 2006: Operator’s name changed to Veolia Transport.

18 September 2006: Replaced by parts of 908 & new 910 (*see next entry*).

Streets

Parramatta – Chester Hill – Bankstown via Clyde St

From 29 July 1987

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, Market St, Church St, Phillip St, Smith St, George St, Purchase St, Hassall St, Alfred St (**Rosehill**), Gray St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, South St, William St, Clyde St, Ferndell St, Boundary Rd (**South Granville**), Hector St, Elliston St, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Hector St, Buist St, Rose St, Brodie St, Auburn Rd, Church Rd, Hume Hwy (**Yagoona**), Meredith St, Marion St, Chapel Rd, The Mall, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherston St, The Mall, Chapel Rd, Rickard Rd, Meredith St, then reverse route to Waldron Rd (**Chester Hill**), then Bent St, Virgil Av, Priam St, Wolumba St, Boundary Rd (**South Granville**), Ferndell St, Clyde St, William St, South St, Mary St, **Granville** Interchange, Railway Pde, then reverse route to Alfred St, then Hassall St, Parkes St, Wigram St, Hassall St, Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Alterations

By 28 May 1990:

- Ex Parramatta from George St into Hassall St. Ex Bankstown from Alfred St via Noller Pde, Purchase St, Hassall St, Station St.
- Ex Bankstown from Hume Hwy via Auburn Rd (*not* via Church Rd). Unaltered Ex Parramatta.

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St, Harris St, Allen St, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, Memorial Dr, Clyde St, Ferndell St, Boundary Rd (**South Granville**), Hector St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Hector St, Buist St, Rose St, Brodie St, Auburn Rd, Hume Hwy (**Yagoona**), St, Rickard Rd, Jacobs St, Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to **Granville** Interchange, then Railway Pde, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

Parramatta – Chester Hill via Clyde St

From 17 December 1995

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parramatta Rd, Good St, Cowper St, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, Memorial Dr, Clyde St, Ferndell St, Boundary Rd (**South Granville**), Hector St, Elliston St, Priam St, Waldron Rd to Chester Hill Station.

From Chester Hill (Waldron Rd at Station) via Bent St, Virgil Av, Priam St, then reverse route to **Granville** Interchange, then Railway Pde, Bold St, Parramatta Rd, Church St, Argyle St to Westfield (Parramatta).

Alterations

- **By 4 January 1999:** Ex Parramatta from Parramatta Rd via Bold St. Ex Chester Hill unaltered.
- **By July 2002:** Ex Parramatta from Hector St via Elliston St, Priam St, Waldron Rd. Reverse on return.
- **From 19 February 2006** (*opening date of new Parramatta Interchange*): Parramatta terminus at new Interchange (Argyle St). ? route to approach and leave Parramatta.

Timetable Summary

29 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown	50	M-F	Bankstown	7.49am	Parramatta	5.03pm	60	
		Sat						
		Sun						

14 December 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown	55	M-F	Bankstown	6.00am	Parramatta	7.30pm	60	
		Sat		8.00am		1.30pm	60	
		Sun						

1 August 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown†	46PB 12GS 40MSr	M-F	Boundary Rd	6.00amG	Bankstown	5.50pmP	A	
			Bankstown	6.48amP	Boundary Rd	8.32pmG		
		Sat	Parramatta	7.10amB	Parramatta	1.05pmB	C	
					Boundary Rd	7.05pmG		
Sun	Merrylands	10.20amS	Sth Granville	6.40pmM	120	D		

* More frequent in peak hours.

† *Saturday afternoon trips*: Granville-South Granville (Boundary Rd)-Granville Loop.

Sunday trips: Merrylands-Granville-South Granville-Granville-Merrylands Loop.

A – Early morning, various short-workings. Day, Parramatta-Bankstown 60. Night, Granville-South Granville (Boundary Rd)-Granville (from Granville via Clyde St, return via Blaxcell St).

B – To Bankstown.

C – Morning, Parramatta-Bankstown 60. Afternoon, Granville-South Granville (Boundary Rd)-Granville (from Granville via Clyde St, return via Blaxcell St) 60. Service between South Granville (Boundary Rd) & Bankstown on Saturday afternoons provided by connections with 73 buses (change buses at Boundary Rd).

D – Shared part of route with 903. Plus short-working/s before first trip shown.

G – To Granville, then South Granville.

GS – From Granville to South Granville.

M – To Merrylands.

MSr – Round trip Merrylands-Granville-South Granville-Granville-Merrylands (Sundays).

P – To Parramatta.

PB – From Parramatta to Bankstown.

S – To South Granville.

Route 910

PARRAMATTA – GRANVILLE – CHESTER HILL – BANKSTOWN via Blaxcell St■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

18 September 2006: New route, replacing parts of 903, 905, 908 & previous 910 as a result of Ministry of Transport review of Contract Region 13. Operated by Veolia Transport.

7 February 2011: Amalgamated with 948 as M91 Parramatta – Chester Hill – Bankstown – Padstow – Hurstville.

Streets

From 18 September 2006

From Parramatta (Interchange, Argyle St) via Church St, Parramatta Rd, Bold St, Railway Pde, South St, Mary St, **Granville** Interchange, Railway Pde, South St, William St, Blaxcell St, Rawson Rd (**South Granville**), Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Hector St, Buist St, Rose St, Brodie St, McMahan Rd, Church Rd, Hume Hwy (**Yagoona**), Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Chester Hill Rd, then Waldron Rd (**Chester Hill**), Campbell Hill Rd, then reverse route to South St, then Mary St, **Granville** Interchange, Railway Pde, Bold St, Parramatta Rd, Church St, Argyle St to Parramatta Interchange.

Alterations

- **By 2 April 2007:** Ex Parramatta from Church St via Woodville Rd, Halsall St, Milton St, Railway Pde. Ex Bankstown unaltered.
- **From 8 December 2008 (opening date of Bankstown bus lane):** Approached Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown Station. From Bankstown (Interchange via bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Chester Hill-Bankstown	51	M-F	Bankstown	6.00am	Parramatta	11.30pm	30*	A
		Sat		7.30am		8.00pm	30	B
		Sun		9.00am	Bankstown	7.00pm	60	B

* More frequent in peak hours.

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

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

Route 911

AUBURN – CHESTER HILL – GEORGES HALL – BANKSTOWN

Timeline

18 September 2006: New route, replacing parts of 910, 917 & 936, as a result of Ministry of Transport review of Contract Region 13. Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Auburn (South Pde at Station) via Auburn Rd, Mary St, Park Rd, Wellington Rd (**South Granville**), Ferndell St, Boundary Rd, Hector St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Hume Hwy (**Bass Hill**), Bass Hill Plaza internal road, Johnston Rd, Denman Rd, Athel St, Jacaranda Dr, Ash St, Oak Dr, Bangalay St, Flinders Rd, Amaroo Av, Bambil St (**Georges Hall**), Rex Rd, Bellevue Av, Georgina St, Warringa St, Bertram St, Glassop St (**Yagoona West**), Melanie St, Carmen St, Meredith St, Rickard Rd, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Park Rd, then South Pde to Auburn Station.

Alterations

- **From 8 December 2008 (opening date of Bankstown bus lane):** Approached Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown Interchange. From Bankstown (Interchange, South Tce) via bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.
- **From 8 December 2008 (Bankstown – Georges Hall trips):** Ex Bankstown from Rex Rd via Ashcroft St to Beale St. Return via Haig Av, Georges Cr, Rex Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Chester Hill-Bankstown	53	M-F	Auburn	6.00am	Auburn	6.00pm	60*	A
		Sat		7.00am		5.00pm	60	A
		Sun						

* More frequent in peak hours.

