



SYDNEY PRIVATE BUS ROUTES

Brief histories from 1925 to the present of private bus services in the metropolitan area of Sydney, New South Wales, Australia

Route Histories – Contract Region 12

(Upper North Shore & Hornsby–Hawkesbury River)

Routes 556-558, 560, 562, 564, 565, 567-579, 581, 582 & 586-599

(and 576T, 577P, 593A, 594H, 597A)

in the Sydney Region Route Number System

Includes routes in the same area prior to the creation of the contract regions in 2004.

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

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

Overview

Suburbs in contract region

(Suburbs with railway stations in bold)

Asquith	East Lindfield	Mt Colah	Turrumurra
Barra Brui	Fox Valley	Mt Kuring-gai	Wahroonga
Berowra	Gordon	Normanhurst	Waitara
Berowra Heights	Hawkesbury River	North Turrumurra	Warrawee
Bobbin Head	Hornsby	North Wahroonga	West Gordon
Brooklyn	Hornsby Heights	Pennant Hills	West Lindfield
Chatswood	Hornsby North	Pymble	West Pymble
Cheero Point	Killara	Roseville	Westleigh
Cowan	Kissing Point	South Turrumurra	
East Gordon	Lindfield	St Ives	
East Killara	Mooney Mooney	Thornleigh	

Some routes extend beyond the boundaries of the contract region to patronage generators such as the City & Macquarie Centre.

Operators

In 2004, when the contract regions were established, the incumbent operator in Region 12 was Transdev, then trading as Shorelink.

After tenders were called in 2013 for the renewal of the contract, Transdev retained the contract.

Regional review

Effective on 23 March 2009 – complete region 12.

(See “Regional reviews by Ministry of Transport – 2006-10” under the “Major Changes” tab on the main menu.)

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Route Histories

Route 556

LINDFIELD – EAST KILLARA

Timeline

5 April 1990: As part of reorganisation & renumbering of Roseville/Lindfield/Killara area routes:

- Lindfield – Killara – East Killara (mainly peak hours) renumbered from 28 [1925 number].
- Selected trips to East Killara also provided by 557 (between 2 February 1993 & 28 February 1994) & by 558 (combined 556/557) (until 5 May 1997).
- Operated by East West Bus Lines (Stan Graham).

Early 1992: Transferred to Midshore Busways (Tony Burrows).

8 July 1995: Transferred to Kuring-gai Bus Co (Parker family).

20 December 1996: Transferred to Shorelink (John A Gilbert).

5 May 1997: In a rearrangement of 556-558:

- Altered to:
 - Killara – East Killara (peak hours)
 - Lindfield – Killara – East Killara (other times)
- Through-routed with 558 in weekday off-peak.
- Selected weekend trips through-routed with 565 (Chatswood – Lindfield).

3 September 2001: Shorelink transferred to Transdev.

28 April 2003: Ran Killara – East Killara in peak hours and Lindfield – East Killara (*not* via Killara station) at other times.

23 March 2009: All trips altered to Lindfield – East Killara (*not* via Killara station), as a result of Ministry of Transport review of Region 12.

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

Streets

Killara – East Killara

From 5 April 1990

Morning

From Killara (Werona Av at station) via Werona Av, Powell St, Wattle St, Koola Av, Birdwood Av, Springdale Rd, Yirgella Av, Churchill Rd (**East Killara**), Wentworth Av, Redfield Rd, Koola Av, Rosebery Rd, Springdale Rd, Stanhope Rd, Werona Av to Killara station.

Afternoon

From Killara (either Werona Av or Locksley Av) via Werona Av, Stanhope Rd, Springdale Rd, Rosebery Rd, Koola Av, Birdwood Av, Springdale Rd, Yirgella Av, Churchill Rd (**East Killara**), Wentworth Av, Redfield Rd, Koola Av, Wattle St, Powell St, Werona Av to Killara station.

Lindfield – Killara – East Killara

From 5 April 1990

From Lindfield (Lindfield Av at station) via Lindfield Av, Tryon Rd, Nelson Rd, Stanhope Rd, Rosebery Rd, Arnold St, Locksley Av, then as for Killara – East Killara above. Returning from Killara station to Lindfield via reverse route.

