



# SYDNEY BUS ROUTES

## Sydney Region route numbers

### Routes 575 – 599

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

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

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

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

#### Summary of routes 575 – 599

575	Turrumurra-Hornsby
575	Hornsby-T'murra-Macq Uni
576	Turrumurra-Nth Turrumurra
576	Wahroonga-Nth Turrumurra
576T	Turrumurra-Nth Wahroonga
577	Turrumurra-N Turrumurra, etc
577P	Pymble-East Turrumurra
577P	Turrumurra-East Turrumurra
578	Turrumurra-Pymble
578	St Ives-North Turrumurra
579	Pymble-East Turrumurra
580	Pagewood-Aust Wonderland
581	Gordon-Woodlands Av
582	Gordon-St Ives, etc
583	Pymble-North St Ives, etc

584	Pymble-St Ives Chase
585	Pymble-St Ives Ch-N St Ives
586	Pymble-Nth St Ives-Gordon
586	Gordon-Clifford St
586	Pennant Hills-Westleigh
587	Hornsby-Pennant Hills
588	Hornsby-Thornleigh, etc
589	Hornsby-Syd Adventist Hosp
590	Epping-Blacktown
590	Chatswood-Hornsby
591	Hornsby-Wahroonga
591	Hornsby-Leighton PI Ind'l
591	Hornsby-St Ives
592	Hornsby-Wahroonga
592	Brooklyn-M/Mooney, etc

593	Hornsby-Mt Colah, etc
593A	Hornsby-Leighton PI Ind'l
594	Hornsby-Berowra Heights
594	City-North Turrumurra, etc
594H	City-St Ives-Hornsby
595	Hornsby-Mt Colah
596	Hornsby-Hornsby Heights
597	Hornsby-Berowra Hts, etc
597A	Berowra-Mt Kuring-gai
598	Berowra-The Gully Rd
598	Hornsby-Mt Colah
599	Berowra-Mt Kuring-gai
599	Berowra-Berowra Heights

#### Route 575

**TURRAMURRA – EAST WAHROONGA – HORNSBY HOSPITAL – HORNSBY■**

**TURRAMURRA – EAST WAHROONGA – NORTH WAHROONGA – WAHROONGA■**

- **Wahroonga – North Wahroonga (1998-2002)**
- **Hornsby – Hornsby Hospital – Wahroonga (limited service, 1992-2005)**

#### **Timeline**

**24 July 1985:**

- Monday-Saturday service Turrumurra – East Wahroonga – North Wahroonga – Wahroonga renumbered from 226 [1925 route number].
- Service to part of route provided by 576 (combined 575/577) on weeknights, Saturday afternoons & Sundays.
- Operated by Deane's Coaches.

**14 January 1989:** Transferred to Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

## 12 August 1991:

- 575, 591 & 592 reorganised as:
  - 575 Turramurra – East Wahroonga – Hornsby Hospital – Hornsby
  - 576 Wahroonga – North Wahroonga.
- 576 (combined 575/577) ceased & 575 provided service to East Wahroonga at all times.
- Service improved to run daily daytime.

**12 January 1992:** Limited service Hornsby – Hornsby Hospital – Wahroonga renumbered from 592.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**6 February 1995:** Diverted via North Wahroonga in weekday off-peak & at weekends, when 576 reduced to a weekday peak hour service.

**21 September 1998:** 576 Wahroonga – North Wahroonga renumbered as part of 575.

**By 5 September 2005:** Limited service Hornsby – Hornsby Hospital – Wahroonga ceased.

**3 September 2001:** Shorelink transferred to Transdev.

## 23 December 2002:

- 575 Turramurra – Hornsby split in two:
  - 574 Hornsby – Hornsby Hospital
  - 575 Turramurra – North Wahroonga
- Wahroonga – North Wahroonga renumbered back to 576.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** As a result of Ministry of Transport review of Contract Region 12:

- 571, 574 & 575 amalgamated and extended as 575 Hornsby – Hornsby Hospital – East Wahroonga – Turramurra – South Turramurra – Macquarie University (*see next entry*).
- Part of route between Junction Rd and North Wahroonga now only served by 576 in peak hours.
- Turramurra – North Wahroonga revived as 576T as from 12 October 2009.

## Streets

### Turramurra – East Wahroonga – North Wahroonga – Wahroonga

*From 24 July 1985*

**From Turramurra** (Interchange) via Eastern Rd, Trentino Rd, Burns Rd, Clissold Rd (**East Wahroonga**), Cherrywood Av, Hampden Av, Boundary Rd, Westbrook Av, Junction Lane, Eastern Rd, Boundary Rd, Wahroonga Av, Carrington Rd, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, Cleveland St, Stuart St, Coonanbarra Rd, Millewa Av, Illoura Av to near Millewa Av (Wahroonga).

**From Wahroonga** (Station, Illoura Av at Millewa Av) via Illoura Av, Stuart St, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, Carrington Rd, then reverse route to Turramurra Interchange.

**Wahroonga (Esk St) diversion:** From Boundary Rd & Westbrook Av via Westbrook Av, Esk St, Huon St, Westbrook Av to Boundary Rd.

### Turramurra – East Wahroonga – Hornsby Hospital – Hornsby

*From 12 August 1991*

**From Turramurra** (Interchange) via Eastern Rd, Trentino Rd, Burns Rd, Clissold Rd (**East Wahroonga**), Cherrywood Av, Hampden Av, Boundary Rd, Westbrook Av, Kintore St, Eastern Rd, Junction Rd, Edgeworth David Av, Jubilee St, Burdett St, King Rd, Lowe Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Balmoral St, Edgeworth David Av, Pacific Hwy, Station St, Hornsby Interchange.

**From Hornsby** (Interchange) via Pacific Hwy, Edgeworth David Av, Sherbrook Rd, Northcote Rd, Palmerston Rd, Lowe Rd, King Rd, Burdett St, Jubilee St, Edgeworth David Av, Wahroonga Av, Carrington Rd, Eastern Rd, Kintore St, then reverse route to Turramurra Interchange.

## Alterations

- **From 6 February 1995:** Ex Hornsby from Junction Rd via Grosvenor St, Carrington Rd, Eastern Rd.
- **From 6 February 1995**
  - North Wahroonga diversion** (*off-peak & Saturdays*): From Junction Rd/Grosvenor St via Grosvenor St, Curtin Av, Page Av, Grosvenor St to Junction Rd.
- **By 21 September 1998:** Ex Turramurra from Kintore St via Eastern Rd, Carrington Rd, Wahroonga Av, Junction Rd, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, Carrington Rd, Wahroonga Av, Junction Rd, Edgeworth David Av, Jubilee St, Burdett St, King Rd, Lowe Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Sherbrook Rd, Edgeworth David Av, Pacific Hwy, Station St, Hornsby Interchange. Ex Hornsby unaltered.

## Hornsby – Hornsby Hospital – Wahroonga

From 12 January 1992

**From Hornsby** (Interchange) via normal 575 to Edgeworth David Av, then Grosvenor St, Cleveland St, Stuart St, Coonanbarra Rd, Millewa Av, Illoura Rd to near Millewa Av (Wahroonga).

**From Wahroonga** (Station, Illoura Rd at Millewa Av) via Illoura Av, Stuart St, Coonanbarra Rd, Edgeworth David Av, then normal 575 to Hornsby Interchange.

## Wahroonga – North Wahroonga

From 21 September 1998

Same as 576.

## Turrumurra – East Wahroonga – North Wahroonga

From 23 December 2002

**From Turrumurra** (Interchange) via Eastern Rd, Trentino Rd, Burns Rd, Clissold Rd (**East Wahroonga**), Cherrywood Av, Hampden Av, Boundary Rd, Westbrook Av, Kintore St, Eastern Rd, Junction Rd, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, then reverse route to Turrumurra Interchange.

### Timetable Summary

24 July 1985

#### Turrumurra – East Wahroonga routes

575, 576

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
575: Turrumurra-East Wahroonga-Wahroonga	Fr T'murra 8E 24W	M-F	Turrumurra	6.39amW	Wahroonga	6.56pmT	A	
					E Wahroonga	10.28pmT		
		Sat		7.50amW	Wahroonga	12.10pmT	B	
					E Wahroonga	4.11pmT		
Sun						C		
576: Turrumurra-East Wahroonga-North Turrumurra Loop	23 round trip	M-F	Turrumurra	7.48pm	Turrumurra	10.20pm	Ns	
		Sat		2.49pm		5.19pm	2 trips	
		Sun		10.10am		2.50pm	3 trips	

\* More frequent in peak hours.

\*\* Less frequent in PM.

A – Peak hours, ran separately Turrumurra-East Wahroonga & Wahroonga-East Wahroonga. Day, Turrumurra-Wahroonga 60. Night service provided by 576 (combined 575/577) at night. Plus short-working/s before first trip & after last trip shown.

B – Morning, Turrumurra-Wahroonga 60. Afternoon, Turrumurra-East Wahroonga 3 trips, plus additional service provided by 576 (combined 575/577).

C – Service between Turrumurra & East Wahroonga provided by 576 (combined 575/577).

E – To East Wahroonga.

Ns – Night service.

T – To Turrumurra.

W – To Wahroonga.

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-East Wahroonga-Hornsby	28	M-F	Hornsby	6.10am	Turramurra	6.58pm	A	
		Sat		7.50am		5.00pm	60	
		Sun		8.53amH	Hornsby Hosp	4.07pmS	120	B
			E Wahroonga	9.09amT	E Wahroonga	4.09pmT		

\* More frequent in peak hours.

A – Hornsby-Hornsby Hospital-King Rd 30; Turramurra-Hornsby 60\*. Plus short-working/s before first trip & after last trip shown.

B – Ran separately Hornsby-Hornsby Hospital (trip time 6) & Turramurra-East Wahroonga (7).

H – To Hornsby Hospital.

S – To Hornsby (Station).

T – To Turramurra.

23 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-North Wahroonga	31 round trip	M-F	E Wahroonga	6.28amT	Turramurra	9.09pmN	A	
			N Wahroonga	9.23amT				
		Sat		8.23amT		6.09pmN	60	
		Sun		8.23amT		6.09pmN	120	

\* More frequent in peak hours.

A – Morning peak hour, East Wahroonga-Turramurra. Day & afternoon peak hour, Turramurra-North Wahroonga 60\*.

N – To North Wahroonga.

T – To Turramurra.

## Route 575

### HORNSBY – HORNSBY HOSPITAL – EAST WAHROONGA – TURRAMURRA – MACQUARIE UNIVERSITY via various routes

#### Timeline

**23 March 2009:** 571, 574 & 575 amalgamated and extended as 575 Hornsby – Hornsby Hospital – East Wahroonga – Turramurra – South Turramurra – Macquarie University (full time service), as a result of Ministry of Transport review of Contract Region 12. Operated by Shorelink (Transdev).

**27 August 2012:** Rerouted via Ryde Rd instead of South Turramurra. Service in South Turramurra replaced by revived 572.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### Streets

### **Hornsby – Hornsby Hospital – East Wahroonga – Turramurra – South Turramurra – Macquarie University**

*From 23 March 2009*

**From Hornsby** (Interchange) via Pacific Hwy, Edgeworth David Av, Sherbrook Rd, Northcote Rd, Palmerston Rd (**Hornsby Hospital**), Lowe Rd, King Rd, Burdett St, Jubilee St, Edgeworth David Av, Junction Rd, Eastern Rd, Kintore St, Westbrook Av, Boundary Rd, Hampden Rd, Cherrywood Av (**East Wahroonga**), Clissold Rd, Burns Rd, Trentino Rd, Eastern Rd to Rohini St (**Turramurra** Interchange), then Rohini St, Pacific Hwy, Kissing Point Rd, Buller St, Maxwell St, Koombalah Av (**South Turramurra**), Kissing Point Rd, The Comenarra Pkwy, Doncaster Av, Yanko Rd, Ryde Rd, Lane Cove Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University.

**From Macquarie University** (Macquarie Dr) via University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, Khartoum Rd, then reverse route to The Comenarra Pkwy, then Maxwell St, Koombalah Av (**South Turrumurra**), Kissing Point Rd, Pacific Hwy, then reverse route to Edgeworth David Av, then Pacific Hwy, Coronation St, Hornsby Interchange.

## **Hornsby – Hornsby Hospital – East Wahroonga – Turrumurra – Macquarie University via Ryde Rd**

### **Alterations**

- *From 27 August 2012:* Ex Hornsby from Rohini St via Pacific Hwy, Ryde Rd. Reverse on return.
- *From 30 May 2015:* Macquarie University terminus in University Av for both arrivals and departures.

### **Timetable Summary**

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Turrumurra-South Turrumurra-Macquarie University	57	M-F	Hornsby	6.30am	Macquarie Uni	9.00pm	30	A
		Sat		8.00am		6.00pm	60	
		Sun		8.00am		4.00pm	60	

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

27 August 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Turrumurra-Macquarie University via Ryde Rd	48	M-F	Hornsby	5.40am	Macquarie Uni	10.45pm	30*	
		Sat		7.00am		8.00pm	30	
		Sun		8.00am		7.45pm	30	

\* More frequent in peak hours.

## **Route 576**

### **TURRAMURRA – EAST WAHROONGA – NORTH TURRAMURRA**

#### **Timeline**

**24 July 1985:** New combined route, covering parts of 575 & 577 on weeknights, Saturday afternoons & Sundays, when those routes did not run. Operated by Deane's Coaches.

**14 January 1989:** Transferred to Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:** Ceased when services at those times were provided on individual routes.

#### **Streets**

*From 24 July 1985*

**From Turrumurra** (Interchange) via Eastern Rd, Junction Lane (**East Wahroonga**), Westbrook Av, Boundary Rd, Hampden Rd, Cherrywood Av, Clissold Rd, Burns Rd, Bobbin Head Rd, Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av, Kedumba Cr, Milton Rd (**North Turrumurra**), Bobbin Head Rd, Boomerang St, Brentwood Av, Eastern Rd to Turrumurra Interchange.

#### **Alteration**

*From 21 July 1986:* Ex Turrumurra from Burns Rd via Bobbin Head Rd to Chase Gates (**North Turrumurra**), then Bobbin Head Rd, Boomerang St, Brentwood Av, Eastern Rd to Turrumurra Interchange.