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

Route 912

LIDCOMBE – BANKSTOWN via Botanica Estate & Rookwood Rd■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

General note: Similar to 920, which ceased 27 July 2003.

Timeline

18 September 2006: New route, replacing parts of 918 & 919 as a result of Ministry of Transport review of Contract Region 13. Operated by Veolia Transport.

14 December 2009: Amalgamated with 925 as 925 Lidcombe – Bankstown – East Hills.

Streets

From 18 September 2006

From Lidcombe (Railway St at Station) via Mark St, James St, East St, Georges Av, Joseph St, Botanica Dr, Main Av (**Botanica Estate**), Joseph St, Rookwood Rd, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Rookwood Rd, then Joseph St, Botanica Dr, Main Av, Betty Cuthbert Dr, Palm Circ, Botanica Dr, Joseph St, then reverse route to James St, then Joseph St, Bridge St, Tooheys Lane, Railway St to Lidcombe Station.

Alterations

- **By 2 April 2007:** From Lidcombe Station via Railway St, East St.
- **From 8 December 2008** (*opening date of Bankstown bus lane*): Approached Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown Interchange. From Bankstown (Interchange, South Tce) via bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	25	M-F	Bankstown	5.37am	Lidcombe	8.35pm	60*	
		Sat		6.37am		7.05pm	60	
		Sun	Lidcombe	8.50am		4.50pm	60	A

* More frequent in peak hours.

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

Route 913

STRATHFIELD – BANKSTOWN via Norfolk Rd & Hillcrest Av

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

18 September 2006:

- New route, replacing parts of 485 & 486, as a result of Ministry of Transport review of Contract Region 13.
- Shares part of route with 900 & 914.
- Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Strathfield (Albert Rd at Station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevard (**Enfield**), Hume Hwy, Roberts Rd, Norfolk Rd, Waterloo Rd, Shellcote Rd, Noble Av, Cardigan Rd (**Greenacre**), Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square bus terminal.

From Bankstown Square (bus terminal) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield Station.

Alteration

From 8 December 2008: Approached Bankstown from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce to Bankstown Interchange. Return via South Tce, bus lane over bridge, Fetherstone St, The Mall, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown	41	M-F	Bankstown	5.56am	Strathfield	5.40pm	60	
		Sat						
		Sun						

Route 914

STRATHFIELD – GREENACRE

Timeline

18 September 2006:

- Renumbered from 484, as a result of Ministry of Transport review of Contract Region 13.
- Shares part of route with 900 & 913.
- Operated by Transit First (Thelkeld family).

1 February 2007: Transferred to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

From 18 September 2006

From Strathfield (Albert Rd at Station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevard (Enfield), Hume Hwy, Roberts Rd, Juno Pde, Waterloo Rd to Greenacre shops.

From Greenacre (Waterloo Rd at shops) via Wangee Rd, Roberts Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield Station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Greenacre	24	M-F	Greenacre	6.00am	Strathfield	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 915

LIDCOMBE – CUMBERLAND COLLEGE

(Cumberland College was merged into the University of Sydney in about 1990.)

Timeline

1 February 1990: Unnumbered route Lidcombe – Cumberland College given number in Sydney Region Route Number System & transferred from Westlink to E Street Bus Lines (Bob Taylor). Shared route with 920 from 26 September 1996 until 2003.

Mid February 1991: Transferred to Crossley Bus lines.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

7 July 2003: Operator's name changed to Transit First.

1 January 2005: Became part of Contract Region 13.

1 February 2007: Transferred to Veolia Transport.

14 March 2011:

- Shared Lidcombe – University of Sydney, Cumberland campus with M92.
- 915 continued to run all day on weekdays during semesters till early 2013.

Early 2013: Hours of service reduced to peak hours only. Service at other times provided by M92.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

By 22 September 2014: Hours of service reduced to peak hours Mondays to Thursdays during semesters.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

Timetables prior to 1993 did not specify the route, but the likely route is the same as or similar to the following.

From January 1993

From Lidcombe (Mark St ? at Station) via Railway St, East St to within grounds of Cumberland College.

From Cumberland College via East St, Davey St, Marsden St, Mark St (?) to Lidcombe Station.

By December 1997

From Lidcombe (Railway St at Station) via Railway St, East St to within grounds of Cumberland College.

From Cumberland College via East St, Victoria St, Joseph St, Bridge St, Tooheys Lane, Railway St to Lidcombe Station.

From 18 September 2006

From Lidcombe (Railway St at Station) via Mark St, James St, East St to within grounds of University of Sydney, Cumberland campus.

From University of Sydney (within grounds of Cumberland campus) via East St, James St, Joseph St, Bridge St, Tooheys Lane, Railway St to Lidcombe Station.

Alteration

By 2 April 2007: From Lidcombe Station via Railway St, East St.

By 22 September 2014

Morning

From Lidcombe (Church St at Station) via railway bridge, Railway St, East St (**University of Sydney, Cumberland campus**), Weeroona Rd, Joseph St, Olympic Dr, Church St to Lidcombe Station.

Afternoon

Reverse route

Timetable Summary

May 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Cumberland College (semester)	5	M-F	Lidcombe	7.15am	Cumb'Ind Coll	6.00pm	20*	A
		Sat						
		Sun						
Lidcombe-Cumberland College (vacation)	5	M-F	Lidcombe	7.50am	Cumb'Ind Coll	5.25pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Mondays-Thursdays.

Ph – Peak hours only.

10 June 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Uni of Sydney Cumberland campus	5	M-F	Lidcombe	7.15am	Cumb'Ind camp	6.07pm	15*	A
		Sat						A
		Sun						

* More frequent in peak hours during semester.

A – 920 also provided service Mondays-Saturdays.

22 September 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Uni of Sydney Cumberland campus	16 round trip	M-F	Lidcombe	7.28am	Cumb'Ind camp	4.58pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only, Monday-Thursday

Route 916

AUBURN – SOUTH GRANVILLE (Blaxcell St) ■

Timeline

31 July 1985: Renumbered from 239 [1925 route number]. Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Rerouted via Park, Chiswick & Chisholm Rds, replacing part of 918, as part of reorganisation of 916-9.

7 July 2003: Operator's name changed to Transit First.

27 July 2003: Ceased in a general reorganisation of 916-920. Replaced by rerouting of 917

Streets

From 31 July 1985

From Auburn (South Pde at Station) via Park Rd, Normanby Rd, Cumberland Rd, Sheffield St, Chisholm Rd, Mona St, Clyde St, Redfern St, Blaxcell St to Hudson St (South Granville).

From South Granville (Blaxcell St) (at Hudson St) via Hudson St, Clyde St, then reverse route to Normanby St, then Queen St, Auburn Rd, South Pde to Auburn Station.

From 14 December 1997

From Auburn (South Pde at Station) via Auburn Rd, Mary St, Park Rd, Chiswick Rd, Chisholm Rd, Mona St, Clyde St, Redfern St, Blaxcell St to Hudson St (South Granville).

From South Granville (Blaxcell St) (at Hudson St) via Hudson St, Clyde St, then reverse route to Park Rd, then South Pde to Auburn Station.

Timetable Summary

31 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Granville (Blaxcell St)	10	M-F	Auburn	6.06am	Blaxcell St	5.45pm	60*	
		Sat		8.33am		12.42pm	60	
		Sun						

* More frequent in peak hours.