Alteration

By 2 February 1993: Ex Lindfield via Lindfield Av, Woodside Av, Nelson Rd.

By 2 February 1993

Lourdes Village diversion: From Stanhope/Rosebery Rds via Stanhope Rd, Lourdes Village internal roads, Stanhope Rd to Rosebery Rd.

From 5 May 1997

From Lindfield (Lindfield Av at station) via Lindfield Av, Woodside Av, Nelson Rd, Stanhope Rd, Springdale Rd, Karranga Av, Locksley St (**Killara**), Werona Av, Stanhope Rd, Rosebery Rd, Koola Av, Birdwood Av, Springdale Rd, Yirgella Av, Churchill Rd (**East Killara**), Wentworth Av, Redfield Rd, Koola Av, Rosebery Rd, Stanhope Rd, Springdale Rd, Karranga Av, Locksley St (**Killara**), Werona Av, Stanhope Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield station.

Lourdes Village diversion: From Stanhope/Rosebery Rds via Stanhope Rd, Lourdes Village internal roads, Stanhope Rd to Rosebery Rd.

Lindfield – East Killara

Alteration

From 23 March 2009: From Nelson Rd via Stanhope Rd, Rosebery Rd (*not* via Killara station). Reverse on return.

Timetable Summary

5 April 1990

See also 558

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Killara-East Killara†	20KEr	M-F	East Killara	6.56am	Killara	6.40pm	A	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Lindfield.

A – Peak hours, mainly Killara-East Killara, but with selected trips extended from Killara to Lindfield. Off-peak service to East Killara provided by 558 Chatswood-Roseville-Lindfield-East Killara-Gordon (*not* via Killara station).

KEr – Round trip Killara-East Killara-Killara.

5 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Killara-East Killara	17KEr 22LEr	M-F	East Killara	6.15amK	Lindfield	5.05pmE	A	
				8.41amL	Killara	8.06pmE		
		Sat	Lindfield	8.45amE	Lindfield	5.05pmE	60	
		Sun		8.45amE	East Killara	4.47pmL	120	

* More frequent in peak hours.

A – Peak hours, Killara-East Killara-Killara. Day, Lindfield-East Killara 60. Night, Lindfield or Killara-East Killara.

E – To East Killara.

K – To Killara.

L – To Lindfield.

KEr – Round trip Killara-East Killara-Killara.

LEr – Round trip Lindfield-East Killara-Lindfield.

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-East Killara	18 round trip	M-F	East Killara	6.02am	East Killara	8.34pm	60*	
		Sat	Lindfield	9.00am		6.20pm	60	
		Sun		8.46am		4.56pm	120	

* More frequent in peak hours.

Route 557

ROSEVILLE – EAST LINDFIELD – LINDFIELD■

- **Extended from Roseville to Chatswood (selected trips)**
- **Extended from Lindfield to Killara (selected trips)**

Timeline

5 April 1990: As part of reorganisation & renumbering of Roseville/Lindfield/Killara area routes:

- Roseville – East Lindfield – Lindfield renumbered from 183 [1925 number].
- Selected services also provided by 558 (combined 556/557) (until 5 May 1997).
- Operated by East West Bus Lines (Stan Graham).

Early 1992: Transferred to Midshore Busways (Tony Burrows).

2 February 1993: Selected trips extended from Roseville to Chatswood and/or from Lindfield to Killara.

8 July 1995: Transferred to Kuring-gai Bus Co (Parker family).

20 December 1996: Transferred to Shorelink (John A Gilbert).

5 May 1997: Extended from Roseville to Chatswood & renumbered 558, in a rearrangement of 556-558.

Streets

From 5 April 1990

From Roseville (Hill at station) via Roseville Av, Gerald Av, Dudley Av, Gregory St, Clanville Rd, Archbold Rd, Woodlands Rd, Sydney Rd, Adelaide Av, Melbourne Rd, Wellington Rd, Crana Av, Carlyle Rd, Wellington Rd to Ulmarra Pl (**East Lindfield**), then Wellington Rd, Melbourne Rd, Tryon Rd, Archbold Rd, Middle Harbour Rd, Lindfield Av to Lindfield station.