### **Timetable Summary**

See 575

## Route 576

### WAHROONGA – NORTH WAHROONGA

#### **Timeline**

**12 August 1991:** Renumbered from part of 575. Operated by Shorelink (JH (Jim) Knox).

**1 October 1992:** Shorelink transferred to John A Gilbert.

**6 February 1995:** Reduced to a weekday peak hour service. Service to North Wahroonga at other times provided by rerouted 575.

**21 September 1998:** Renumbered part of 575.

**23 December 2002:** Wahroonga – North Wahroonga section of 575 again given separate number, 576. Operated by Shorelink (Transdev).

**1 January 2005:** Became part of Contract Region 12.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### **Streets**

*From 12 August 1991*

**From Wahroonga** (Station, Illoura Av at Millewa Av) via Illoura Av, Stuart St, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, Cleveland St, Stuart St, Coonanbarra Rd, Millewa Av, Illoura Av to near Millewa Av (Wahroonga).

**Wahroonga (Boundary Rd) extension:** From Grosvenor St via Carrington Rd, Wahroonga Av, Boundary Rd to Eastern Rd. Reverse on return.

#### Alteration

*By 20 August 2001*

**Wahroonga (Boundary Rd) extension:** Extended in Wahroonga from Grosvenor St via Boundary to Eastern Rd. Reverse on return.

#### **Timetable Summary**

*12 August 1991*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wahroonga-North Wahroonga	14 round trip	M-F	N Wahroonga	6.47am	Wahroonga	6.57pm	120*	
		Sat		8.16am	N Wahroonga	12.11pm	3 trips	
		Sun						

\* More frequent in peak hours.

*6 February 1995*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wahroonga-North Wahroonga	14 round trip	M-F	N Wahroonga	6.49am	Wahroonga	6.58pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

## Route 576T

### **TURRAMURRA – NORTH WAHROONGA**

#### **Timeline**

**12 October 2009:**

- Off-peak route commenced by Shorelink (Transdev).
- Same as 575 prior to 23 March 2009.
- Part of Contract Region 12.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### **Streets**

*From 12 October 2009*

**From Turramurra** (Interchange) via Eastern Rd, Carrington Rd, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, Carrington Rd, Eastern Rd to Turramurra Interchange.

#### **Timetable Summary**

*12 October 2009*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-North Wahroonga	21 round trip	M-F	Turramurra	10.20am	N Wahroonga	2.10pm	60	
		Sat						
		Sun						

## Route 577

### **TURRAMURRA – EAST TURRAMURRA (Murdoch St) ■**

### **TURRAMURRA – NORTH TURRAMURRA**

- **Extended from North Turramurra to Bobbin Head (selected trips, until 2002)**

#### **Timeline**

**24 July 1985:**

- Turramurra – North Turramurra (selected trips extended to Bobbin Head), renumbered from part of 223 [1925 route number].
- Service provided by 576 (combined 575/577) on weeknights & selected trips on Saturday afternoons & Sundays.
- Operated by Deane's Coaches.

**14 January 1989:** Transferred to Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:**

- Selected trips diverted via Katina St to cover part of ceased 578 (diversions ceased by 6 February 1995).
- 576 (combined 575/577) ceased & 577 provided service at all times.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**31 March 1996:** Service on Bobbin Head extension reduced to one return trip per week (Sunday afternoons). This trip provided a service uphill from Bobbin Head to Turramurra for walkers who had earlier walked downhill.

**1 November 1999:** New off-peak route Turramurra – East Turramurra (Murdoch St) commenced, providing an off-peak service to the East Turramurra area, which is served by 579 from Pymble in peak hours.

**3 September 2001:** Shorelink transferred to Transdev.

**23 December 2002:**

- Last remaining Sunday-only trip on Bobbin Head extension ceased.
- Routes were then:
  - Turramurra – East Turramurra (Murdoch St)
  - Turramurra – North Turramurra (Chase Gates)

**1 January 2005:** Became part of Contract Region 12.

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

**22 July 2016:** Turrumurra – East Turrumurra (Murdoch St) renumbered 577P.

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

## **Streets**

### **Turrumurra – North Turrumurra (*selected trips extended to Bobbin Head*)**

*From 24 July 1985*

**From Turrumurra** (Interchange) via Eastern Rd, Brentwood Av, Boomerang St, Bobbin Head Rd to Chase Gates (North Turrumurra). Reverse on return.

**Bobbin Head extension:** From North Turrumurra (Chase Gates) via Bobbin Head Rd to Bobbin Head. Reverse on return.

**North Turrumurra (Ellalong Rd) diversion:** Ex Turrumurra from Bobbin Head Rd via Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av, Kedumba Cr, Milton Rd to Bobbin Head Rd. Reverse on return.

## **Alterations**

*From 12 August 1991:*

- Ex Turrumurra from Bobbin Head Rd via Murrua Rd, McTaggart Rd, Kirkpatrick St, Du Faur St, Bobbin Head Rd. Unaltered on return trips.
- By this date, North Turrumurra trips terminated at Kuring-gai High School.
- **North Turrumurra (Ellalong Rd) diversion:** From Miowera Rd via Normurra Rd to Bobbin Head Rd. (Morning trips from Ellalong Rd/Apps Rd ran via same route to Normurra Rd, then to Turrumurra.)
- **Turrumurra (Katina St) diversion:** Ex Turrumurra from Eastern Rd via Karuah Rd, Katina St, The Chase Rd, Burns Rd to Bobbin Head Rd. Reverse on return.

### **Turrumurra – North Turrumurra**

#### **Alteration**

*From 23 December 2002:* Bobbin Head extension ceased.

### **Turrumurra – East Turrumurra (Murdoch St)**

*From 1 November 1999*

**From Turrumurra** (Interchange) via Eastern Rd, Brentwood Av, Boomerang St, Pentecost Av, Bannockburn Rd, Murdoch St (**East Turrumurra**), Adams Av, Buckra St, Charlton Av, Pentecost Av, Boomerang St, Brentwood Av, Eastern Rd to Turrumurra Interchange.



## Timetable Summary

24 July 1985

### Turrumurra – North Turrumurra routes 576, 577

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
577: Turrumurra-North Turrumurra (Chase Gates)†	Fr T'urrurra 13N 21B	M-F	Turrumurra	6.19amN	Bobbin Head	2.11pmT	A	
				10.50amB	Chase Gates	7.18pmT		
		Sat		6.57amN	Bobbin Head	4.14pmT	C	
				7.55amB	Chase Gates	6.10pmT		
Sun		9.10amB	Bobbin Head	5.08pmT	D			

For 576, see 575.

\* More frequent in peak hours.

† Selected trips extended to Bobbin Head.

A – Peak hours & day 60\*. 2 trips extended to Bobbin Head. Night service, Turrumurra-North Turrumurra (Milton Rd) provided by 576 (combined 575/577).

B – To Bobbin Head.

C – Turrumurra-North Turrumurra (Chase Gates) 30-60, 4 trips extended to Bobbin Head. Some additional afternoon trips Turrumurra-North Turrumurra (Milton Rd) provided by 576 (combined 575/577).

D – Turrumurra-Bobbin Head, 4 trips. Plus short-working. Some additional trip, Turrumurra-North Turrumurra (Milton Rd) provided by 576 (combined 575/577).

N – To North Turrumurra (Chase Gates).

Ns – Night service.

T – To Turrumurra.

### 6 February 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
577: Turrumurra-North Turrumurra (Chase Gates)†	Fr T'urrurra 13N 21B	M-F	Turrumurra	6.00amN	Bobbin Head	1.36pmT	A	
				9.18amB	Turrumurra	9.38pmN		
		Sat		7.15amN	Bobbin Head	4.37pmT	C	
				10.15pmB	Chase Gates	6.19pmT		
Sun		7.55amN	Bobbin Head	3.58pmT	D			
				9.40amB	Chase Gates	5.50pmT		

\* More frequent in peak hours.

† Selected trips extended to Bobbin Head.

A – Day, Turrumurra-North Turrumurra (Chase Gates) 30\*, 2 trips extended to Bobbin Head, 1 trip from Bobbin Head. Night, Turrumurra-North Turrumurra (Chase Gates).

B – To Bobbin Head.

C – Turrumurra-North Turrumurra (Chase Gates) 30-60, 3 trips extended to Bobbin Head, 2 trips from Bobbin Head.

D – Turrumurra-North Turrumurra (Chase Gates) 120, all except first & last trips extended to Bobbin Head.

N – To North Turrumurra (Chase Gates).

T – To Turrumurra.

### 23 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
577: Turrumurra-North Turrumurra (Chase Gates)	13	M-F	Turrumurra	5.59am	Chase Gates	8.59pm	60*	
		Sat		8.45am		5.59pm	60	
		Sun		8.45am		4.58pm	120	
577: Turrumurra-East Turrumurra	13 round trip	M-F	Turrumurra	10.15am	E Turrumurra	2.23pm	60	
		Sat						
		Sun						

\* More frequent in peak hours.

## Route 577

### Route 577P

#### **PYMBLE – EAST TURRAMURRA (Murdoch St) ■**

See Route 579.

## Route 577P

#### **TURRAMURRA – EAST TURRAMURRA (Murdoch St)**

##### **Timeline**

###### **22 July 2016:**

- Off-peak service renumbered from 577.
- Operated by Transdev.
- Part of Contract Region 12.

###### **21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

##### **Streets**

*From 22 July 2016*

**From Turramurra** (Interchange) via Eastern Rd, Brentwood Av, Boomerang St, Pentecost Av, Bannockburn Rd, Murdoch St (**East Turramurra**), Adams Av, Buckra St, Charlton Av, Pentecost Av, Boomerang St, Brentwood Av, Eastern Rd to Turramurra Interchange.

##### **Timetable Summary**

*22 July 2016*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-East Turramurra	13 round trip	M-F	Turramurra	10.44am	E Turramurra	3.00pm	60	
		Sat						
		Sun						

## Route 578

#### **TURRAMURRA – PYMBLE via Bannockburn Rd ■**

##### **Timeline**

**24 July 1985:** Renumbered from part of 223 [1925 route number]. Operated by Deane's Coaches.

**14 January 1989:** Transferred to Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:** Ceased. Part of route covered by diversions of 577.

##### **Streets**

*From 24 July 1985*

**From Turramurra** (Interchange) via Eastern Rd, Karuah Rd, Katina St, The Chase Rd, Burns Rd, Bobbin Head Rd, Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av (**North Turramurra**), Bobbin Head Rd, Bannockburn Rd, Princes St, Adams Av, Buckra St (**East Turramurra**), Charlton Av, Pentecost Av, Merrivale Rd, Selwyn St, Bannockburn Rd, Pacific Hwy, Grandview St to Pymble Station.

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Merrivale Rd, then reverse route to Princes St, then Bannockburn Rd, Bobbin Head Rd, Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av (**North Turramurra**), Bobbin Head Rd, Burns Rd, then reverse route to Turramurra Interchange.

**Trips direct via Bannockburn Rd:** Via Bannockburn Rd between Princes St & Selwyn St.

## Timetable Summary

24 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Pymble	25	M-F	Turrumurra	7.56am	Turrumurra	6.13pm	60*	A
		Sat						
		Sun						

\* More frequent in peak hours.

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

## Route 578

### ST IVES – NORTH TURRAMURRA

#### Timeline

**12 August 1991:** Limited service commenced by Shorelink (JH (Jim) Knox). Shared part of route with 577.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**31 March 1996:** Ceased without replacement.

#### Streets

*From 12 August 1991*

**From St Ives** (Memorial Av at Village shops) via Memorial Av, Killeaton St, Burns Rd, Bobbin Head Rd to Kuring-gai High School (North Turrumurra).

**From North Turrumurra** (Kuring-gai High School) via Bobbin Head Rd, Burns Rd, Killeaton St, Link Rd, Mona Vale Rd, Memorial Av to St Ives Village shops.

## Timetable Summary

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Ives-North Turrumurra	13	M-F	N Turrumurra	9.25am	St Ives	11.48am	A	
		Sat						
		Sun						

A – 2 trips from North Turrumurra, 1 trip from St Ives. Plus school trips.

## Route 579

(Also numbered **577**, **577P** & **800/900** at various times)

### PYMBLE – EAST TURRAMURRA (Murdoch St)

#### Timeline

**24 July 1985:** Renumbered 579 from 63 [1925 route number]. Weekday peak hour service operated by Deane's Coaches.

**14 January 1989:** Transferred to Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**21 September 1998:** Renumbered part of 577.

**1 November 1999:**

- Renumbered 800/900 in timetable, although buses continued displaying 577.
- Off-peak service to the East Turrumurra area provided by new part of 577 from Turrumurra.

**7 May 2001:**

- Renumbered 577P.
- For a period round this time, ran school days only.

**3 September 2001:** Shorelink transferred to Transdev.

**By 23 December 2002:**

- Renumbered 579.
- Resumed running every weekday.

**1 January 2005:** Became part of Contract Region 12.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

### Streets

*From 24 July 1985*

#### Morning

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Merrivale Rd, Selwyn St, Bannockburn Rd, Murdoch St (**East Turramurra**), Adams Av, Buckra St, Charlton Av, Pentecost Av, Merrivale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

#### Afternoon

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Merrivale Rd, Pentecost Av, Charlton Av, Buckra St, Adams Av, Murdoch St (**East Turramurra**), Bannockburn Rd, Pentecost Av, Merrivale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

*From 12 August 1991*

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Merrivale Rd, Pentecost Av, Bannockburn Rd, Murdoch St (**East Turramurra**), Adams Av, Buckra St, Charlton Av, Pentecost Av, Merrivale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

#### Alterations

- **By 7 June 1993:** Morning trips ex Pymble from Station St via Telegraph Rd, Merrivale Rd, Selwyn St, Bannockburn Rd.
- **By 31 March 1996:** All trips via morning route (immediately above).

### Timetable Summary

*24 July 1985*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-East Turramurra	17 round trip	M-F	E Turramurra	6.48am	Pymble	6.38pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

## Route 580

### **PAGEWOOD – AUSTRALIA'S WONDERLAND** ■

#### Timeline

**21 September 1994:** Commenced by State Transit Authority, probably on days & at times to suit opening hours of Australia's Wonderland [former theme park in Eastern Creek].

(?): Ceased.