14 December 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Granville (Blaxcell St)	18	M-F	Blaxcell St	6.37am	Auburn	6.20pm	60*	
		Sat	Auburn	7.30am	Blaxcell St	2.47pm	60	
		Sun						

* More frequent in peak hours.

Route 916

CHESTER HILL – CHESTER HILL (Barbers Rd)

- **Extended from Chester Hill (Barbers Rd) to Guildford (selected trips)**

Timeline

18 September 2006: Renumbered from 907, as a result of Ministry of Transport review of Contract Region 13. Operated by Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 amalgamated as Contract Region 3.
- Transferred to Transit Systems as successful tenderer for bus services in amalgamated Contract Region 3.

Streets

Chester Hill – Chester Hill (Barbers Rd)

From 18 September 2006

From Chester Hill (Waldron Rd at Station) via Campbell Hill Rd, Curtis Rd, Miller Rd, Barbers Rd, Woodville Rd, Gurney Rd, Miller Rd, Curtis Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd to Chester Hill Station.

Chester Hill – Guildford

From 18 September 2006

From Chester Hill (Waldron Rd at Station) via Campbell Hill Rd, Curtis Rd, Miller Rd, Gurney Rd, Woodville Rd, Orchardleigh St, Broughton St, Bolton St, Guildford Rd, Railway Tce to Guildford Station.

From Guildford (Railway Tce at Station) via Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Campbell Hill Rd, then Virgil Av, Priam St, Waldron Rd to Chester Hill Station.

Timetable Summary

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chester Hill-Barbers Rd	8	M-F	Chester Hill	10.15am	Barbers Rd	2.03pm	3 trips	
		Sat						
		Sun						
Chester Hill-Guildford	16	M-F	Guildford	3.10pm	Chester Hill	3.28pm	1 trip	A
		Sat						
		Sun						

A – Plus school trips.

Route 917

AUBURN – BERALA – GUILDFORD ■

AUBURN – GUILDFORD via Park, Wellington & Chisholm Rds & Mona St ■

LIDCOMBE – REGENTS PARK – AUBURN – GUILDFORD ■

Timeline

31 July 1985:

- Lidcombe – Regents Park – Auburn – Guildford renumbered from an amalgamation of 5, 116, 123 & 149 [1925 route numbers].
- Service provided by extended 920 on Sundays.
- Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

January 1993: Altered to Auburn – Berala – Guildford in a reorganisation of 917 & 918. Lidcombe – Berala – Regents Park replaced by extension of 921.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Service between Auburn & Auburn Hospital on late Saturday afternoon & all-day Sunday provided by combined 919/920 (later 918/919) (Link bus).

7 July 2003: Operator's name changed to Transit First.

28 July 2003:

- Rerouted as Auburn – Guildford via Park, Wellington & Chisholm Rds & Mona St, replacing 916, in a general reorganisation of 916-920.
- Service to Berala area replaced by rerouted 919.
- Link bus ceased.

1 January 2005: Became part of Contract Region 13.

18 September 2006: Ceased as a result of Ministry of Transport review of Contract Region 13. Replaced by part of 911.

Streets

Lidcombe – Regents Park – Auburn – Guildford

From 31 July 1985

From Lidcombe (Railway St at Station) via Joseph St, Kerrs Rd, Brixton Rd, Hyde Park Rd, Nottingham Rd, Kibo Rd, Fourth Av, Walters Rd, Kingsland Rd, Amy St (**Regents Park**), Park Rd, Lidbury St, Elizabeth St, Woodburn Rd (**Berala**), Tilba St, Graham St, Water St, Cockthorpe Rd, Norval St (**Auburn Hospital**), Auburn Rd, South Pde (**Auburn**), Park Rd, Queen St, Normanby Rd, Cumberland Rd, Northcote St, Chisholm Rd, Wellington Rd, Clyde St, Chiswick Rd, Blaxcell St, Guildford Rd, Robertson St, Rawson Rd (**South Granville**), Excelsior St, Guildford Rd, Railway Tce to Guildford Station.

From Guildford (Railway Tce at Station) via Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Tilba St, then The Crescent, Crawford St, Woodburn Rd, then reverse route to Kerrs Rd, then Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Alteration

By 12 March 1986: Ex Guildford from Tilba St via Woodburn Rd (*not* via The Crescent, Crawford St). Ex Lidcombe unaltered.

Auburn – Berala – Guildford

From January 1993

From Auburn (South Pde at Station) via Park Rd, Queen St, Auburn Rd, Norval St, Cockthorpe Rd, Water St, Graham St, Tilba St, Woodburn Rd (**Berala**), Elizabeth St, Lidbury St, Park Rd, Wellington Rd, Clyde St, Chiswick Rd, Blaxcell St, Guildford Rd, Robertson St, Rawson Rd (**South Granville**), Excelsior St, Guildford Rd, Railway Tee to Guildford Station.

From Guildford (Railway Tee at Station) via Mountford Av, Talbot Rd, Guildford Rd, then reverse route to Auburn Rd, then South Pde to Auburn Station.

Alterations

- **By 1997:** To depart from Auburn (railway side of South Pde) via Auburn Rd.
- **From 14 December 1997:** Ex Auburn from Cockthorpe Rd via Woodburn Rd, Vaughan St, Graham St. Reverse on return.

Auburn – Guildford via Park, Wellington & Chisholm Rds & Mona St

Alteration

From 28 July 2003: From Auburn via South Pde, Auburn Rd, Mary St, Park Rd, Wellington Rd, Chisholm Rd, Mona St, Clyde St. Reverse on return.

Timetable Summary

31 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala-Auburn-Guildford	Fr Guild 21A 36B 55L	M-F	Berala	6.10amG	Guildford	4.15pmL	60*	C
			Guildford	8.43amL		5.35pmB		
		Sat	Berala	8.17amA		1.02pmB	60	D
			Auburn	8.23amG				
Sun						E		

* More frequent in peak hours.

A – To Auburn.

B – To Berala.

C – Plus short-working/s before first trip & after last trip shown. Night service to part of route provided by combined 918/919.

D – *Eastwards* ran Guildford-Auburn-Berala. *Westwards* ran separately Berala-Auburn & Auburn-Guildford.

E – Service over part of route provided by 920.

G – To Guildford.

L – To Lidcombe.

January 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Berala-Guildford	27	M-F	Guildford	6.17am	Auburn	6.15pm	60*	A
		Sat	Auburn	8.30am	Guildford	3.30pm	60	B
		Sun						

* More frequent in peak hours.

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

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

28 July 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Guildford†	28	M-F	Guildford	6.00am	Guildford	6.00pm	60*	A
		Sat	Auburn	7.30am		4.58pm	60	A
		Sun						

* More frequent in peak hours.

† Via Park, Wellington & Chisholm Rds & Mona St.

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

Route 918

AUBURN – SOUTH AUBURN – AUBURN (bidirectional loop via Chisholm & Cumberland Rds)■

AUBURN – SOUTH AUBURN via Cumberland Rd■

Timeline

31 July 1985:

- Auburn – South Auburn via Cumberland Rd renumbered from 14 [1925 route number].
- Weeknight service provided by combined 918/919 & Sunday service by extended 920.
- Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

12 March 1986: Saturday afternoon trips ran from Auburn via Cumberland Rd & returned via Chisholm Rd, providing a service in Chisholm Rd when 917 did not run.