## Route 581

### **GORDON – GORDON (Clifford St/McIntosh St) Loop** ■

### **GORDON – GORDON (Woodlands Av) Loop** ■

#### Timeline

**6 October 1992:**

- Renumbered from parts of 191 [1925 route number]:
  - Gordon – Gordon (Clifford St/McIntosh St) Loop
  - Gordon – Gordon (Woodlands Av) Loop.
- Operated by St Ives Bus Services (Arthur H Gillott).

### 18 April 1995:

- Gordon – Gordon (Clifford St/McIntosh St) Loop renumbered 586.
- Mt Ida St diversion transferred from 582 to 581.

**6 July 1998:** Transferred to Shorelink (John A Gilbert).

**1 August 1999:** Number out of use when Gordon – Gordon (Woodlands Av) Loop renumbered part of 582.

### Streets

#### Gordon – Gordon (Clifford St/McIntosh St) Loop

*From 6 October 1992*

**From Gordon** (Werona Av at Station) via Khartoum Av, Rosedale Rd, Nelson St, Clifford St, McIntosh St, Werona Av to Gordon Station.

#### Gordon – Gordon (Woodlands Av) Loop

*From 6 October 1992*

**From Gordon** (Werona Av at Station) via Khartoum Av, Rosedale Rd, Cameron Rd, Kulgoa Rd, Woodlands Av, Mona Vale Rd, Carlotta Av, Pearson Av, Park Av, Rosedale Rd, Robert St, Werona Av to Gordon Station.

### Alterations

*From 18 April 1995:*

- **Mt Ida St diversion:** Ex Gordon from Rosedale Rd via Darnley St, Mt Ida St, Waugoola St, Lennox St, Baldwin St, Darnley St to Rosedale Rd.
- Approached Gordon from Park Av via Werona Av to Station.

### Timetable Summary

*6 October 1992*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-Gordon (Clifford St/McIntosh St) Loop	6 round trip	M-F	Gordon	7.04am	Gordon	7.16pm	60*	
		Sat		8.40am	Clifford St	4.43pm	3 trips	
		Sun		8.40am		4.43pm	3 trips	
Gordon-Gordon (Woodlands Av) Loop	12 round trip	M-F	Gordon	6.50am	Gordon	7.16pm	60*	
		Sat		7.40am	Woodlands Av	5.44pm	5 trips	
		Sun		9.40am		5.44pm	4 trips	

\* More frequent in peak hours.

*18 April 1995*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-Gordon (Woodlands Av) Loop	16 round trip	M-F	Woodlands Av	6.51am	Gordon	5.53pm	120*	
		Sat						
		Sun						

\* More frequent in peak hours.

### Route 582

#### **GORDON – SOUTH ST IVES – ST IVES via Acron Rd**

#### **GORDON – GORDON (Woodlands Av) Loop**

*(South St Ives is also known as Barra Brui.)*

### Timeline

**6 October 1992:**

- Weekday service Gordon – South St Ives – St Ives renumbered from equivalent part of 191 [1925 route number] together with Acron Rd diversion of 583.
- Weekend service provided by 586.
- Operated by St Ives Bus Services (Arthur H Gillott).

### 18 April 1995:

- Mt Ida St diversion transferred from 582 to 581.
- 586 ceased and service on 582 improved to run daily.

**6 July 1998:** Transferred to Shorelink (John A Gilbert).

**1 August 1999:** Gordon – Gordon (Woodlands Av) Loop transferred from 581 to part of 582.

**22 May 2000:** Gordon – Gordon (Woodlands Av) Loop reduced to run on school days only.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** Gordon – Gordon (Woodlands Av) Loop ceased, leaving route as Gordon – South St Ives – St Ives, as a result of Ministry of Transport review of Contract Region 12.

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

### 21 May 2023:

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

## Streets

### Gordon – South St Ives – St Ives via Acron Rd

*From 6 October 1992*

**From Gordon** (Werona Av at Station) via Khartoum Av, Rosedale Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, Sage St, Eucalyptus St, Eastern Arterial Rd, Nicholson Av (**South St Ives**), Moorhouse Av, Burdekin Cr, Barra Brui Cr, Eastern Arterial Rd, Hunter Av, Waterhouse Av, Yarrabung Rd, Torokina Av, Horace St, Stanley St, Yarrabung Rd, Killeaton St, Acron Rd, Ayres Rd, Mona Vale Rd, Memorial Av to St Ives Village Shops.

**From St Ives** (Memorial Av at Village Shops) via Memorial Av, Killeaton St, Link Rd, Mona Vale Rd, then reverse route to Yarrabung Rd, then Hunter Av, Waterhouse Av, Yarrabung Rd, Eastern Arterial Rd, Nicholson Av, Moorhouse Av, Burdekin Cr, Eastern Arterial Rd, Eucalyptus St, Sage St, Rosedale Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, Robert St, Werona Av to Gordon Station.

**St Ives (Catherine St) diversion:** From Yarrabung Rd via Catherine St, Paul Av, Carmen St, Catherine St to Yarrabung Rd.

**(Gordon (Mt Ida St) diversion:** Part of route from Rosedale Rd via Darnley St, Mt Ida St, Waugoola St, Lennox St to Rosedale Rd.)

### Alterations

- **From 18 April 1995:** Via Rosedale Rd direct (*not* via Mt Ida St diversion).
- **From 18 April 1995 (Sundays & Public Holidays):** Ex Gordon from Stanley St via Yarrabung Rd, Killeaton St, Mona Vale Rd, Memorial Av to St Ives Village Shops. Return via Memorial Av, (?), Stanley St, Horace St.
- **From 1 August 1999:** St Ives (Catherine St) diversion ceased.
- **From 1 July 2002 (Sundays & Public Holidays):** Ex Gordon from Eucalyptus St via Hunter Av, then normal route to St Ives (*not* via Barra Brui). Return from St Ives via normal route to Waterhouse Av, then Yarrabung Rd, Hunter Av, Eucalyptus St.
- **From 2 June 2003:**
  - Weekdays only**  
Either direction from Eastern Arterial Rd/Barra Brui Cr (southern intersection) via Barra Brui Cr (**South St Ives**) to Eastern Arterial Rd/Barra Brui Cr (northern intersection).
  - Weekends & Public Holidays**  
Ex Gordon from Eucalyptus St via Hunter Av (*not* via South St Ives). Reverse on return.

### Gordon – Gordon (Woodlands Av) Loop

*From 1 August 1999*

Same as 581, as from 18 April 1995.

## Timetable Summary

6 October 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-South St Ives-St Ives Shops	Fr Gordon 23A 30S	M-F	Acron Rd	6.03amG	Gordon	5.05pmS	B	
			St Ives Shops	8.30amG		8.32pmA		
		Sat					C	
		Sun						C

\* More frequent in peak hours.

A – To St Ives (Acron Rd).

B – Peak hours, Gordon-St Ives (Acron Rd). Day, Gordon-St Ives Shops 40\*. Plus short-working/s before first trip shown.

C – Weekend service provided by 586 (for times, see 583).

G – To Gordon.

S – To St Ives (Village Shops).

18 April 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-South St Ives-St Ives Shops	Fr Gordon 25A 31S	M-F	Acron Rd	6.30amG	Gordon	4.44pmS	B	
			St Ives Shops	8.30amG		8.35pmA		
		Sat		8.04am		4.35pm	60	C
		Sun	Gordon	8.35am	St Ives Shops	4.56pm	120	D

\* More frequent in peak hours.

A – To St Ives (Acron Rd).

B – Peak hours, Gordon-St Ives (Acron Rd). Day, Gordon-St Ives Shops 60\*. Plus short-working/s before first trip shown.

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

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

G – To Gordon.

S – To St Ives (Village Shops).

## Route 583

### **PYMBLE – NORTH ST IVES (Wildflower Garden) ■**

- **Extended from North St Ives (Wildflower Garden) to Austlink Business Park (1998)**

### **Timeline**

**21 July 1990:**

- Peak hour service Pymble – North St Ives (Wildflower Garden) renumbered from part of 191 [1925 route number]. Shared Pymble – St Ives with 584.
- Afternoon peak hour trips rerouted via Acron Rd.
- Day & weeknight service provided by 585 (combined 583/584).
- Weekend service provided by 586.
- Operated by St Ives Bus Services (Arthur H Gillott).

**6 October 1992:** St Ives (Acron Rd) diversion replaced by new 582.

**18 April 1995:**

- Most trips on 585 (combined 583/584) replaced by trips on individual routes 583 & 584. Remaining combined trips known as 583/584.
- Days of service extended to weekends, replacing 586.

**6 July 1998:**

- Transferred to Forest Coach Lines (Royle family).
- Most trips extended from North St Ives (Wildflower Garden) to Austlink Business Park, Belrose.

**26 October 1998:** Absorbed into 196 [Sydney Region route number] as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

## Streets

### Pymble – North St Ives (Wildflower Garden)

From 21 July 1990

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Richmond Av (north leg) to bus turning area (Wildflower Garden, North St Ives).

**From North St Ives (Wildflower Garden)** (bus turnaround, Richmond Av (north leg)) via Mona Vale Rd (**St Ives**), Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

**St Ives (Acron Rd) diversion** (*afternoons*): Ex North St Ives from Mona Vale Rd via Ayres Rd, Acron Rd, Douglas Rd to Mona Vale Rd.

### Alteration

From 6 October 1992: St Ives (Acron Rd) diversion transferred to 582.

### Pymble – North St Ives – Austlink Business Park

#### Alteration

From 6 July 1998: Extended from North St Ives (Wildflower Garden) via Mona Vale Rd, Narabang Way, Garigal Rd (**Austlink**), Forest Way, Mona Vale Rd to North St Ives (*not* via Richmond Av in either direction).

## Timetable Summary

21 July 1990

### Pymble – St Ives routes

583-586

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
583: Pymble-North St Ives (Wildflower Garden)	20	M-F	Pymble	6.35am	W'flower Gdn	6.13pm	Ph	A
		Sat						
		Sun						
584: Pymble-St Ives Chase	36 round trip	M-F	Pymble	6.20am	St Ives Chase	6.13pm	Ph	
		Sat						
		Sun						
585: Pymble-St Ives Chase-North St Ives (Wildflower Garden)	46 round trip	M-F	St Ives Chase	9.00am	Pymble	8.00pm	60	B
		Sat						
		Sun						
586: Pymble-St Ives-Gordon†	41	M-F						
		Sat	Pymble	6.42am	Gordon	7.25pm	90	
		Sun		8.12am		4.25pm	90	

\* More frequent in peak hours.

† Via St Ives Chase & North St Ives (Wildflower Garden) in both directions.

A – Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

B – Off-peak & early night service. Plus 1 early morning trip. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

Ph – Peak hours only (both directions).



6 October 1992

**Pymble – St Ives routes**

**583-586**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
583: Pymble-North St Ives (Wildflower Garden)	20	M-F	Pymble	6.15am	W'flower Gdn	6.11pm	Ph	A
		Sat						
		Sun						
584: Pymble-St Ives Chase	36 round trip	M-F	Pymble	6.33am	St Ives Chase	6.13pm	Ph	
		Sat						
		Sun						
585: Pymble-St Ives Chase-North St Ives (Wildflower Garden)	46 round trip	M-F	St Ives Chase	8.52am	Pymble	8.50pm	60	B
		Sat						
		Sun						
586: Pymble-St Ives-Gordon†	52	M-F						
		Sat	Pymble	6.50am	Gordon	6.55pm	60	C
		Sun		7.50am		4.55pm	60	C

\* More frequent in peak hours.

† Via St Ives Chase on trips from Pymble. Via North St Ives (Wildflower Garden) on trips from Gordon.

A – Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

B – Off-peak & early night service. Plus 1 early morning trip. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

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

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

Ph – Peak hours only (both directions).

18 April 1995

**Pymble – St Ives routes**

**583, 584**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
583: Pymble-North St Ives (Wildflower Garden)	16	M-F	W'flower Gdn	5.53am	W'flower Gdn	7.02pm	40*	A
		Sat		7.45am		6.32pm	60	A
		Sun		8.13am		4.13pm	120	A
584: Pymble-St Ives Chase	32 round trip	M-F	St Ives Chase	6.35am	St Ives Chase	6.49pm	40*	
		Sat		7.15am		5.55pm	60	
		Sun		7.44am		3.39pm	120	
583/584: Pymble-St Ives Chase-North St Ives (W'flower Gdn)	38 round trip	M-F	St Ives Chase	5.46am	W'flower Gdn	9.15pm	MNs	
		Sat	Pymble	6.55pm		7.19pm	Ns	
		Sun		5.55pm		6.13pm	Ns	

# Day frequencies along common route:

M-F Pymble-St Ives shops (583, 584) average 20.

Sat Pymble-St Ives shops (583, 584) average 30.

Sun Pymble-St Ives shops (583, 584) average 60.

\* More frequent in peak hours.

A – Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

MNs – Early morning & night service.

Ns – Night service.

**Combined Routes 583/584**

**PYMBLE – ST IVES CHASE – NORTH ST IVES (Wildflower Garden)■**

**Timeline**

18 April 1995: Combined trips at night on 583 & 584 renumbered from 585. Operated by St Ives Bus Services (Arthur H Gillott).

**6 July 1998:** Transferred to Forest Coach Lines (Royle family).

**26 October 1998:** Renumbered combined 195/196 [Sydney Region route numbers], as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

### **Streets**

*From 18 April 1995*

**From Pymble** (Grandview St at Station) via 584 to Dalton Rd (continued beyond Dalton Rd to **St Ives Chase** if required to set down), then 584 to Collins Rd, then Mudies Rd, Woodbury Rd, 583 to Wildflower Garden (**North St Ives**), then 583 to Pymble Station.

### **Timetable Summary**

*See 583*

## **Route 584**

### **PYMBLE – ST IVES CHASE** ■

#### **Timeline**

**21 July 1990:**

- Renumbered from part of 191 [1925 route number]. Shared Pymble – St Ives with 583.
- Service between the peaks & on weeknights provided by 585 (combined 583/584). Weekend service provided by 586.
- Operated by St Ives Bus Services (Arthur H Gillott).

**18 April 1995:**

- Most trips on 585 (combined 583/584) replaced by trips on individual routes 583 & 584. Remaining combined trips known as 583/584.
- Days of service extended to weekends, replacing 586.