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

By January 1993: Altered to Auburn – South Auburn – Auburn Loop, daytime Mondays-Saturdays (mornings, from Auburn via Chisholm Rd, return via Cumberland Rd; afternoons, reverse) in a reorganisation of 917 & 918. Ceased to run via Chisholm Rd on Saturday afternoons.

By July 1996: Weeknight service replaced by diversion of 919.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Ceased in a reorganisation of 916-919. Replaced by rerouting of 916, 917 & 919.

Streets

Auburn – South Auburn via Cumberland Rd

From 31 July 1985

From Auburn (South Pde at Station) via Alice St, Northcote St, Cumberland Rd, Albert Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn Station.

Auburn – South Auburn – Auburn (bidirectional Loop via Chisholm & Cumberland Rds)

From January 1993

Anticlockwise (mostly morning)

From Auburn (South Pde at Station) via Park Rd, Queen St, Auburn Rd, Mary St, Alice St, Northcote St, Chisholm Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn Station.

Clockwise (mostly afternoon)

From Auburn (South Pde at Station) via Park Rd, Queen St, Auburn Rd, Mary St, Alice St, Northcote St, Cumberland Rd, St Johns Rd (**South Auburn**), Chisholm Rd, Northcote St, Alice St, Mary St, Auburn Rd, South Pde to Auburn Station.

Alteration

By 1997: Departed from Auburn (railway side of South Pde) via Auburn Rd.

Timetable Summary

31 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
918: Auburn-South Auburn via Cumberland Rd	12	M-F	South Auburn	5.34am	Auburn	6.05pm	60*	A
		Sat		8.07am	South Auburn	5.15pm	60	
		Sun						B
918/919: Auburn-South Auburn Loop†	20 round trip	M-F	Auburn	6.35pm	Auburn	9.05pm	Ns	
		Sat						
		Sun						

* More frequent in peak hours.

† From Auburn via Cumberland Rd, return via Park Rd.

A – Night service provided by combined 918/919.

B – Service provided by 920.

Ns – Night service.

January 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
918: Auburn-South Auburn	25 round trip	M-F	Auburn	5.27am	Auburn	6.05pm	60*	A
		Sat	South Auburn	7.55am	South Auburn	5.22pm	60	A
		Sun						B
918/919: Auburn-South Auburn Loop†	20 round trip	M-F	Auburn	6.35pm	Auburn	7.05pm	Ns	C
		Sat						
		Sun						
918/919: Auburn-South Auburn-Lidcombe	19	M-F						
		Sat						
		Sun	Auburn	8.55am	Lidcombe	5.03pm	90	D

* More frequent in peak hours.

† From Auburn via Cumberland Rd, return via Chisholm Rd.

A – Morning clockwise, afternoon anti-clockwise. Service on weeknights provided by combined 918/919 Auburn-South Auburn Loop.

B – Sunday service provided by combined 918/919 Auburn – South Auburn – Lidcombe.

C – Extra trips on Thursday night (last trip 9.07pm from Auburn).

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

Route 918

AUBURN – REGENTS PARK – LIDCOMBE – AUBURN (bidirectional loop)■

28 July 2003: Replaced parts of 917, 919 & 920, as a large bidirectional loop in a general reorganisation of 916-920. Operated by Transit First (Thelkeld family). Service on Sundays provided by combined 918/920.

1 January 2005: Became part of Contract Region 13.

18 September 2006: Ceased. Partly replaced by 909, as a result of Ministry of Transport review of Contract Region 13.

Streets

From 28 July 2003

Clockwise

From Auburn (South Pde at Station) via Auburn Rd, Norval St, Cockthorpe Rd, Woodburn Rd, Vaughan St, Joseph St, Bridge St, Tooheys Lane, Railway St (**Lidcombe**), Mark St, James St, Joseph St, Georges Av, East St, Weeroona Rd, Amy St (**Regents Park**), Park Rd, Mt Auburn Rd, Graham St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St, Auburn Rd, Mary St, Park Rd, South Pde to Auburn Station.

Anti-clockwise

From Auburn (South Pde at Station) via Auburn Rd, Norval St, Cockthorpe Rd, Woodburn Rd, Vaughan St, Graham St, Mt Auburn Rd, Park Rd, Amy St (**Regents Park**), Weeroona Rd, East St, Georges Av, Joseph St, Bridge St,

Tooheys Lane, Railway St (**Lidcombe**), Mark St, James St, Joseph St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St, Auburn Rd, Mary St, Park Rd, South Pde to Auburn Station.

Timetable Summary

28 July 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park-Lidcombe-Auburn	38 round trip	M-F	Auburn	5.50am	Regents Park	6.04pm	60*	A
		Sat		6.50am		6.14pm	60	A
		Sun						

* More frequent in peak hours.

A – Ran alternately clockwise & anti-clockwise.

B – Service provided by combined 918/919.

Combined Routes 918/919

AUBURN – SOUTH AUBURN Loop ■

AUBURN – SOUTH AUBURN – LIDCOMBE ■

Timeline

31 July 1985: Weeknight combined loop Auburn – South Auburn via Cumberland Rd, then Park Rd renumbered from combined 13 & 14 [1925 route numbers]. Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

January 1993: Extra combined route, Auburn – South Auburn – Lidcombe, commenced by Crossley Bus Lines on Sundays. Through-routed with 920 Lidcombe – Bankstown.

By July 1996: Weeknight combined loop Auburn – South Auburn replaced by diversion of 919.

14 December 1997: Sunday combined route Auburn – South Auburn – Lidcombe replaced by Link Bus (combined 919/920).

Streets

Auburn – South Auburn Loop via Cumberland Rd, then Park Rd

From 31 July 1985

From Auburn (South Pde at Station) via South Pde, Alice St, Northcote St, Chisholm Rd, Phillips St, Cumberland Rd, St Johns Rd (**South Auburn**), Park Rd, Chiswick Rd, Water St, Cockthorpe Rd, Norval St, Auburn Rd, South Pde to Auburn Station.

Auburn – South Auburn – Lidcombe

From January 1993

From Auburn (South Pde at Station) via (?), Cumberland Rd, Phillips St, Chisholm Rd, Wellington Rd, St Johns Rd (**South Auburn**), Park Rd, Chiswick Rd, (?) (**Auburn Hospital**), (?), Vaughan St, (?) to Lidcombe Station.

From Lidcombe (Railway St at Station) via same/similar route to Cumberland Rd, then Normanby Rd, (?) to Auburn Station.

Timetable Summary

See 918

Route 919

AUBURN – REGENTS PARK – BANKSTOWN ■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

31 July 1985:

- Monday-Saturday service renumbered from an amalgamation of 13 & part of 125 south of Amy St [1925 route numbers], connected between Regents Park & Rookwood Rd via Amy St.
- Service on weeknights provided by combined 918/919.
- Service on Sundays provided by extension of 920.
- Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

January 1993: Sunday service now provided by combined 918/919.

By July 1996: Weeknight diversion covered 918.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997:

- Rerouted via Cumberland, Albert, Chisholm & St Johns Rds, replacing part of 918 in a reorganisation of 916-919.
- Service in Park Rd replaced by parts of 916 & 917.
- Late Saturday afternoon & all-day Sunday services provided by Link bus, combined 919/920.

7 July 2003: Operator's name changed to Transit First

28 July 2003: In a general reorganisation of 916-920:

- Rerouted in Berala & Regents Park, replacing parts of 917 & 920.
- Rerouted via Potts Hill, replacing 920.
- Service in southern end of Park Rd replaced by rerouted 918.
- Days of service extended to Sundays.
- Link bus ceased, but combined 918/919 ran on Sundays.

1 January 2005: Became part of Contract Region 13.

18 September 2006: Ceased as a result of Ministry of Transport review of Contract Region 13. Partly replaced by parts of 908 & 909

Streets

From 31 July 1985

From Auburn (South Pde at Station) via Auburn Rd, Beatrice St, Park Rd, Amy St (**Regents Park**), Joseph St, Rookwood Rd, Chapel Rd, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Auburn Rd, then Queen St, Park Rd, South Pde to Auburn Station.

Alteration:

By 14 November 1988: Ex Auburn from Chapel Rd via Rickard Rd, Jacobs St, Bankstown Square bus terminal.

From 14 December 1997

From Auburn (South Pde at Station) via Auburn Rd, Mary St, Park Rd, Queen St, Normanby Rd, Cumberland Rd, Albert Rd, Chisholm Rd, St Johns Rd, Park Rd, Amy St (**Regents Park**), Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Park Rd, then South Pde to Auburn Station.

Regents Park (Kibo Rd) diversion: From Amy St via Kingsland Rd, Walters Rd, Fourth Av, Kibo Rd, Kingsland Rd to Amy St (direction of loop?).

From 28 July 2003

From Auburn (South Pde at Station) via Auburn Rd, Mary St, Cumberland Rd, Albert Rd, Chisholm Rd, St Johns Rd, Lidbury St, Woodburn Rd (**Berala**), Kerrs Rd, Nottinghill Rd, Walters Rd, Kingsland Rd, Amy St (**Regents Park**), Joseph St, Rookwood Rd, Bruncker Rd, Powell St, McMillan St, Ashby Av, Woodbine St (**Potts Hill**), Avoca

St, George St, Rookwood Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Mary St, then Park Rd, South Pde to Auburn Station.

Trips not via Potts Hill: Direct via Rookwood Rd (*not* via Potts Hill).

Timetable Summary

31 July 1985

Rookwood Rd routes

919, 920

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
919: Auburn-Regents Park-Bankstown	27	M-F	Auburn	6.28am	Auburn	5.27pm	60*	C
		Sat		8.35am	Bankstown	4.05pm	60	D
		Sun						E
920: Lidcombe-Potts Hill-Bankstown†	Fr Banks 25L 39A	M-F	Lidcombe	5.50am	Lidcombe	6.10pm	60*	
		Sat		8.07am		6.07pm	60	
		Sun	Bankstown	9.00amA	Auburn	5.25pmB	80	

Average day frequencies along common route:

M-F Rookwood Rd between Amy St & Bruncker Rd (919, 920) 30

Sat Rookwood Rd between Amy St & Bruncker Rd (919, 920) 30

Sun Rookwood Rd between Amy St & Bruncker Rd (920) 80.

* More frequent in peak hours.

† Extended from Lidcombe to Auburn on Sundays.

A – To Auburn (Sundays).

B – To Bankstown via Lidcombe.

C – Night service provided by combined 918/919. Plus short-working/s before first trip & after last trip shown.

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

E – Service provided by 920.

L – To Lidcombe.

Timetable Summary

14 December 1997

Rookwood Rd routes

919, 920, Link Bus (919/920)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
919: Auburn-Regents Park-Bankstown	43	M-F	Auburn	5.40am	Bankstown	8.45pm	60*	
		Sat		6.28am		2.55pm	60	
		Sun						
920: Lidcombe-Potts Hill-Bankstown	33	M-F	Lidcombe	6.00am	Bankstown	6.00pm	60*	
		Sat		7.55am	Lidcombe	2.55pm	60	
		Sun						
Link Bus (919/920): Auburn-Lidcombe-Bankstown-Auburn	58 round trip	M-F						
		Sat	Auburn	3.15pm	Bankstown	6.45pm	60	A
		Sun		8.15am		4.45pm	60	B

Average day frequencies along common route:

M-F Rookwood Rd between Amy St & Brunner Rd (919, 920) 30
Sat Rookwood Rd between Amy St & Brunner Rd (919, 920) 30
Sun Rookwood Rd between Amy St & Brunner Rd (Link Bus) 60.

* More frequent in peak hours.

A – Alternately:

From Auburn to Bankstown via 919, then return from Bankstown to Auburn via parts of 920 through Potts Hill & Lidcombe & via Auburn Hospital.

and

From Auburn to Bankstown via Auburn Hospital & parts of 920 through Lidcombe & Potts Hill, then return from Bankstown to Auburn via 919.

Plus short-working/s after last trip shown.

B – Alternately:

From Auburn to Bankstown via 919, then return from Bankstown to Auburn via parts of 920 through Potts Hill & Lidcombe & via Auburn Hospital.

and

From Auburn to Bankstown via Auburn Hospital & parts of 920 through Lidcombe & Potts Hill, then return from Bankstown to Auburn via 919.

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

Link bus:

Combined Routes 919/920

later

Combined Routes 918/919

AUBURN – LIDCOMBE – BANKSTOWN ■

AUBURN – REGENTS PARK – BANKSTOWN ■

Timeline

14 December 1997: Combined routes 919/920 (Link Bus) commenced by Westway Bus & Coach Service (Threlkeld family) on Sundays & Public Holidays. Link Bus comprised two legs:

- Auburn – Lidcombe – Bankstown
- Auburn – Regents Park – Bankstown

7 July 2003: Operator's name changed to Transit First.

28 July 2003:

- Auburn – Bankstown via Cumberland Rd & Amy St replaced by Sunday service on new 919 Auburn – Bankstown via Berala & Nottinghill Rd.
- Auburn – Lidcombe – Bankstown replaced by Sunday service on 918 between Auburn & Weeroona Rd/ Rookwood Rd & by 919 between Weeroona Rd/Rookwood Rd & Bankstown. This route was same as equivalent part of Link route prior to this date.

Streets

Link Bus: Auburn – Regents Park – Bankstown – Lidcombe – Auburn

From 14 December 1997

From Auburn to Bankstown via Regents Park (919), then return via Lidcombe (920)

From Auburn (South Pde at Station) via 919 to Bankstown Station.

From Bankstown (North Tce at Station) via 920 to Joseph St, then Bridge St, Tooheys Lane, Railway St (Lidcombe), Mark St, James St, Joseph St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St (Auburn Hospital), Auburn Rd, Mary St, Park Rd, South Pde to Auburn Station.

From Auburn to Bankstown via Lidcombe (920), then return via Regents Park (919)

From Auburn (South Pde at Station) via Park Rd, Mary St, Auburn Rd, Norval St (Auburn Hospital), Auburn Cockthorpe Rd, Woodburn Rd, Vaughan St, Joseph St, Bridge St, Tooheys Lane, Railway St (Lidcombe), Mark St, James St, Joseph St, Rookwood Rd, then 920 to Bankstown Station.

From Bankstown (North Tce at Station) via 919 to Auburn Station.

Alterations

- **By 10 June 2002:** Route through Potts Hill same as alteration to 920.
- **From 6 April 2002:** Ex Auburn from James St via Joseph St, Georges Av, East St, Weeroona Rd to Joseph St. Reverse on return.

Alteration

From 28 July 2003

Selected trips diverted via Potts Hill.