**6 July 1998:** Transferred to Forest Coach Lines (Royle family).

**26 October 1998:** Renumbered 195 [Sydney Region route number], as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

### **Streets**

*From 21 July 1990*

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Bimburra Av, Benaroon Av, Killeaton St, Memorial Av, Mona Vale Rd (**St Ives**), Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

#### **Alteration**

*From 23 June 1997:* Ex St Ives Chase from Collins Rd via Killeaton St.

### **Timetable Summary**

*See 583*

## **Route 585**

### **PYMBLE – ST IVES CHASE – NORTH ST IVES (Wildflower Garden)** ■

#### **Timeline**

**21 July 1990:**

- Combined Pymble – St Ives Chase – North St Ives (Wildflower Garden) trips in off-peak & on weeknights, renumbered from part of 191 [1925 route number], covering new 583 & 584.
- Weekend service provided by 586.
- Operated by St Ives Bus Services (Arthur H Gillott).

**18 April 1995:** Replaced at most times by trips on individual routes 583 & 584. Remaining combined trips known as 583/584.

## Streets

*From 21 July 1990*

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd, Richmond Av (north leg) to bus turning area (**Wildflower Garden, North St Ives**), then Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

## Timetable Summary

See 583

## Route 586

**PYMBLE – ST IVES CHASE – NORTH ST IVES (Wildflower Garden) – GORDON**  
*(weekends only)*■

*(South St Ives is also known as Barra Brui.)*

## Timeline

**21 July 1990:**

- New weekend service commenced:
  - Trips from Pymble:* Pymble – St Ives Chase – North St Ives (Wildflower Garden) – Gordon,
  - Trips from Gordon:* Gordon – St Ives Chase – North St Ives (Wildflower Garden) – Pymble.
- Replaced Saturday service on 191 [1925 route number] Pymble – St Ives area, which was renumbered 583 & 584 [Sydney Region route numbers] at the same time.
- Provided new Sunday service between Pymble & St Ives area.
- Provided new weekend service between Gordon & St Ives area (similar to weekday service on equivalent part of 191 [1925 route number]).
- Operated by St Ives Bus Services (Arthur H Gillott).

**6 October 1992:** Altered to run:

*Trips from Pymble:* Pymble – St Ives Chase – Gordon (*not* via North St Ives (Wildflower Garden)),

*Trips from Gordon:* Gordon – North St Ives (Wildflower Garden) – Pymble (*not* via St Ives Chase).

**18 April 1995:** Ceased. Replaced by trips on individual routes 582, 583 & 584 [Sydney Region route numbers].

## Streets

*From 21 July 1990*

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd, Richmond Av (north leg) to bus turning area (**Wildflower Garden, North St Ives**), then Mona Vale Rd, Ayres Rd, Acron Rd, Douglas Rd, Mona Vale Rd, Link Rd, Killeaton St, Memorial Av, Mona Vale Rd (**St Ives**), Stanley St, Horace St, Eucalyptus St, Sage St, Rosedale Rd, Robert St, Werona Av to Gordon Station.

**From Gordon** (Werona Av at Station) via Khartoum Av, Rosedale Rd, Sage St, Eucalyptus St, Horace St, Stanley St, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd, Richmond Av (north leg) to bus turning area (**Wildflower Garden, North St Ives**), then Mona Vale Rd (**St Ives**), Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

*From 6 October 1992*

**From Pymble** (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Killeaton St, Memorial Av, Mona Vale Rd (**St Ives**), Stanley St, Horace St, Hunter Av, Waterhouse Av, Yarrabung Rd, Torokina Av, Horace St, Eastern Arterial Rd, Nicholson Av (**South St Ives**), Moorhouse Av, Burdekin Cr, Barra Brui Cr, Eastern Arterial Rd, Eucalyptus St, Sage St, Rosedale Rd, Robert St, Werona Av to Gordon Station.

**From Gordon** (Werona Av at Station) via Khartoum Av, Rosedale Rd, Sage St, Eucalyptus St, Eastern Arterial Rd, Nicholson Av (**South St Ives**), Moorhouse Av, Burdekin Cr, Barra Brui Cr, Eastern Arterial Rd, Hunter Av, Waterhouse Av, Yarrabung Rd, Torokina Av, Horace St, Link Rd, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Link Rd, Mona Vale Rd, Richmond Av (north leg) to bus turning area (**Wildflower Garden, North St Ives**), then Mona Vale Rd, Ayres Rd, Acron Rd, Killeaton St, Mona Vale Rd (**St Ives**), Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

## Timetable Summary

See 583

## Route 586

### GORDON – GORDON (Clifford St/McIntosh St) Loop

#### Timeline

**18 April 1995:** Renumbered from 581. Operated by St Ives Bus Services (Arthur H Gillott).

**6 July 1998:** Transferred to Shorelink (John A Gilbert).

**1 August 1999:** Ceased without replacement.

#### Streets

*From 18 April 1995*

Same as 581.

## Timetable Summary

*18 April 1995*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-Gordon (Clifford St/ McIntosh St) Loop	6 round trip	M-F	Gordon	7.42am	Clifford St	3.43pm	5 trips	
		Sat						
		Sun						

## Route 586

### PENNANT HILLS – WESTLEIGH

#### Timeline

**23 March 2009:** Pennant Hills – Westleigh trips renumbered from part of 587, as a result of Ministry of Transport review of Contract Region 12. Operated by Shorelink (Transdev).

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### Streets

*From 23 March 2009*

From Pennant Hills (Yarrara Rd at Station) via Yarrara Rd, The Esplanade (**Thornleigh**), Goodlands Av, Nicholson Av, Quarter Sessions Rd, Duffy Av, Eucalyptus Dr, Corang Rd, Quarter Sessions Rd to end loop (Westleigh).

Reverse on return.

## Timetable Summary

*23 March 2009*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills- Westleigh	Fr W'leigh 15T 21P	M-F	Westleigh	6.05amT 7.08amP	Pennant Hills	5.59pmW	Ph	
		Sat						
		Sun						

P – To Pennant Hills.

Ph – Peak hours only. Early morning & late evening, Thornleigh-Westleigh. Other trips, Pennant Hills-Westleigh.

T – To Thornleigh.

W – To Westleigh.

## Route 587

### **HORNSBY – WESTLEIGH – PENNANT HILLS**

#### **Timeline**

##### **12 August 1991:**

- Hornsby – Westleigh – Pennant Hills commenced as part of reorganisation & renumbering of 148 [1925 route number].
- Service at night & on Saturday provided by combined 587/588.
- Operated by Shorelink (JH (Jim) Knox).

**1 October 1992:** Shorelink transferred to John A Gilbert.

**6 February 1995:** New Sunday service also provided by combined 587/588.

##### **3 March 1997:**

- Altered to run:
  - Hornsby – Thornleigh – Westleigh
  - Pennant Hills – Westleigh (peak hours)
- Service at night & on selected Sunday trips provided by combined 587/588.
- Service via Stevens St, Bellamy St & Ramsay Rd ceased (but replaced by rerouted 573 by 28 July 1997).

**30 August 1999:** Reorganised as:

- Hornsby – Normanhurst – Westleigh
- Pennant Hills – Westleigh (including, by this date, selected trips via Wearne Av diversion after 573 ceased running to Pennant Hills on 21 September 1998).

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

##### **23 March 2009:**

- Pennant Hills – Westleigh renumbered 586, as a result of Ministry of Transport review of Contract Region 12.
- Service to Wearne Av diversion ceased on or by this date.

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

##### **21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### **Streets**

### **Hornsby – Westleigh – Pennant Hills**

*From 12 August 1991*

**From Hornsby** (Interchange) via Pacific Hwy, Unwin Rd (**Waitara**), Edwards Rd, Denman Pde, **Normanhurst** railway bridge, Milson Pde, Sefton Rd, Chilvers Rd, Duffy Av, Quarter Sessions Rd to end loop (**Westleigh**), then Quarter Sessions Rd, Corang Rd, Eucalyptus Dr, Elouera Rd, Duffy Av, Euroka Rd, Duneba Dr, Nicholson Av, Goodlands Av, The Esplanade (**Thornleigh**), Yarrara Rd, Stevens St, Bellamy St, Ramsay Rd, Weemala Rd, Hillcrest Rd, Yarrara Rd to Pennant Hills Station.

**From Pennant Hills** (Yarrara Rd at Station) via Ramsay Rd, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

**Pennant Hills (Wearne Av) diversion:** Ex Hornsby from Bellamy St via Thorn St, Wearne Av, Laurence St, Bellamy St to Ramsay Rd. Reverse on return.

**Trips direct via Yarrara Rd:** Direct via Yarrara Rd between Pennant Hills and Thornleigh.

### **Hornsby – Thornleigh – Westleigh**

*From 3 March 1997*

**From Hornsby** (Interchange) via Pacific Hwy, Yardley Av (**Waitara**), Clarke Rd, Unwin Rd, Edwards Rd, Denman Pde (**Normanhurst**), Normanhurst Rd, Pennant Hills Rd (**Thornleigh**), Thornleigh railway bridge, The Esplanade, Goodlands Av, Nicholson Av, Quarter Sessions Rd, Duffy Av, Eucalyptus Dr, Corang Rd, Quarter Sessions Rd to end loop (Westleigh).

**From Westleigh** (Quarter Sessions Rd at end) via reverse route to Pennant Hills Rd, then Buckingham Av, Denman Pde, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

## Hornsby – Normanhurst – Westleigh

From 30 August 1999

**From Hornsby** (Interchange) via Pacific Hwy, Yardley Av (**Waitara**), Clarke Rd, Unwin Rd, Edwards Rd, Denman Pde (**Normanhurst**), Normanhurst railway bridge, Milson Pde, Sefton Rd, Chilvers Rd, Duffy Av, Elouera Rd, Eucalyptus Dr, Corang Rd, Quarter Sessions Rd to end loop (Westleigh).

**From Westleigh** (Quarter Sessions Rd at end) via reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

## Pennant Hills – Westleigh

From 30 August 1999

**From Pennant Hills** (Yarrara Rd at Station) via Yarrara Rd, The Esplanade (**Thornleigh**), Goodlands Av, Nicholson Av, Quarter Sessions Rd, Duffy Av, Eucalyptus Dr, Corang Rd, Quarter Sessions Rd to end loop (Westleigh).

Reverse on return.

**Pennant Hills (Wearne Av) diversion:** Ex Pennant Hills from Yarrara Rd via Stevens St, Bellamy St, Thorn St, Wearne Av, Laurence St, Bellamy St, Stevens St to Yarrara Rd. Ex Westleigh from Yarrara Rd via Stevens St, Bellamy St, Thorn St, Wearne Av, Laurence St, Bellamy St, Ramsay Rd to Pennant Hills Station.

### Timetable Summary

12 August 1991

#### Hornsby – Normanhurst routes

587-589

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
587: Hornsby-Westleigh-Pennant Hills	37	M-F	Hornsby	6.12am	Pennant Hills	7.20pm	60*	A
		Sat						B
		Sun						
588: Hornsby-Thornleigh-Woodlands Estate†	43 round trip	M-F	Thornleigh	6.28am	Hornsby	6.14pm	60*	C
		Sat						B
		Sun						
589: Hornsby-Pennant Hills via Pennant Hills Rd	19	M-F	Pennant Hills	9.05am	Pennant Hills	1.45pm	3 trips	
		Sat						
		Sun						
587/588: Hornsby-Westleigh-Thornleigh		M-F	Hornsby	6.35pmT	Hornsby	7.10pmT	Ns	D
		Sat		9.33amP		2.33pmP	90	E
		Sun				4.10pmT		

\* More frequent in peak hours.

† Selected trips extended from Thornleigh to Pennant Hills.

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

B – Service provided by combined 587/588.

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

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

Ns – Night service.

P – To Pennant Hills.

T – To Thornleigh.

6 February 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
587: Hornsby-Westleigh-Pennant Hills	33	M-F	Hornsby	6.17am	Pennant Hills	7.07pm	60*	A
		Sat						B
		Sun						B

\* More frequent in peak hours.

B – Service provided by combined 587/588.

6 February 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
588: Hornsby-Thornleigh (Koorringal Av)†	20	M-F	Koorringal Av	6.22am	Hornsby	8.06pm	60*	A
		Sat						
		Sun						

\* More frequent in peak hours.

† Selected trips extended from Thornleigh to Woodlands Estate or from Thornleigh to Pennant Hills.

A – Selected trips extended from Thornleigh to Pennant Hills. Selected afternoon peak hour trips returned from Thornleigh to Hornsby via Woodlands Estate.

B – Service provided by combined 587/588.

30 August 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Westleigh	23	M-F	Westleigh	6.22am	Hornsby	9.10pm	60*	A
		Sat		7.55am		5.25pm	60	
		Sun		8.30am		5.25pm	120	B
Pennant Hills-Westleigh	Fr W'leigh 12T 20P	M-F	Westleigh	6.05amT	Pennant Hills	5.54pmW	C	
				7.02amP	Thornleigh	8.44pmW		
		Sat		8.16amP	Pennant Hills	6.04pmW	2 trips	
		Sun						

\* More frequent in peak hours.

A – Includes combined 587/588 at night. Plus short-working/s before first trip shown.

B – Selected trips ran via combined 587/588.

C – Mainly peak hours, plus 1 off-peak trip. Early morning & late evening, Thornleigh-Westleigh. Other trips, Pennant Hills-Westleigh.

P – To Pennant Hills.

T – To Thornleigh.

W – To Westleigh.

## Combined Routes 587/588

### HORNSBY – WESTLEIGH – PENNANT HILLS

**12 August 1991:** Combined trips on 587 & 588 on weeknights & Saturdays commenced as part of reorganisation & renumbering of 148 [1925 route number]. Operated by Shorelink (JH (Jim) Knox).

**1 October 1992:** Shorelink transferred to John A Gilbert.

**6 February 1995:** New Sunday service also provided by combined 587/588.

**3 March 1997:** All Saturday and most Sunday services provided by individual routes 587 & 588.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** Combined trips run only on weeknights.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

### Streets

#### **Hornsby – Westleigh – Pennant Hills**

*From 12 August 1991*

**From Hornsby** (Station St at Station) via 588 to Chilvers Rd, then 587 to The Esplanade, then Yarrara Rd to Pennant Hills Station.

**From Pennant Hills** (Yarrara Rd at Station) via reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Station St to Hornsby Station.