Timetable Summary

See 919

Route 920

LIDCOMBE – POTTS HILL – BANKSTOWN ■

- **Extended from Lidcombe to Auburn via South Auburn (*Sundays & Public Holidays, 1985-93*)**

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

31 July 1985:

- Renumbered from 125 [1925 route number], but rerouted through Potts Hill (part of 123 [1925 route number]).
- Extended from Lidcombe to Auburn via South Auburn on Sundays, covering parts of 917, 918 & 919.
- Operated by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

By January 1993: Extension from Lidcombe to Auburn on Sundays replaced by Link Bus (combined 919/920).

26 September 1996: Rerouted via University of Sydney Cumberland campus following closure of Lidcombe State Hospital. Shared Lidcombe – University of Sydney Cumberland campus with 915.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

14 December 1997: Late Saturday afternoon & all-day Sunday services provided by Link bus, combined routes 919/920.

7 July 2003: Operator's name changed to Transit First

27 July 2003: Ceased in general reorganization of South Auburn routes. Partly replaced by parts of 918 & 919.

General note: *912 commenced running via a very similar route from 18 September 2006.*

Streets

From 31 July 1985

From Lidcombe (Railway St at Station) via Joseph St, Rookwood Rd, Lidcombe Hospital internal roads, Bruncker Rd, Powell St, McMillan St, Ashby Av, Woodbine St (**Potts Hill**), Avoca St, George St, The Boulevarde, Meredith St, French Av, Chapel Rd, The Mall, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Joseph St, then James St, Mark St, Railway St to Lidcombe Station.

Sundays & Public Holidays route: Ex Lidcombe direct via Joseph St (*not* via Lidcombe Hospital internal roads).

Extension from Lidcombe to Auburn (*Sundays & Public Holidays*): From Lidcombe Station via Joseph St, Vaughan St, Woodburn Rd, Cockthorpe Rd, Norval St, Auburn Rd, Chiswick Rd, Park Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Phillips St, Chisholm Rd, Northcote St, Alice St, Queen St, Auburn Rd, South Pde to Auburn Station. Return via Alice St, then reverse route to Vaughan St, then Joseph St, James St, Park St, Railway St to Lidcombe Station.

Alterations

- **From 26 September 1996** (*Mondays- Saturdays*): From Lidcombe Station via Joseph St, Georges Av, East St, Weeroona Rd, Joseph St. Return from Joseph St via James St, Mark St, Railway St to Lidcombe Station.
- **From 26 September 1996** (*Sundays*): Direct via Joseph St, Rookwood Rd.
- **By 14 December 1997:** Approached Lidcombe from Joseph St via Bridge St, Tooheys Lane, Railway St. From Lidcombe via Mark St, James St, Joseph St.
- **By 19 June 2000:** Ex Lidcombe from George St via Rookwood Rd. Reverse on return.

Timetable Summary

31 July 1985

See 919

Route 921

LIDCOMBE – BERALA – REGENTS PARK – BANKSTOWN ■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

12 March 1986: Berala (Walters Rd) – Regents Park – Bankstown commenced by Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

1987: Transferred to Crossley Bus Lines.

December 1988: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

25 July 1990: Transferred to Crossley Bus Lines (Colin Crossley & Eddie Hayman).

January 1993: Extended from Berala (Walters Rd) to Lidcombe, replacing part of 917.

29 January 1997: Transferred to Westway Bus & Coach Service (Threlkeld family).

By 14 December 1997: Rerouted through Potts Hill.

7 July 2003: Operator's name changed to Transit First.

21 January 2005: Became part of Contract Region 13.

18 September 2006: Partly replaced by part of 909 as a result of Ministry of Transport review of Contract Region 13.

Streets

Berala (Walters Rd) – Regents Park – Bankstown

From 12 March 1986

From Berala (Walters Rd) (at Nottingham Rd) via Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (**Regents Park**), Auburn Rd, Bagdad St, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Berala (Walters & Nottingham Rds).

From January 1993

Lidcombe – Berala – Regents Park – Bankstown

From Lidcombe (Railway St at Station) via Joseph St, Kerrs Rd, Brixton Rd, London Rd, Campbell St (**Berala**), Burke Av, Hyde Park Rd, Nottingham Rd, Kibo Rd, Fourth Av, Walters Rd, Kingsland Rd, Amy St (**Regents Park**), Auburn Rd, Bagdad St, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Chapel Rd, then reverse route to Kerrs Rd, then Joseph St James St, Mark St, Railway St to Lidcombe Station.

Alterations

- **From 14 December 1997:** Ex Lidcombe from Cooper Rd via Palomar Pde, Woodbine St, Ashby Av (**Potts Hill**), McMillan St, Powell St, George St, The Boulevarde, Meredith St. Reverse on return.
- **From 14 December 1997:** Approached Lidcombe from Joseph St via Bridge St, Tooheys Lane, Railway St. From Lidcombe via Mark St, James St, Joseph St.
- **From 28 July 2003:** From Lidcombe via Mark St, James St, Joseph St, Victoria St, East St, Georges Av, Nottingham Rd, Walters Rd, Kingsland Rd, Amy St. Reverse on return.

Timetable Summary

12 March 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berala (Walters Rd)- Regents Park- Bankstown	20	M-F	Walters Rd	7.30am	Bankstown	3.00pm	2 trips	
		Sat						
		Sun						

January 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala- Regents Park- Bankstown	28	M-F	Bankstown	7.55am	Bankstown	3.00pm	A	
		Sat						
		Sun						

A – 2 trips from Lidcombe, 3 trips from Bankstown. Plus short-working/s (mostly Lidcombe-Regents Park) before first trip, between peaks & after last trip shown.

Route 922

BANKSTOWN – MILPERRA – EAST HILLS

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

27 February 1984: Renumbered from 22 [1925 route number] (except between Milperra & Milperra Bridge, which was replaced by 925) as part of reorganisation of South Western Coach Line's South Bankstown routes. Operated by South Western Coach Lines (Max Holman).

6 March 1985: Transferred to Highway Tours (JD (Jim) Hill).

November 1988: Transferred to Revesby Bus & Coach Service (Colin Crossley).

April 1996: Operator's name altered to Crossley Bus Lines.

26 November 2001: Transferred to Connex NSW.

1 January 2005: Became part of Contract Region 10.

18 April 2006: Operator's name changed to Veolia Transport.

18 September 2006: Rerouted via Amiens Av, Milperra, replacing part of 925, as a result of Ministry of Transport review of Contract Region 13 (including 922-927 in Contract Region 10). Remained part of Contract Region 10.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

1 July 2023: Transferred to U-Go Mobility as successful tenderer for bus services in Contract Region 10, coincident with amalgamation of Contract Regions 5 & 10 as Contract Region 10.

Streets

From 27 February 1984

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Beaconsfield St, Horsley Rd, Bullecourt Av, Henry Lawson Dr, Maclaurin Av, Park Rd to East Hills Station.

From East Hills (Park Rd at Station) via Park Rd, Forest Rd, Bass Av, Henry Lawson Dr, then reverse route to Chapel Rd, then Greenfield Pde, Restwell St to Bankstown bus terminal.

Saturday afternoon clockwise loop: From Bankstown bus terminal via 924 (?) to **East Hills** Station, then normal 922 to Henry Lawson Dr, Milperra, then Henry Lawson Dr (**Milperra Bridge**), Milperra Rd, Ashford Av, Bullecourt Av, then normal 922 to Bankstown bus terminal

Saturday afternoon anti-clockwise loop: From Bankstown bus terminal via normal 922 to Bullecourt Av, then Ashford Av, Milperra Rd (**Milperra Bridge**), Henry Lawson Dr to **East Hills** Station, then 924 (?) to Bankstown bus terminal.