## Alteration

*By 7 June 1993:* Ex Hornsby from Clarke Rd via Unwin Rd, Edwards Rd, Denman Pde, Normanhurst railway bridge, Milson Pde. Reverse on return.

## **Hornsby – Westleigh**

### Alteration

*From 3 March 1997:* Ex Hornsby from Chilvers Rd via The Esplanade, Goodlands Av, then 587 to Quarter Sessions Rd end loop (Westleigh). Reverse on return.

## **Timetable Summary**

*See 587*

## **Route 588**

### **HORNSBY – THORNLEIGH**

- **Extended from Thornleigh to Pennant Hills (*selected trips, 1991-97*)**
- **Extended from Thornleigh to Woodlands Estate (*selected trips, 1991-97*)**

### **Timeline**

#### **12 August 1991:**

- Hornsby – Thornleigh – Woodlands Estate (loop through Thornleigh & Woodlands Estate ran clockwise in morning & anti-clockwise in afternoon) commenced as part of reorganisation & renumbering of 148 [1925 route number].
- Selected trips (mainly in peak hours & on Saturdays) extended to Pennant Hills.
- Service at night & on Saturday provided by combined 587/588.
- Operated by Shorelink (JH (Jim) Knox).

#### **21 October 1991:**

- Base route truncated to Hornsby – Thornleigh (Koorringal Av).
- Selected trips (mainly in peak hours & on Saturdays) continued to be extended to Pennant Hills.
- Service to Woodlands Estate in morning peak hour & weekday daytime transferred to 589.
- Service to Woodlands Estate in afternoon peak hour continued to be provided by 588.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**6 February 1995:** New Sunday service also provided by combined 587/588.

#### **3 March 1997:**

- Altered to run Hornsby – Thornleigh Loop (clockwise in morning & anti-clockwise in afternoon).
- All service to Woodlands Estate transferred to 589.
- Service at night & on selected Sunday trips provided by combined 587/588.
- Extension to Pennant Hills ceased.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

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

#### **21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

### **Streets**

#### **Hornsby – Thornleigh – Woodlands Estate (*selected trips extended to Pennant Hills*)**

*From 12 August 1991*

#### **Mornings (*clockwise*)**

**From Hornsby** (Interchange) via Pacific Hwy, Pretoria Pde, Clovelly Rd, Hall Rd, Neutral Rd, Clarke Rd, Malsbury Rd, Normanhurst railway bridge, Denman Pde, Normanhurst Rd, Pennant Hills Rd, Stuart Av (**Woodlands Estate**), Calga Av, Willow Tree St, Pine St, Oak St, Cedar St, Greenhill Av, Loch Maree Av, Pennant Hills Rd, Duffy Av, Chilvers Rd, Sefton Rd, Koorringal Av, Bungowen Av, Yarrabung Av, Wareemba Av, Vale Rd (**Thornleigh**), Norman Av, Beresford Rd, Dartford Rd, Milson Pde, Malsbury Rd, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.



### ***Afternoons (anti-clockwise)***

**From Hornsby** (Interchange) via Pacific Hwy, Pretoria Pde, Clovelly Rd, Hall Rd, Neutral Rd, Clarke Rd, Malsbury Rd, Milson Pde, then reverse of morning route to Stuart Av, then Pennant Hills Rd, Dartford Rd, Milson Pde, Malsbury Rd, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

**Pennant Hills extension:** From Thornleigh (Chilvers Rd/Sefton Rd) via Chilvers Rd, The Esplanade, Yarrara Rd to Pennant Hills Station. Reverse on return.

### **Hornsby – Thornleigh (Koorinal Av) (selected trips extended to Woodlands Estate or Pennant Hills)**

*From 21 October 1991*

**From Hornsby** (Interchange) via Pacific Hwy, Pretoria Pde, Clovelly Rd, Hall Rd, Neutral Rd, Clarke Rd, Malsbury Rd (**Normanhurst**), Milson Pde, Dartford Rd, Norman Av, Vale Rd, Wareemba Av, Yarrabung Av, Bungowen Av, Koorinal Av, Sefton Rd to Chilvers Rd (Thornleigh).

**From Thornleigh (Koorinal Av)** (at Gilgandra Av) via Koorinal Av, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

**Woodlands Estate extension** (*afternoon peak hour*): From Thornleigh (Chilvers Rd/Sefton Rd) via Chilvers Rd, Duffy Av, Pennant Hills Rd, Loch Maree Av, Greenhill Av, Cedar St, Oak St, Pine St, Willow Tree St, Calga Av, Stuart Av, Pennant Hills Rd, Buckingham Av, Normanhurst railway bridge, Malsbury Rd, then normal route to Hornsby.

**Pennant Hills extension:** From Thornleigh (Chilvers Rd/Sefton Rd) via Chilvers Rd, The Esplanade, Yarrara Rd to Pennant Hills Station. Reverse on return.

### **Hornsby – Thornleigh Loop**

*From 3 March 1997*

#### ***Mornings (clockwise)***

**From Hornsby** (Interchange) via Pacific Hwy, Pretoria Pde, Clovelly Rd, Hall Rd, Neutral Rd, Clarke Rd, Malsbury Rd (**Normanhurst**), Milson Pde, Sefton Rd, Koorinal Av, Bungowen Av, Yarrabung Av, Wareemba Av, Vale Rd, Norman Av, Dartford Rd, Milson Pde, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

#### ***Afternoons (anti-clockwise)***

**From Hornsby** (Interchange) via Pacific Hwy, Pretoria Pde, Clovelly Rd, Hall Rd, Neutral Rd, Clarke Rd, Malsbury Rd (**Normanhurst**), Milson Pde, Dartford Rd, Norman Av, Vale Rd, Wareemba Av, Yarrabung Av, Bungowen Av, Koorinal Av, Sefton Rd, Milson Pde, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

### **Timetable Summary**

*See 587*

## **Route 589**

### **HORNSBY – SYDNEY ADVENTIST HOSPITAL – THORNLEIGH – WOODLANDS**

#### **ESTATE – HORNSBY Loop** ■

### **HORNSBY – THORNLEIGH – SYDNEY ADVENTIST HOSPITAL (“SANLINK”)**

- **Hornsby – Pennant Hills (1991-97)**

*(Sydney Adventist Hospital is also known as the “San”, an abbreviation of previous name, Wahroonga Sanitarium.)*

### **Timeline**

**12 August 1991:** Hornsby – Pennant Hills via Pennant Hills Rd commenced as part of reorganisation & renumbering of 148 [1925 route number]. Operated by Shorelink (JH (Jim) Knox).

**21 October 1991:**

- Service to Woodlands Estate in morning peak hour & weekday daytime transferred from 588.
- Afternoon peak hour service to Woodlands Estate continued to be provided by selected trips on 588 returning from Thornleigh to Hornsby via Woodlands Estate.

**1 October 1992:** Shorelink transferred to John A Gilbert.

### 3 March 1997:

- 570 & 589 amalgamated as 589, Hornsby – Sydney Adventist Hospital – Thornleigh – Woodlands Estate – Hornsby (a large one-way loop).
- 588 ceased to run via Woodlands Estate, leaving 589 to provide all service to Woodlands Estate

**21 September 1998:** Curtailed to run Hornsby – Woodlands Estate – Thornleigh (*not* a loop). Sydney Adventist Hospital already served by 573 (from Turrumurra). Shared Hornsby – Pennant Hills until 23 March 2009 with Glenorie Bus Co 631, 632 & 633 (these trips were shown in the 589 timetable during that period).

**3 September 2001:** Shorelink transferred to Transdev.

**19 April 2004:** Re-extended from Thornleigh to Sydney Adventist Hospital. Service known as “SanLink”.

**1 January 2005:** Became part of Contract Region 12.

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

### 21 May 2023:

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

## Streets

### Hornsby – Pennant Hills via Pennant Hills Rd

*From 12 August 1991*

**From Hornsby** (Interchange) via Pacific Hwy, Pennant Hills Rd, Thornleigh railway bridge, Yarrara Rd to Pennant Hills Station.

**From Pennant Hills** (Yarrara Rd at Station) via reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

#### Alteration

*From 21 October 1991:* Ex Hornsby from Pennant Hills Rd via Stuart Av (**Woodlands Estate**), Calga Av, Willow Tree St, Pine St, Oak St, Cedar St, Greenhill Av, Loch Maree Av, Pennant Hills Rd. Reverse on return.

### Hornsby – Sydney Adventist Hospital – Thornleigh – Hornsby Loop

*From 3 March 1997*

**From Hornsby** (Interchange) one-way loop via Pacific Hwy, Pennant Hills Rd, Hinemoa Av, Bristol Av, Hewitt Av, Eastbourne Av, Lucinda Av, Fox Valley Rd (**Sydney Adventist Hospital**), The Comenarra Pkwy, Wood St, Bellevue St (**Thornleigh**), Railway Pde, Parkes St, Central Av, Phyllis Av, Loch Maree Av, Greenhill Av, Cedar St, Oak St, Pine St (**Woodlands Estate**), Willow Tree St, Calga Av, Stuart Av, Pennant Hills Rd, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Hornsby Interchange.

### Hornsby – Woodlands Estate – Thornleigh

*From 21 September 1998*

**From Hornsby** (Interchange) via Pacific Hwy, Pennant Hills Rd, Stuart Av, Calga Av, Willow Tree St, Pine St (**Woodlands Estate**), Oak St, Cedar St, Greenhill Av, Loch Maree Av, Phyllis Av, Central Av, Parkes St, Railway Pde to Thornleigh Station.

**From Thornleigh** (Railway Pde) via (?), Parkes St, Central Av, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

### Hornsby – Thornleigh – Sydney Adventist Hospital (“SanLink”)

#### Alteration

*From 19 April 2004:* Extended from Thornleigh (Railway Pde) via Bellevue St, Pennant Hills Rd, The Comenarra Pkwy, Fox Valley Rd, Sydney Adventist Hospital internal roads to terminus adjacent to main car park. Return via Sydney Adventist Hospital internal roads, Fox Valley Rd, The Comenarra Pkwy, Parkes St, Railway Pde, Bellevue St, Pennant Hills Rd.

**Trips not via Woodlands Estate:** Via Pennant Hills Rd direct.

#### Alteration

*Later:* Ex Hornsby from Pacific Hwy via Pennant Hills Rd, Phyllis Av, Central Av, Parkes St, Railway Pde, Bellevue St (**Thornleigh**), Wood St, The Comenarra Pkwy. Reverse on return.

## Timetable Summary

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills via Pennant Hills Rd	19	M-F	Pennant Hills	9.05am	Pennant Hills	1.45pm	3 trips	A
		Sat						
		Sun						

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

3 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Sydney Adventist Hospital-Thornleigh Loop	38 round trip	M-F	Thornleigh	7.58am	Hornsby	6.08pm	60*	A
		Sat	Hornsby	9.28am	Thornleigh	4.48pm	120	
		Sun						

\* More frequent in peak hours.

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

21 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Thornleigh	17	M-F	Thornleigh	7.58am	Thornleigh	6.27pm	120*	A
		Sat	Hornsby	9.28am		4.48pm	120	
		Sun						

\* More frequent in peak hours.

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

19 April 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Thornleigh-Sydney Adventist Hospital	Fr Horns 18T 22S	M-F	Hornsby	6.29amS	Syd Adv Hosp	6.10pmH	45	
		Sat		9.16amT	Thornleigh	4.44pmH	120	
		Sun						

H – To Hornsby.

S – To Sydney Adventist Hospital.

T – To Thornleigh.

30 June 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Thornleigh-Sydney Adventist Hospital	25	M-F	Hornsby	6.30am	Syd Adv Hosp	7.00pm	60	
		Sat		9.15am		4.45pm	120	
		Sun						

## Route 590

### **EPPING – BAULKHAM HILLS – BLACKTOWN (“RED ARROW”) ■**

#### **Timeline**

**14 December 1981:** Commenced jointly by Parramatta Bus Co (Bosnjak family) & Carlingford Bus Service (part of the Harris Park Transport group). Replaced 201 [1925 route number], Baulkham Hills – Seven Hills. Intended to be limited stops, but Parramatta Bus Co/Westbus drivers instructed to stop at all stops.

**October 1984:** Parramatta Bus Co’s name changed to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

**21 September 1987:** Renumbered 630 (in order to allow Chatswood – Hornsby to be numbered 590).

## Streets

*From 14 December 1981*

**From Epping** (Beecroft Rd at Station) via Beecroft Rd, Carlingford Rd, Pennant Hills Rd, North Rocks Rd (**Carlingford**), Barclay Rd (**North Rocks**), Renown Rd, Park Rd, Cook St, Cross St, Old Northern Rd (**Baulkham Hills**), Seven Hills Rd, Baulkham Hills Rd, Gooden Dr, Langdon Rd, Caroline Chisholm Dr (**Winston Hills**), Old Windsor Rd, Abbott Rd, Seven Hills Rd [now Prospect Hwy] (**Seven Hills**), Wall Park Av, Blacktown Rd, Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown Station.

**From Blacktown** (Main St at Station) via Main St, Blacktown Rd, then reverse route to Carlingford Rd, then Kent St, Bridge St, Beecroft Rd to Epping Station.

## Timetable Summary

*14 December 1981*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Blacktown	44	M-F	Blacktown	7.35am	Blacktown	5.35pm	60	A
		Sat						
		Sun						

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

## Route 590

### **CHATSWOOD – TURRAMURRA – HORNSBY via Pacific Hwy**■

#### Timeline

**29 September 1987:**

- Chatswood – Hornsby renumbered from part of 55, as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Service was referred to as "The Shore Link" (possibly forerunner of operator's later trading name of "Shorelink").
- Shared route between Chatswood & Gordon with 570 from 12 August 1991 to 6 February 1995.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**5 May 1997:** Curtailed to run Chatswood – Turramurra, with limited service.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** Ceased without replacement, as a result of Ministry of Transport review of Contract Region 12.

## Streets

### **Chatswood – Hornsby**

*From 29 September 1987*

**From Chatswood** (Victoria Av, west side at Station) via Victoria Av, Pacific Hwy [part now Peats Ferry Rd] (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrabee, Wahroonga, Waitara**), Coronation St, Station St to Hornsby Station.

**From Hornsby** (Station St at Station) via Pacific Hwy, Railway St, Victoria Av to Chatswood Station.

### **Chatswood – Turramurra**

*From 5 May 1997*

**From Chatswood** (Victoria Av, west side at Station) via Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble**), Rohini St to Turramurra Interchange.

**From Turramurra** (Interchange) via Rohini St, Pacific Hwy, Railway St, Victoria Av to Chatswood Station.

## Timetable Summary

28 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Hornsby	29	M-F	Hornsby	7.25am	Chatswood	5.55pm	30	
		Sat		8.00am		2.30pm	60	
		Sun						

1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Hornsby	Fr Chats 22T 34H	M-F	Chatswood	7.30amH	Chatswood	4.00pmH	A	
		Sat						
		Sun						

\* More frequent in peak hours.

A – Peak hours, Chatswood-Hornsby. Day, Chatswood-Turrumurra 120. Plus short-working/s before first trip shown.

H – To Hornsby.

T – To Turrumurra.

24 May 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Turrumurra	23	M-F	Chatswood	9.40am	Chatswood	2.25pm	60	A
		Sat						
		Sun						

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

## Route 591

**HORNSBY – HORNSBY HOSPITAL – WAHROONGA via Sherbrook Rd & King Rd** ■

### Timeline

28 September 1987:

- 107 & 110 [1925 route numbers] amalgamated, reorganised & renumbered as 591 & 592, as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Shared most of route with 592.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

January 1990: Operator's trading name changed to Shorelink.

12 August 1991: 575, 591 & 592 reorganised as:

575 Turrumurra – East Wahroonga – Hornsby Hospital – Hornsby

576 Wahroonga – North Wahroonga.

### Streets

From 28 September 1987

**From Hornsby** (Station St at Station) via Pacific Hwy, Edgeworth David Av, Sherbrook Rd, King Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Balmoral St, Edgeworth David Av, Coonanbarra Rd, Millewa Av, Illoura Rd to near Millewa Av (Wahroonga Station).

**From Wahroonga** (Illoura Rd at Millewa Av at Station) via Illoura Av, Stuart St, Coonanbarra Rd, Edgeworth David Av, Balmoral St, Northcote Rd, Sherbrook Rd, King Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Balmoral St, Edgeworth David Av, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

## Timetable Summary

29 September 1987

### Hornsby – Wahroonga routes

591, 592

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
591: Hornsby-Hornsby Hospital-Wahroonga†	Fr Horns 10H 20W	M-F	Hornsby	6.40amW	Wahroonga	6.00pmS	60	
		Sat		7.40amH	Hornsby Hosp	3.50pmS	120	
		Sun						
592: Hornsby-Hornsby Hospital-Wahroonga‡	Fr Horns 10H 20W	M-F	Hornsby	7.10amW	Wahroonga	6.33pmS	60	
		Sat		8.40amH	Hornsby Hosp	4.50pmS	120	
		Sun						

# Average day frequencies along common route:

M-F Hornsby-Wahroonga (591, 592) 30.

Sat Hornsby-Hornsby Hospital (591, 592) 60.

† Via Sherbrook Rd.

‡ Via Jubilee St.

H – To Hornsby Hospital.

S – To Hornsby Station.

W – To Wahroonga.

## Route 591

### **HORNSBY – ASQUITH (Leighton Place Industrial Area) (INDUSTRIAL) ■**

#### Timeline

**12 August 1991:** Renumbered from 593A. Operated by Shorelink (JH (Jim) Knox).

**1 October 1992:** Shorelink transferred to John A Gilbert.

**14 June 1999:** Renumbered part of 593.

#### Streets

*From 12 August 1991*

**From Hornsby** (Station St at Station) via Station St, Pacific Hwy [part now Peats Ferry Rd], Bridge Rd, Railway Pde, Stephen St, Sherbrook Rd, Salisbury Rd, Leighton Pl to end (**Asquith (Leighton Pl Industrial Area)**), then Leighton Pl, Sherbrook Rd, King Rd, Bridge Rd, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

## Timetable Summary

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Leighton Pl Industrial Area	10	M-F	Hornsby	6.30am	Leighton Pl	5.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

## Route 591

### **HORNSBY – ST IVES**

#### Timeline

**2 December 2018:** Weekday daytime service commenced by Transdev, replacing part of 594H. **Part of Contract Region 12.**

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

## Streets

*From 2 December 2018*

**From Hornsby** (Interchange) via Pacific Hwy, Edgeworth David Av (**Wahroonga**), Junction Rd, Eastern Rd, Kintore St, Westbrook Av, Burns Rd (**Turrumurra**), Killeaton St, Link Rd, Mona Vale Rd, Memorial Av to Village shops (St Ives).

**From St Ives** (Memorial Av at Village shops) via Memorial Av, Killeaton St, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

## Timetable Summary

*2 December 2018*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-St Ives	22	M-F	Hornsby	7.00am	St Ives	6.30pm	60	
		Sat						
		Sun						

## Route 592

**HORNSBY – HORNSBY HOSPITAL – WAHROONGA via Jubilee St & Burdett St** ■

### Timeline

**28 September 1987:**

- 107 & 110 [1925 route numbers] amalgamated, reorganised & renumbered as 591 & 592, as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Shared most of route with 591.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:**

- 575, 591 & 592 reorganised as:
  - 575 Turrumurra – East Wahroonga – Hornsby Hospital – Hornsby
  - 576 Wahroonga – North Wahroonga.
- Limited service continued Wahroonga – Hornsby Hospital – Hornsby as 592.

**12 January 1992:** Wahroonga – Hornsby Hospital – Hornsby renumbered part of 575.

## Streets

*From 28 September 1987*

**From Hornsby** (Station St at Station) via Pacific Hwy, Edgeworth David Av, Jubilee Av, Burdett St, King Rd, Lowe Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Balmoral St, Edgeworth David Av, Coonanbarra Rd, Millewa Av, Illoura Rd to near Millewa Av (Wahroonga Station).

**From Wahroonga** (Illoura Rd at Millewa Av at Station) via Illoura Av, Stuart St, Coonanbarra Rd, Edgeworth David Av, Jubilee Av, Burdett St, King Rd, Lowe Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Balmoral St, Edgeworth David Av, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

## Timetable Summary

*See 591.*

## Route 592

### **BROOKLYN (Hawkesbury River Station) – MOONEY MOONEY**

- **Extended from Brooklyn (Hawkesbury River Stn) or Mooney Mooney to Hornsby (*limited service*)**
- **Extended from Mooney Mooney to Cheero Point (*selected trips*)**

#### **Timeline**

##### **6 February 1995:**

- Renumbered from 30 [1925 route number].
- Compared with 30, days of service of extension from either Brooklyn (Hawkesbury River Stn) or Mooney Mooney to Hornsby increased from Fridays only to every weekday on or by this date.
- Hornsby service ran: morning from Brooklyn (Hawkesbury River Stn) to Hornsby via Mooney Mooney, afternoon from Hornsby to Mooney Mooney via Brooklyn (Hawkesbury River Stn).
- Operated by Shorelink (John A Gilbert).

**21 September 1998:** Extension from either Brooklyn (Hawkesbury River Stn) or Mooney Mooney to Hornsby also ran on Saturdays.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

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

#### **Streets**

### **Brooklyn (Hawkesbury River Stn) – Mooney Mooney (*limited service extended to Cheero Point & to Hornsby*)**

*From 6 February 1995*

**From Brooklyn** (Dangar Rd at Hawkesbury River Station) via Dangar Rd, Brooklyn Rd, Pacific Hwy, Point Rd to Mara Cr (Mooney Mooney). Reverse on return.

**Cheero Point extension:** From Mooney Mooney (Pacific Hwy/Point Rd) via Pacific Hwy, Cheero Point Rd to Milloo Pde (Cheero Point). Reverse on return.

**Peat Island diversion:** From Pacific Hwy via Peat Island access road to end. Reverse on return.

**Hornsby extension:** Ex either Brooklyn (Hawkesbury River Stn) or Mooney Mooney from Pacific Hwy/Brooklyn Rd via Pacific Hwy [part now Peats Ferry Rd], Coronation St, Hornsby Interchange. From Hornsby Interchange via Pacific Hwy to Brooklyn Rd.

#### **Timetable Summary**

*6 February 1995*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Mooney Mooney†	Fr H/Riv Stn 10M 15C	M-F	M/Mooney	5.50amB	Cheero Point	4.40pmB	Ph	
			H'ksbry Riv Stn	6.45amC	H'ksbry Riv Stn	6.10pmM		
		Sat						
		Sun						
Hornsby-Brooklyn (Hawkesbury Riv Stn)-Mooney Mooney	Approx 50	M-F	H'ksbry Riv Stn	9.12am	Hornsby	2.12pm	A	
		Sat						
		Sun						

† Selected trips extended to Cheero Point.

A – 1 trip: morning from Brooklyn (Hawkesbury River Stn) to Hornsby via Mooney Mooney, afternoon from Hornsby to Mooney Mooney via Brooklyn (Hawkesbury River Stn).

B – To Brooklyn (Hawkesbury River Stn).

C – To Cheero Point.

M – To Mooney Mooney.

Ph – Peak hours only. Selected trips extended to Cheero Point.



21 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Mooney Mooney†	Fr H/Riv Stn 10M 15C	M-F	M/Mooney	6.20amB	Cheero Point	4.40pmB	Ph	
			H'ksbry Riv Stn	6.40amC	H'ksbry Riv Stn	6.03pmM		
		Sat	M/Mooney	10.20amB	M/Mooney	4.03pmB	2 trips	
		Sun						
Hornsby-Brooklyn (Hawkesbury Riv Stn)-Mooney Mooney	Approx 50	M-F	H'ksbry Riv Stn	9.12amH	Hornsby	2.05pmB	1 trip	
		Sat		10.30amH		3.14pmN	1 trip	A
		Sun						

† Selected trips extended to Cheero Point.

A – Plus short-working/s (from Berowra to Mooney Mooney) before first trip & (from Brooklyn (Hawkesbury River Stn) to Berowra) after last trip shown.

B – To Brooklyn (Hawkesbury River Stn).

C – To Cheero Point.

H – To Hornsby via Mooney Mooney.

M – To Mooney Mooney.

N – To Mooney Mooney via Brooklyn (Hawkesbury River Stn).

Ph – Peak hours only. Selected trips extended to Cheero Point.

## Route 593

**HORNSBY – ASQUITH GOLF LINKS – MT COLAH (Parklands Rd)■**

**HORNSBY – ASQUITH (Leighton Place Industrial Area) (INDUSTRIAL)■**

### Timeline

**28 September 1987:**

- Hornsby – Asquith Golf Links – Mt Colah (Bolton Av) renumbered from 104 [1925 route number] & extended to Mt Colah (Parklands Rd), over part of 55 [1925 route number], as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**14 June 1999:** Hornsby – Asquith (Leighton Place Industrial Area) renumbered from 591.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** As a result of Ministry of Transport review of Contract Region 12:

- Hornsby – Mt Colah (eastern side) part of 593 & Hornsby – Asquith via Hornsby North part of 595 rearranged as 598 Hornsby – Asquith – Mt Colah – Hornsby Loop.
- Hornsby – Asquith (Leighton Place Industrial Area) became diversion of new 598.
- Service in Mt Colah (Parklands Rd) replaced by rerouted 597.

### Streets

**Hornsby – Asquith Golf Links – Mt Colah (Parklands Rd)**

*From 28 September 1987*

**From Hornsby** (Station St at Station) via Station St, Jersey St, Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd (**Asquith**), Royston Pde, Kuring-gai Chase Rd, Bolton Av, Cowan Rd, Belmont Pde, railway bridge, Pacific Hwy, Parklands Rd, Binalong Rd, Murralong Rd to Parklands Rd (Mt Colah).

**From Mt Colah (Parklands Rd)** (at Murralong Rd) via Parklands Rd, Pacific Hwy, then reverse route to Jersey St, then Station St to Hornsby Station.

**Asquith (Baldwin Av) diversion:** Ex Hornsby from Sherbrook Rd via Baldwin Av, Chelmsford Rd, Dudley St to Royston Pde. Reverse on return.

## Alterations

- **From 12 August 1991**  
**Hornsby shops diversion:** Ex Hornsby from Station St via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St, Albert St, Bridge Rd, then same route. Ex Parklands Rd from Railway Pde via George St, Burdett St, Muriel St, Edgeworth David Av, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.
- **From 12 August 1991:** Ex Hornsby from Bolton Av via Berowra Rd, Myall Rd, Wonga Rd, Telopea Av, Cowan Rd. Reverse on return.
- **From 14 June 1999:** Ex Hornsby from Kuring-gai Chase Rd via Bolton Av, Cowan Rd, Belmont Pde. Reverse on return.

## Hornsby – Asquith (Leighton Place Industrial Area)

From 14 June 1999

### Mornings

**From Hornsby** (Station St at Station) via Station St, Jersey St, Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd, Salisbury Rd, Leighton Pl to end (**Asquith (Leighton Pl Industrial Area)**), then Leighton Pl, Salisbury Rd, King Rd to Cecil Rd.

### Afternoons

**From Lockwood St & Sherbrook Rd** via Sherbrook Rd, Salisbury Rd, Leighton Pl to end (**Asquith (Leighton Pl Industrial Area)**), then Leighton Pl, Salisbury Rd, King Rd to Cecil Rd, then King Rd, Bridge Rd, Jersey St, Station St to Hornsby Station.

## Timetable Summary

29 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Mt Colah (Parklands Rd)	18	M-F	Hornsby	6.25am	Parklands Rd	6.55pm	60*	
		Sat		7.25am		3.42pm	60	
		Sun						

\* More frequent in peak hours.

## Route 593A

### HORNSBY – ASQUITH (Leighton Place Industrial Area) (INDUSTRIAL)■

#### Timeline

**12 September 1988:** Weekday peak hour service commenced by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:** Renumbered 591.

#### Streets

From 12 September 1988

Same as 591

## Timetable Summary

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Asquith (Leighton Pl Industrial Area)	10	M-F	Hornsby	6.30am	Leighton Pl	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

## Route 594

### **HORNSBY – BEROWRA HEIGHTS** ■

- **Extended from Hornsby to Macquarie Centre (selected trips, 1992-?)**

#### **Timeline**

**28 September 1987:**

- Hornsby – Berowra Heights renumbered from part of 31 [1925 route number], also absorbing Hornsby – Mt Kuring-gai part of 55 [1925 route number], as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:** Peak hour trips via Kywong Av Loop transferred to 599.