Milperra Bridge diversion (*Sundays only*): Ex East Hills from Henry Lawson Dr/Bullecourt Av via Henry Lawson Dr (**Milperra Bridge**), Milperra Rd, Ashford Av, Bullecourt Av.

Alterations

- **From 13 May 1987:** All weekends trips ran via standard route.
- **By 2 July 2003:** Approached East Hills from Henry Lawson Dr via Bass Av, Forest Rd, Park Rd to East Hills Station. Return via Maclaurin Av, Henry Lawson Dr.
- **From 18 September 2006:** Approached Bankstown from Chapel Rd via Macauley Av, Restwell St to South Tce.
- **From 18 September 2006:** Ex Bankstown from Bullecourt Av via Henry Lawson Dr, Amiens Av, Pozieres Av, Henry Lawson Dr. Return from Henry Lawson Dr via Amiens Av, Pozieres Av, Henry Lawson Dr, Bullecourt Av.
- **From 8 December 2008** (*opening of Bankstown bus lane*): Extended from Restwell St via South Tce, bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St to Bankstown Square terminal. Return via The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce, Restwell St.

Timetable Summary

27 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra-East Hills	27	M-F	East Hills	5.50am	Bankstown	7.51pm	60*	A
		Sat		7.24am		6.04pm	60	B
		Sun	Bankstown	9.21am	East Hills	5.41pm	60	C

* More frequent in peak hours.

A – Extra trip Thursday night.

B – Morning, normal route. Afternoon, bidirectional loop Bankstown-Panania-East Hills-Milperra Bridge-Bankstown, alternately in each direction.

C – Trips *from* East Hills diverted via Milperra Bridge. Gap in service.

13 May 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra-East Hills	27	M-F	East Hills	5.50am	Bankstown	6.51pm	60*	A
		Sat		7.26am		6.00pm	60**	
		Sun	Bankstown	9.20am	East Hills	4.50pm	3 trips	

* More frequent in peak hours.

** Less frequent in afternoon.

A – Extra trips Thursday night.

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra-East Hills	28	M-F	East Hills	6.03am	Bankstown	9.30pm	30*	A
		Sat	Bankstown	6.25am	East Hills	7.05pm	60	B
		Sun	East Hills	8.56am		5.25pm	60	B

* More frequent in peak hours.

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

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

Route 923

BANKSTOWN – PANANIA – PICNIC POINT via Kennedy St & Burns Rd

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

(Picnic Point bottom terminus has been known as Picnic Point Boatshed since 2006.)

Timeline

27 February 1984: Bankstown – Panania – Picnic Point bottom renumbered from parts of 23 [1925 route number] as part of reorganisation of South Western's South Bankstown routes. Operated by South Western Coach Lines (Max Holman).

6 March 1985: Transferred to Highway Tours (JD (Jim) Hill).

13 May 1987: Sunday service rerouted in an anti-clockwise loop south of Revesby via Panania, Picnic Point, then Revesby Heights, providing a Sunday service to Revesby Heights.

November 1988: Transferred to Revesby Bus & Coach Service (Colin Crossley).

April 1996: Operator's name altered to Crossley Bus Lines.

26 November 2001: Transferred to Connex NSW.

1 January 2005: Became part of Contract Region 10.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: As a result of Ministry of Transport review of Contract Region 13 (including 922-927 in Contract Region 10):

- Base service curtailed to run Bankstown – Panania.
- Service to Picnic Point Boatshed reduced to selected diversions at school times.
- Service along Lambeth St replaced by 924.
- Sunday service followed standard route & ceased to divert via Revesby Heights.
- Remained part of Contract Region 10.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

1 July 2023: Transferred to U-Go Mobility as successful tenderer for bus services in Contract Region 10, coincident with amalgamation of Contract Regions 5 & 10 as Contract Region 10.

Streets

Bankstown – Panania – Picnic Point

From 27 February 1984

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Ferndale Rd, Kennedy St, Burns Rd, Picnic Point Rd, Tower St, Hinemoa Av, Weston St (**Panania**), Anderson Av, Tower St, Lambeth St, Henry Lawson Dr, Carinya Rd to Picnic Point bottom.

From Picnic Point (bottom) via reverse route to Macarthur Av, then Revesby Pl, Blamey St (**Revesby**), The River Rd, Canterbury Rd, Chapel Rd, Greenfield Pde, Restwell St to Bankstown bus terminal.

By 13 May 1987

Sunday route

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Eldridge Rd, Artegall St (**Bankstown Hospital**), Claribel St, Canterbury Rd, The River Rd (**Revesby**), Tower St, Hinemoa Av, Weston St (**Panania**), Anderson Av, Tower St, Lambeth St, Henry Lawson Dr, Carinya Rd to **Picnic**

Point bottom, then Carinya Rd, Henry Lawson Dr, Picnic Point Rd, Burns Rd, Kennedy St, Ferndale Rd, The River Rd, Sandakan Rd (**Revesby Heights**), Morotai Rd, Centaur St, Edinburgh Dr, The River Rd (**Revesby**), Canterbury Rd, Claribel St, Artegall St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd, Greenfield Pde, Restwell St to Bankstown bus terminal.

Alterations

- **By 13 May 1987 (Mondays-Saturdays):** Ex Picnic Point from Macarthur Av via Brett Av, Blamey St (**Revesby**). Unaltered ex Bankstown.
- **By 10 January 1990:** Ex Bankstown from Burns Rd:
Either via Picnic Point Rd, Henry Lawson Dr, Carinya Rd to **Picnic Point bottom**, then Carinya Rd, Henry Lawson Dr, Lambeth St, Tower St, Anderson Av, Weston St (**Panania**), Hinemoa Av, Tower St, Lambeth St, Burns Rd & return to Bankstown.
Or via reverse route.
- **By 29 May 1996:** Ex Bankstown from Lambeth St via Doris St, Picnic Point Rd, Henry Lawson Dr, Carinya Rd to Picnic Point bottom. Reverse on return.
- **By 29 May 1996 (Sunday afternoons):** Ex Bankstown from The River Rd via Sandakan Rd (**Revesby Heights**), Morotai Rd, Centaur St, Edinburgh Dr, The River Rd, Ferndale Rd, Kennedy St, Burns Rd, Picnic Point Rd, Henry Lawson Dr, Carinya Rd to **Picnic Point bottom**, then Carinya Rd, Henry Lawson Dr, Picnic Point Rd, Doris St, Lambeth St, Tower St, Anderson Av, Weston St (**Panania**), Hinemoa Av, Tower St to The River Rd. Sunday morning service unaltered.

Bankstown – Panania

From 18 September 2006

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Bransgrove Rd, Polo St, Marco Av (**Revesby**), The River Rd, Ferndale Rd, Kennedy St, Burns Rd, Picnic Point Rd, Tower St, Hinemoa Av, Weston St, Anderson Av to Panania Station.

From Panania (Anderson Av at Station) via reverse route to Restwell St, then South Tce to Bankstown bus terminal.

Picnic Point diversion: Either direction from Burns Rd/Picnic Point Rd via Picnic Point Rd, Henry Lawson Dr, Carinya Rd to Picnic Point Boatshed, then reverse route to Burns Rd/Picnic Point Rd.

Alteration

From 8 December 2008 (opening of Bankstown bus lane): Extended from Restwell St via South Tce, bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St to Bankstown Square terminal. Return via The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce, Restwell St.