**12 January 1992:** Selected trips extended from Hornsby to Macquarie University & Centre.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**Sometime after 6 February 1995** (possibly 3 March 1997): Macquarie Centre extension ceased without replacement.

**28 June 1999:** 594 & 597 amalgamated as 597 Hornsby – Berowra – Berowra Heights, with most trips diverting via Berowra Station.

#### **Streets**

### **Hornsby – Berowra Heights**

*From 28 September 1987*

**From Hornsby** (Station St at Station) via Station St, Pacific Hwy [part now Peats Ferry Rd] (**Asquith, Mt Colah, Mt Kuring-gai**), Yallambee Rd, Gwandalan Cr, Kywong Rd, Mountain View Rd, Yallambee Rd, Anembo Rd, Waratah Rd, Crowley Rd, Berowra Waters Rd, Barnetts Rd, Easton Rd, Wyanna St, Barnetts Rd, Berowra Waters Rd (**Berowra Heights**), Turner Rd, Elizabeth St, Woodcourt Rd, Hillcrest Rd, Berowra Waters Rd, Crowley Rd, Waratah Rd, Anembo Rd, Yallambee Rd, Gwandalan Cr, Kywong Rd, Mountain View Rd, Yallambee Rd, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

#### **Alterations**

- **From 12 August 1991:** Ex Hornsby and ex Berowra Heights from Kywong Rd via Redwood Rd, Bambil Rd, Yallambee Rd.
- **From 7 June 1993:** From Woodcourt Rd via Alan Rd, Berowra Waters Rd, Warrina St, Hillcrest Rd.
- **From 3 March 1997:** From Woodcourt Rd via Hillcrest Rd.

### **Hornsby – Berowra Heights (selected trips extended to Macquarie Centre)**

#### **Alteration**

**From 12 January 1992 (Macquarie Centre extension):** From Hornsby Station via Pacific Hwy, Pennant Hills Rd, Dartford Rd, Sefton Rd, Chilvers Rd, Duffy Av, The Esplanade (**Thornleigh**), Yarrara Rd (**Pennant Hills**), Pennant Hills Rd, Beecroft Rd, Epping Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Herring Rd, Waterloo Rd to Lane Cove Rd. Return from Macquarie Centre (bus terminal) via Herring Rd, Waterloo Rd, University Av, Macquarie Dr (**Macquarie University**), Waterloo Rd, Lane Cove Rd, Ryde Rd, Yanko Rd, Doncaster Av, The Comenarra Pkwy, Pennant Hills Rd, Yarrara Rd, The Esplanade, Chilvers Rd, Sefton Rd, Dartford Rd, Pennant Hills Rd, Pacific Hwy to Hornsby Station.

#### **Timetable Summary**

**29 September 1987**

*See also 597*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Berowra Heights	28	M-F	Berowra Hts	7.25am	Berowra Hts	7.19pm	60*	
		Sat	Hornsby	7.00am		4.29pm	60	
		Sun						

\* More frequent in peak hours.

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra Heights-Macquarie Centre	80	M-F	Berowra Hts	7.24am	Macquarie Ctr	5.07pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (2 trips from Berowra Heights, 1 trip from Macquarie Centre).

## Route 594

### **CITY (various termini) – EAST KILLARA – NORTH TURRAMURRA**

- **City (Queen Victoria Building) – Hornsby (2009-10)**

#### **Timeline**

**11 November 2002:**

- New peak hour route, City (Queen Victoria Building) – East Killara – St Ives – North Turramurra commenced by Shorelink (Transdev).
- Shares City – St Ives with Forest Coach Lines' 194 City (Queen Victoria Building) – St Ives Chase, with common travelling restrictions. From 12 October 2009 has also shared City (Queen Victoria Building) – Hornsby (this route, after being renumbered 594H, ceased as from 2 December 2018).

**1 January 2005:** Became part of Contract Region 12.

**12 October 2009:** Extra peak hour route, City (Queen Victoria Building) – East Killara – St Ives – Hornsby commenced.

**By 11 October 2010:** City (Queen Victoria Building) – East Killara – St Ives – Hornsby renumbered 594H.

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

**4 October 2015:** City termini altered to York St at Market St (arriving) or Clarence St at Market St (departing), as a result of light rail construction in George St, City/new CBD bus network.

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### **Streets**

### **City (Queen Victoria Building) – North Turramurra**

*From 11 November 2002*

**From City (Queen Victoria Building)** (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St\*, Flat Rock Dr\*, Alpha Rd\*, Edinburgh Rd\*, Eastern Valley Way\*, Clive St\*, Babbage Rd\*, Addison Av\* (**East Roseville**), Archbold Rd, Eastern Arterial Rd (**East Killara**), Horace St, Link Rd (**St Ives**), Killeaton St, Burns Rd, Bobbin Head Rd, Murrua Rd, McTaggart Rd, Kirkpatrick St, Du Faur St, Bobbin Head Rd to Kuring-gai High School (North Turramurra)

(\* Not shown in timetable, but likely route)

**From North Turramurra** (Murrua Rd) via McTaggart Rd, Kirkpatrick St, Du Faur St, Bobbin Head Rd to Kuring-gai High School, then Bobbin Head Rd, Burns Rd, Killeaton St, Link Rd, Horace St, Eastern Arterial Rd, Archbold Rd, Boundary St, Penshurst St, Mowbray Rd, Willoughby Rd, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Market St (City).

#### **Alterations**

- **From 12 October 2009:** Ex North Turramurra from Archbold Rd via Addison Av, then reverse of "from City" route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Market St (City). Unaltered Ex City.
- **By 4 October 2015:** Ex St Ives from Archbold Rd via Earl St, Moore St, Addison Av. Unaltered on return.

### **City (York St or Clarence St) – North Turramurra**

#### **Alteration**

**From 4 October 2015** (commencement date of new CBD bus network): Approached City from Bradfield Hwy via York St to Market St. Return from Clarence St at Market St via Clarence St.

## City (Queen Victoria Building) – Hornsby

See 594H

### Timetable Summary

11 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-North Turramurra	51	M-F	N Turramurra	6.35am	Q Vic Bldg	5.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Turramurra, afternoon from City (Queen Victoria Building)).

## Route 594H

### CITY (various termini) – EAST KILLARA – ST IVES – HORNSBY

#### Timeline

By 11 October 2010:

- Peak hour route renumbered from 594. Operated by Shorelink (Transdev).
- Shared City (Queen Victoria Building) – Bobbin Head Rd with 594 & City (Queen Victoria Building) – St Ives with Forest Coach Lines' 194, with common travelling restrictions.
- Part of Contract Region 12.

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

**4 October 2015:** City termini altered to York St at Market St (arriving) or Clarence St at Market St (departing), as a result of light rail construction in George St, City/new CBD bus network.

**2 December 2018:**

- Ceased.
- Replaced by new 591 between St Ives & Hornsby.
- Existing 194 & 594 continued to run between the City & St Ives.

#### Streets

### City (Queen Victoria Building) – Hornsby

From 12 October 2009

**From City (Queen Victoria Building)** (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd, Addison Av (**East Roseville**), Archbold Rd, Eastern Arterial Rd (**East Killara**), Horace St, Link Rd, Mona Vale Rd, Memorial Av (**St Ives**), Killeaton St, Burns Rd, Westbrook Av, Kintore St, Eastern Rd, Junction Rd, Edgeworth David Av, Pacific Hwy [part now Peats Ferry Rd], Coronation St to Hornsby Interchange.

**From Hornsby** (Interchange) via Pacific Hwy, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Market St (City).

#### Alteration

**By 4 October 2015:** Ex St Ives from Archbold Rd via Earl St, Moore St, Addison Av. Unaltered on return.

### City (York St or Clarence St) – Hornsby

#### Alteration

**From 4 October 2015** (commencement date of new CBD bus network): Approached City from Bradfield Hwy via York St to Market St. Return from Clarence St at Market St via Clarence St.

### Timetable Summary

12 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-St Ives-Hornsby	70	M-F	Hornsby	6.00am	Q Vic Bldg	7.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

## Route 595

### **HORNSBY – HORNSBY NORTH – MT COLAH Loops**■

### **HORNSBY – MT COLAH Loops via Pacific Hwy direct**

- **Hornsby – Mt Wilga Private Hospital (*limited service, 1995-99*)**

#### **Timeline**

##### **28 September 1987:**

- Hornsby – Hornsby North section of 103 [1925 route number] renumbered & extended as Hornsby – Hornsby North – Mt Colah (Oxley Dr Loop), serving new residential area around Beryl Av, Mt Colah, as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**22 April 1991:** Extended in Mt Colah from Oxley Dr Loop to Arthurs Circle Loop.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**6 February 1995:** Limited additional service, Hornsby – Mt Wilga Private Hospital, commenced.

**By 14 June 1999:** Hornsby – Mt Wilga Private Hospital ceased.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** Part of route through Hornsby North transferred to new 598, leaving route as Hornsby – Mt Colah Loops via Pacific Hwy direct, as a result of Ministry of Transport review of Contract Region 12.

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

##### **21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### **Streets**

### **Hornsby – Hornsby North – Mt Colah Loops**

*From 28 September 1987*

**From Hornsby** (Station St at Station) via Station St, Pacific Hwy [part now Peats Ferry Rd], Carrington Rd, Rosamond St, Ethel St, Old Berowra Rd, Mittabah Rd (**Hornsby North**), Wall Av, Mills Av, Pacific Hwy, Beryl Av, Oxley Dr to end loop (anti-clockwise) (**Mt Colah**), then Oxley Dr, Red Cedar Dr, Foxglove Rd, Pacific Hwy, then reverse route to Carrington Rd, then Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

#### **Alterations**

- *From 22 April 1991:*

##### **Mornings**

Ex Hornsby from Mills Av via Pacific Hwy, Excelsior Rd, Arthurs Circ (clockwise loop), Excelsior Rd, Lancelot St, Red Cedar Dr, Beryl Av, Oxley Dr to end loop (anti-clockwise), then Oxley Dr, Beryl Av, Red Cedar Dr, Foxglove Rd, Pacific Hwy.

##### **Afternoons**

Ex Hornsby from Mills Av via Pacific Hwy, Beryl Av, Oxley Dr to end loop (anti-clockwise), then Oxley Dr, Beryl Av, Red Cedar Dr, Foxglove Rd, Lancelot St, Excelsior Rd, Arthurs Circ (clockwise loop), Excelsior Rd, Pacific Hwy.

- *From 12 August 1991:* Ex Hornsby from Rosamond St, Clarinda St, Alan Av, Ethel St.
- *From 12 August 1991:* At Mt Colah, at all times, ex Hornsby from Pacific Hwy via Beryl Av, Oxley Dr to end loop (anti-clockwise), then Oxley Dr, Beryl Av, Red Cedar Dr, Foxglove Rd, Lancelot St, Excelsior Rd, Arthurs Circ (clockwise loop), Excelsior Rd, Pacific Hwy.

### **Hornsby – Mt Wilga Private Hospital**

*From 6 February 1995*

**From Hornsby** (Station St at Station) via Station St, Pacific Hwy [part now Peats Ferry Rd], Carrington Rd, Rosamond St, Manor Rd (**Mt Wilga Private Hospital**) to Dilkera Cl.

**From Manor Rd** (at Dilkera Cl) via Manor Rd, Rosamond St, Carrington Rd, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

## Hornsby – Mt Colah Loops via Pacific Hwy direct

### Alteration

**From 23 March 2009:** Ex Hornsby (Interchange) via Pacific Hwy [part now Peats Ferry Rd], Beryl Av. Return from Excelsior Rd via Pacific Hwy [part now Peats Ferry Rd], Coronation St to Hornsby Interchange.

### Timetable Summary

29 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby North-Mt Colah Loops	35HMr 15HNr	M-F	Mt Colah	6.15amM	Hornsby	6.22pmL	A	
			Hornsby Nth	6.17amH				
	15MLr	Sat	Hornsby	8.00amL	Mt Colah	4.15pmH	60	
		Sun						

\* More frequent in peak hours.

A – Peak hours, most trips ran separately Hornsby-Hornsby North & Mt Colah-Mt Colah Loops. Day, Hornsby-Mt Colah Loops 60\*.

H – To Hornsby.

HMr – Round trip Hornsby-Mt Colah Loops-Hornsby.

HNr – Round trip Hornsby-Hornsby North-Hornsby.

L – To Mt Colah Loops via Hornsby North.

M – To Mt Colah Station.

MLr – Round trip Mt Colah-Mt Colah Loops-Mt Colah.

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby North-Mt Colah Loops	45 round trip	M-F	Mt Colah	6.03am	Hornsby	7.27pm	60*	A
		Sat		7.58am		4.27pm	60	B
		Sun		8.06am		5.55pm	3 trips	C

\* More frequent in peak hours.

A – Evening service provided by diversions of 594. Plus short-working/s after last trip shown.

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

C – Sunday service provided by diversions of 594.

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Mt Colah Loops via Pacific Hwy direct	35 round trip	M-F	Mt Colah	6.11am	Hornsby	8.18pm	60*	
		Sat		8.09am	Mt Colah	5.58pm	60	
		Sun						

\* More frequent in peak hours.

## Route 596

### HORNSBY – HORNSBY HEIGHTS

#### Timeline

28 September 1987:

- Renumbered from part of 103 [1925 route number], as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

January 1990: Operator's trading name changed to Shorelink.

1 October 1992: Shorelink transferred to John A Gilbert.

3 September 2001: Shorelink transferred to Transdev.

1 January 2005: Became part of Contract Region 12.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

**Streets**

*From 28 September 1987*

**From Hornsby** (Station St at Station) via Station St, Pacific Hwy [now Peats Ferry Rd], Galston Rd, Somerville Rd to Binya Cl (Hornsby Heights).

**From Hornsby Heights** (Somerville Rd at Binya Cl) via reverse route to Pacific Hwy [now Peats Ferry Rd], then Coronation St, Station St to Hornsby Station.

**Hornsby Heights (Brett Av) diversion** (*morning ex Hornsby Heights, afternoon ex Hornsby*): From Galston Rd/Somerville Rd via Galston Rd, Brett Av, Ulolo Av (clockwise loop), Brett Av, Galston Rd to Somerville Rd.

**Alterations**

- *From 12 August 1991:* Brett Av diversion ceased.
- *From 12 August 1991 (morning ex Hornsby Heights, afternoon ex Hornsby):* Extended/diverted Hornsby Heights from Galston Rd/Somerville Rd via Galston Rd, Montview Pde, McKay Rd to turning circle at right-hand bend, then reverse route to Galston Rd/Somerville Rd.
- *By 6 February 1995:* Extended in Hornsby Heights from Binya Cl via Somerville Rd to Black Ash Pl.
- *By 6 February 1995*  
**Hornsby shops extension:** From Hornsby Station via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St to George St. Return from Burdett St/George St via reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Station St to Hornsby Station.
- *By 4 November 1996:* Hornsby shops extension ceased.

**Timetable Summary**

*29 September 1987*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Heights	25 round trip	M-F	Hornsby Hts	5.28am	Hornsby Hts	7.27pm	30*	
		Sat	Hornsby	8.00am		4.14pm	60	
		Sun						

\* More frequent in peak hours.

*6 February 1995*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Heights	33 round trip	M-F	Hornsby Hts	5.25am	Hornsby	9.20pm	30*	
		Sat		7.04am		7.50pm	30	
		Sun	Hornsby	8.18am	Hornsby Hts	6.34pm	60	

\* More frequent in peak hours.

*20 August 2001*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Heights	37 round trip	M-F	Hornsby Hts	5.24am	Hornsby Hts	9.13pm	30*	
		Sat		7.20am		7.25pm	45	
		Sun	Hornsby	8.18am		6.37pm	60	

\* More frequent in peak hours.



2 December 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Heights	42 round trip	M-F	Hornsby Hts	5.12am	Hornsby Hts	10.28pm	30*	A
		Sat	Hornsby	6.10am		10.37pm	30	
		Sun		8.24am		6.50pm	60	

\* More frequent in peak hours.

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

## Route 597

**BEROWRA – MT KURING-GAI (Beaumont Rd) (INDUSTRIAL)**

**HORNSBY – BEROWRA – BEROWRA HEIGHTS**

### Timeline

**28 September 1987:**

- Berowra – Berowra Heights renumbered from part of 31 [1925 route number], as part of reorganisation & renumbering of Hornsby Bus Group's routes to the north & east of Hornsby.
- Operated by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**1 October 1992:** Shorelink transferred to John A Gilbert.

**28 June 1999:**

- 594 & 597 amalgamated as 597 Hornsby – Berowra – Berowra Heights, with most trips diverting via Berowra Station.
- Berowra – Mt Kuring-gai (Beaumont Rd) (peak hours only) renumbered from 599.

**3 September 2001:** Shorelink transferred to Transdev.

**1 January 2005:** Became part of Contract Region 12.

**23 March 2009:** As a result of Ministry of Transport review of Contract Region 12, route split into:

- 597 Hornsby – Berowra (including route in Parklands Rd, Mt Colah area, previously part of 593)
- Berowra – Mt Kuring-gai (Beaumont Rd) (peak hours)
- 599 Berowra – Berowra Heights.

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

### Streets

#### **Berowra – Berowra Heights**

*From 28 September 1987*

#### **Mornings**

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Berowra Waters Rd, Barnetts Rd, Easton Rd, Wyanna St, Barnetts Rd, Berowra Waters Rd (**Berowra Heights**), Turner Rd to Alston Dr, then Turner Rd, Elizabeth St, Woodcourt Rd, Hillcrest Rd, Berowra Waters Rd, Pacific Hwy to Berowra Station.

#### **Afternoons**

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Berowra Waters Rd, Hillcrest Rd, Warrina St, Berowra Waters Rd, Barnetts Rd, Easton Rd, Wyanna St, Barnetts Rd, Berowra Waters Rd (**Berowra Heights**), Turner Rd to Alston Dr, then Turner Rd, Elizabeth St, Woodcourt Rd, Hillcrest Rd, Berowra Waters Rd, Pacific Hwy to Berowra Station.

#### **Alteration**

*From 12 August 1991*

#### **Mornings**

Ex Berowra via Pacific Hwy, Berowra Waters Rd, Hillcrest Rd, Warrina Rd, Berowra Waters Rd, Barnetts Rd, Easton Rd, Wyanna St, Barnetts Rd, Berowra Waters Rd (**Berowra Heights**), Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Warrina Rd, Hillcrest Rd, Berowra Waters Rd, Pacific Hwy to Berowra Station.

## Afternoons

Same as morning, but from Woodcourt Rd via Hillcrest Rd.

## Hornsby – Berowra – Berowra Heights

From 28 June 1999

**From Hornsby** (Station St at Station) via Station St, Pacific Hwy [part now Peats Ferry Rd] (**Asquith**, **Mt Colah**, **Mt Kuring-gai**), Yallambee Rd, Kywong Rd, Redwood Av, Bambil Rd, Yallambee Rd, Pacific Hwy to **Berowra** Station, then Pacific Hwy, Berowra Waters Rd, Hillcrest Rd, Warrina Rd, Berowra Waters Rd, Barnetts Rd, Easton Rd, Wyanna St, Barnetts Rd, Berowra Waters Rd (**Berowra Heights**), Turner Rd to Alston Dr, then Turner Rd, Elizabeth St, Woodcourt Rd, Hillcrest Rd, Berowra Waters Rd, Pacific Hwy to **Berowra** Station, then Pacific Hwy, Yallambee Rd, Kywong Rd, Mountain View Rd, Redwood Av, Bambil Rd, Yallambee Rd, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

## Berowra – Mt Kuring-gai (Beaumont Rd)

From 28 June 1999

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Beaumont Rd to end (Mt Kuring-gai). Reverse on return.

## Hornsby – Mt Colah (Parklands Rd) – Berowra

From 23 March 2009

**From Hornsby** (Interchange) via Pacific Hwy [part now Peats Ferry Rd] (**Asquith**), Parklands Rd (**Mt Colah**), Binalong Rd, Murralong Rd, Parklands Rd, Pacific Hwy (**Mt Kuring-gai**), Yallambee Rd, Kywong Rd, Redwood Av, Bambil Rd, Yallambee Rd, Pacific Hwy to Berowra Station

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Yallambee Rd, Kywong Rd, Redwood Av, Bambil Rd, Yallambee Rd, Pacific Hwy (**Mt Kuring-gai**), Parklands Rd (**Mt Colah**), Binalong Rd, Murralong Rd, Parklands Rd, Pacific Hwy [part now Peats Ferry Rd] (**Asquith**), Coronation St to Hornsby Interchange.

## Timetable Summary

29 September 1987

See also 594

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights	20 round trip	M-F	Berowra Hts	5.40am	Berowra Hts	6.33pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

28 June 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Berowra-Berowra Heights	25BEr 33EH	M-F	Berowra Hts	5.51amB 6.37amH	Hornsby Berowra	6.00pmE 8.15pmE	A	
		Sat	Hornsby	7.55amE	Hornsby	5.50pmE	60	C
		Sun	Berowra Hts	7.32amH		6.10pmE	120	C

\* More frequent in peak hours.

A – Peak hours, Berowra-Berowra Heights. Selected peak and all off-peak trips, Hornsby-Berowra Heights 60\*.

B – To Berowra.

BEr – Round trip Berowra-Berowra Heights-Berowra.

C – All weekend trips Hornsby-Berowra Heights.

E – To Berowra Heights.

EH – Berowra Heights-Hornsby.

H – To Hornsby.

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Berowra	31	M-F	Hornsby	7.48am	Hornsby	5.45pm	120*	A
		Sat		7.53am		5.50pm	120	
		Sun		9.10am		5.00pm	120	
Berowra-Mt Kuring-gai (Beaumont Rd)	8	M-F	Berowra	6.50am	Beaumont Rd	5.03pm	Ph	
		Sat						
		Sun						

\* More frequent in peak hours.

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

Ph – Peak hours only (morning 3 trips from Berowra, afternoon 2 trips from Mt Kuring-gai (Beaumont Rd)).

## Route 597A

### **BEROWRA – MT KURING-GAI (Beaumont Rd) (INDUSTRIAL)■**

#### **Timeline**

**12 September 1988:** Peak hour service commenced by Hornsby Bus Group (JH (Jim) Knox).

**January 1990:** Operator's trading name changed to Shorelink.

**12 August 1991:** Renumbered 599.

#### **Streets**

*From 12 September 1988*

Same as 597

#### **Timetable Summary**

*12 September 1988*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Mt Kuring-gai (Beaumont Rd)	7	M-F	Berowra	6.28am	Beaumont Rd	5.09pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

## Route 598

### **BEROWRA – BEROWRA (The Gully Rd)■**

#### **Timeline**

**12 August 1991:** Peak hour service commenced by Shorelink (JH (Jim) Knox).

**1 October 1992:** Shorelink transferred to John A Gilbert.

**1 November 1999:** Ceased without replacement.

#### **Streets**

*From 12 August 1991*

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Berowra Waters Rd, The Gully Rd to Mary Wall Cr (Berowra). Reverse on return.

#### **Timetable Summary**

*12 August 1991*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra (The Gully Rd)	5	M-F	The Gully Rd	6.46am	Berowra	6.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

## Route 598

### **HORNSBY – ASQUITH – MT COLAH – HORNSBY bidirectional loop**

- **Asquith (Leighton Pl Industrial Area) diversion (INDUSTRIAL)**

#### **Timeline**

**23 March 2009:** As a result of Ministry of Transport review of **Contract Region 12:**

- Hornsby – Mt Colah (eastern side) part of 593 & Hornsby – Asquith via Hornsby North part of 595 rearranged as 598 Hornsby – Asquith – Mt Colah – Hornsby Loop.
- Runs anti-clockwise in mornings and clockwise in afternoons.
- Hornsby – Asquith (Leighton Pl Industrial Area) peak hour trips on 593 became a diversion of 598.
- Operated by Shorelink (Transdev).

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as **Contract Region 14.**
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

#### **Streets**

*From 23 March 2009*

##### ***Mornings (anti-clockwise)***

**From Hornsby** (Interchange) via Pacific Hwy [part now Peats Ferry Rd], Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd, Royston Pde (**Asquith**), Kuring-gai Chase Rd, Bolton Av, Gray St, Cowan Rd (**Mt Colah**), Belmont Pde, railway bridge, Pacific Hwy, Mills Av, Wall Av, Mittabah Rd (**Hornsby North**), Old Berowra Rd, Ethel St, Alan Av, Clarinda St, Rosamond Rd, Carrington Rd, Pacific Hwy [part now Peats Ferry Rd], Coronation St to Hornsby Interchange.

##### ***Afternoons (clockwise)***

**From Hornsby** (Interchange) via Pacific Hwy [part now Peats Ferry Rd], Carrington Rd, then reverse of morning route to Bridge Rd, then Pacific Hwy [part now Peats Ferry Rd], Coronation St to Hornsby Interchange.

##### **Alteration:**

**By 2023:** Clockwise trips from Railway Pde via Denison St, Miller Av, Bridge Rd. Anti-clockwise trips unaltered.

**Asquith (Leighton Pl Industrial Area) diversion:** From Sherbrook Rd/Salisbury Rd via Salisbury Rd, Leighton Pl to end, then Leighton Pl, Salisbury Rd to Sherbrook Rd.

#### **Timetable Summary**

*23 March 2009*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Asquith-Mt Colah-Hornsby	30 round trip	M-F	Hornsby	6.35am	Hornsby	6.35pm	60*	A
		Sat		8.21am	Mt Colah	5.32pm	60	B
		Sun		9.00am		5.14pm	120	B

\* More frequent in peak hours.

A – Morning anti-clockwise, afternoon clockwise. Plus short-working/s before first trip & after last trip shown.

B – Morning anti-clockwise, afternoon clockwise.

## Route 599

### **BEROWRA – MT KURING-GAI (Beaumont Rd) (INDUSTRIAL)■**

#### **Timeline**

**12 August 1991:** Peak hour service renumbered from 597A. Selected trips diverted via Kywong Rd Loop instead of 594. Operated by Shorelink (JH (Jim) Knox)

**1 October 1992:** Shorelink transferred to John A Gilbert.

**1 November 1999:** Renumbered part of 597.

## Streets

From 12 August 1991

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Beaumont Rd to end (Mt Kuring-gai). Reverse on return.

**Berowra (Kywong Rd Loop) diversion:** From Pacific Hwy via Yallambee Rd, Gwandalan Cr, Kywong Rd, Mountain View Rd, Redwood Av, Bambil Rd, Yallambee Rd to Pacific Hwy,

## Timetable Summary

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Mt Kuring-gai (Beaumont Rd)	Fr Ber 6D 15K	M-F	Berowra	6.50am	Beaumont Rd	5.03pm	Ph	
		Sat						
		Sun						

D – Direct via Pacific Hwy.

K – Via Kywong Rd Loop.

Ph – Peak hours only (both directions). Selected trips also ran to or via Kywong Rd Loop. Plus short-workings.

## Route 599

### **BEROWRA – BEROWRA HEIGHTS**

#### Timeline

**23 March 2009:** Renumbered from equivalent part of 597, as a result of Ministry of Transport review of Contract Region 12. Operated by Shorelink (Transdev).

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

**21 May 2023:**

- Contract Regions 12 & 14 amalgamated as Contract Region 14.
- Transferred to CDC NSW (ComfortDelGro Corporation) as successful tenderer for bus services in amalgamated Contract Region 14.

## Streets

From 23 March 2009

**From Berowra** (Pacific Hwy at Station) via Pacific Hwy, Berowra Waters Rd, Hillcrest Rd, Warrina Rd, Berowra Waters Rd, Barnetts Rd, Easton Rd, Wyanna St, Barnetts Rd, Berowra Waters Rd (**Berowra Heights**), Turner Rd, Elizabeth St, Woodcourt Rd, Hillcrest Rd, Berowra Waters Rd, Pacific Hwy to Berowra Station.

## Timetable Summary

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights	20 round trip	M-F	Berowra	6.00am	Berowra Hts	7.55pm	30*	
		Sat		8.21am		6.34pm	30	
		Sun		9.38am		5.48pm	120	

\* More frequent in peak hours.