Timetable Summary

27 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Panania-Picnic Point	33	M-F	Picnic Point	5.28am	Bankstown	7.25pm	30	A
		Sat		7.13am		6.54pm	AM 30 PM 60	
		Sun		8.17am		6.21pm	120	

A – Extra trips Thursday night.

29 May 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Panania-Picnic Point	Fr Banks 23B 31P	M-F	Picnic Point	5.30am	Bankstown	8.58pm	30	
		Sat		6.20am		7.13pm	AM 30 PM 60	
		Sun		8.15am		5.43pm	60	A

A – Selected trips via Revesby Heights.

B – To Picnic Point via Burns Rd, then direct to Picnic Point.

P – To Picnic Point via Burns Rd, then Panania Station & Lambeth St.

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Panania	Fr Banks 22R 27N	M-F	Panania	5.28amB	Bankstown	10.05pmN	30*	
		Sat		6.33amB		8.05pmN	60	
		Sun	Burns Rd	8.36amB		5.05pmR	60	A

* More frequent in peak hours.

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

B – To Bankstown.

N – To Panania.

R – To Picnic Point (Burns Rd).

23 August 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Panania	31	M-F	Panania	5.20am	Bankstown	11.00pm	30*	
		Sat		6.35am		11.05pm	60	
		Sun	Bankstown	8.05am	Panania	10.40pm	60	

* More frequent in peak hours.

Route 924

BANKSTOWN – PANANIA – EAST HILLS – PICNIC POINT (various termini) via Tower St

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

(Picnic Point bottom terminus has been known as Picnic Point Boatshed since 2006.)

Timeline

27 February 1984: Bankstown – Panania – East Hills – Picnic Point (bottom) renumbered from part of 23 [1925 route number] as part of reorganisation of South Western's South Bankstown routes. Operated by South Western Coach Lines (Max Holman).

6 March 1985: Transferred to Highway Tours (JD (Jim) Hill).

13 May 1987:

- Rerouted via Marshall St & Hoskins Av, Bankstown, instead of Chapel Rd, replacing part of 927.
- Rerouted via Gibson Av, Turvey St, Mackenzie & Doyle Rds instead of The River Rd direct, replacing part of 926.
- Curtailed to run Bankstown – Panania – East Hills – Picnic Point (Freda St). Service to Picnic Point (bottom) continued to be provided by 923.

November 1988: Transferred to Revesby Bus & Coach Service (Colin Crossley).

April 1996: Operator's name altered to Crossley Bus Lines.

26 November 2001: Transferred to Connex NSW.

August 2002: Altered to run in loop from Panania Station via Lambeth St to Freda St, returning via existing route.

1 January 2005: Became part of Contract Region 10.

18 April 2006: Operator's name changed to Veolia Transport

18 September 2006: All as a result of Ministry of Transport review of Contract Region 13 (including 922-927 in Contract Region 10):

- Rerouted between Panania & East Hills, replacing part of 923, making route Bankstown – Panania – East Hills via Lambeth St
- Service along Park Rd provided by new 925.
- Service along Gibson Av & Turvey St not replaced.
- Remained part of Contract Region 10.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

1 July 2023: Transferred to U-Go Mobility as successful tenderer for bus services in Contract Region 10, coincident with amalgamation of Contract Regions 5 & 10 as Contract Region 10.

Streets

Bankstown – Panania – East Hills – Picnic Point (bottom) (via Park Rd between Panania & East Hills)

From 27 February 1984

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Tower St, Hinemoa Av, Weston St (**Panania**), Anderson Av, Tower St, Braesmere Rd, Park Rd (**East Hills**), Maclaurin Av, Henry Lawson Dr, Carinya Rd to Picnic Point bottom.

From Picnic Point (bottom) via reverse route to Macarthur Av, then Revesby Pl, Blamey St (**Revesby**), The River Rd, Canterbury Rd, Chapel Rd, Greenfield Pde, Restwell St to Bankstown bus terminal.

Revesby (Sherwood St) diversion: Ex Bankstown from Canterbury Rd via Milperra Rd, Sherwood St, Bransgrove Rd, The River Rd. Reverse on return.

Revesby (Weston St) diversion: Ex Bankstown from Macarthur Av via The River Rd, Weston St to Hinemoa St. Reverse on return.

Bankstown – Panania – East Hills – Picnic Point (Freda St) (via Park Rd between Panania & East Hills)

By 13 May 1987

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Marshall St, Hoskins Av, Chapel Rd, Gibson Av, Turvey St, Mackenzie Rd, Doyle Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Tower St, Hinemoa Av, Weston St (**Panania**), Anderson Av, Tower St, Braesmere Rd, Park Rd (**East Hills**), Maclaurin Av, Broe Av, Lehn Rd, Lucas Rd, Henry Lawson Dr, Lambeth St to Freda St (Picnic Point).

From Picnic Point (Freda St) (at Lambeth St) via Freda St, Henry Lawson Dr, Maclaurin Av, then reverse route to Restwell St, Bankstown bus terminal.

Revesby (Weston St) diversion: Ex Bankstown from Tower St via Eastern Av, Weston St to Hinemoa St. Reverse on return.

Alterations

- **By 29 May 1996:** Ex Bankstown from Turvey St via The River Rd. Reverse on return.
- **By 29 May 1996:** Ex Bankstown from Henry Lawson Dr via Freda St to Lambeth St (Picnic Point). Return from Picnic Point (Lambeth St/Freda St) via Freda St, Henry Lawson Dr, Lucas Rd, Lehn Rd, Broe Av, Maclaurin Av.
- **By August 2002:** Ex Bankstown from Anderson Av via Tower St, Lambeth St, Freda St, then return via East Hills.
- **By 2 August 2004**
East Hills (Cheatle St & Enright St) diversion: Ex Picnic Point from Park Rd via Cheatle St, Enright St to Park Rd.

Bankstown – Panania – East Hills (via Lambeth St between Panania & East Hills)

From 18 September 2006

From Bankstown (bus terminal off South Tce) via West Tce, Raymond St, Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Bransgrove Rd, Polo St, Marco Av (**Revesby**), The River Rd, Tower St, Hinemoa Av, Weston St (**Panania**), Anderson Av, Tower St, Lambeth St, Freda St, Henry Lawson Dr, Lucas Rd, Lehn Rd, Broe Av, Maclaurin Av to East Hills Station.

From East Hills (Maclaurin Av at Station) via reverse route to Restwell St, then Bankstown bus terminal.

Alteration

From 8 December 2008 (*opening of Bankstown bus lane*): Extended from Restwell St via South Tce, bus lane over railway bridge, Fetherstone St, The Mall, Jacobs St to Bankstown Square terminal. Return via The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce, Restwell St.

Timetable Summary*27 February 1984*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-East Hills-Picnic Point bottom	28	M-F	Picnic Point	6.09am	Picnic Point	6.09pm	60	
		Sat	Bankstown	8.04am		12.50pm	3 trips	
		Sun						

18 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-East Hills	Fr Banks 25F 31E	M-F	East Hills	6.40amB	Bankstown	5.45pmE 8.45pmF	A	
		Sat		7.07amB		4.50pmE	60	
		Sun	Freda St	9.13amB		5.45pmF	60	C

A – Peak hours & day, Bankstown-East Hills 30. Night, Bankstown-Panania (Freda St).

B – To Bankstown.

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

E – To East Hills.

F – To Panania (Freda St).

23 August 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-East Hills	35	M-F	East Hills	6.40am	East Hills	9.50pm	30	A
		Sat		7.20am	Bankstown	9.40pm	60	
		Sun		8.20am		9.40pm	60	

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