From Lindfield (Lindfield Av at station) via reverse route to Tryon Rd, then Melbourne Rd, Wellington Rd, Crana Av, Carlyle Rd, Wellington Rd to Ulmarra Pl (**East Lindfield**), then Wellington Rd, Melbourne Rd, Adelaide Av, then reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville station.

Timetable Summary

5 April 1990

See also 558

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Lindfield-Lindfield	20	M-F	Lindfield	6.58am	Roseville	6.15pm	A	
		Sat						
		Sun						

A – Peak hours, Roseville-Lindfield. Off-peak service provided by 558 (combined 556/557). Plus short-working/s after last trip shown.

Route 558

CHATSWOOD – ROSEVILLE – EAST LINDFIELD – LINDFIELD

- **Extended from Lindfield to Gordon via East Killara (1990-97)**

Timeline

5 April 1990: As part of reorganisation & renumbering of Roseville/Lindfield/Killara area routes:

- 28 & 183 [1925 numbers] amalgamated, renumbered & extended as Chatswood – Roseville – East Lindfield – Lindfield – East Killara – Gordon (combined 556/557) during weekday off-peak.
- Combined trips extended to operate also on Saturdays from 2 February 1993 and in weekday peak hours from 28 February 1994.
- Operated by East West Bus Lines (Stan Graham).

Early 1992: Transferred to Midshore Busways (Tony Burrows).

8 July 1995: Transferred to Kuring-gai Bus Co (Parker family).

20 December 1996: Transferred to Shorelink (John A Gilbert).

5 May 1997: In a rearrangement of 556-558:

- Altered to Chatswood – Roseville – East Lindfield – Lindfield as a Monday-Saturday daytime service.
- Lindfield – East Killara renumbered 556.
- East Killara – Gordon ceased without replacement.
- Through-routed with 556 in weekday off-peak.

3 September 2001: Shorelink transferred to Transdev.

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

Streets

Chatswood – Roseville – East Lindfield – Lindfield – East Killara – Gordon

From 5 April 1990

From Chatswood (Railway St at station) via 557 to Lindfield station, then 556 to Rosebery Rd, then Koola Av, Birdwood Av, then 556 to Koola Av, then Wattle St, Powell St, Werona Av, Park Av, Pacific Hwy, St Johns Av to Gordon interchange.

From Gordon (Pacific Hwy) via Pacific Hwy, St Johns Av, Henry St, railway underbridge, Werona Av, Powell St, Wattle St, Koola Av, Birdwood Av, then 556 to Lindfield station, then 557 to Chatswood station.

Chatswood – Roseville – East Lindfield – Lindfield

From 5 May 1997

From Chatswood (Railway St at station) via Railway St, Help St, Anderson St, Victoria Av, Archer St, Boundary St, Hill St (**Roseville**), Roseville Av, Gerald Av, Dudley Av, Gregory St, Clanville Rd, Archbold Rd, Woodlands Rd, Sydney Rd, Adelaide Av, Melbourne Rd, Wellington Rd, Crana Av, Carlyle Rd, Wellington Rd to Ulmarra Pl (**East Lindfield**), then Wellington Rd, Melbourne Rd, Tryon Rd, Sydney Rd, Owen St, Archbold Rd, Middle Harbour Rd, Lindfield Av to Lindfield station.

From Lindfield (Lindfield Av at station) via reverse route to Tryon Rd, then Melbourne Rd, Wellington Rd, Crana Av, Carlyle Rd, Wellington Rd to Ulmarra Pl (**East Lindfield**), then Wellington Rd, Melbourne Rd, then reverse route to Help St, then Pacific Hwy, Victoria Av, Railway St to Chatswood station.

Alteration

By 28 April 2003: From Chatswood (Railway St) via Help St, Orchard Rd, Endeavour St, Anderson St, Ashley St, Archer St. Return from Archer St via Ashley St, Anderson St, Help St, Pacific Hwy, Victoria Av, Railway St to Chatswood station.

Timetable Summary

5 April 1990

See also 556 & 557

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Roseville-Lindfield-Gordon	55	M-F	Chatswood	9.45am	Gordon	1.35pm	60	A
		Sat						
		Sun						

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

28 February 1994

See also 556 & 557

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
Chatswood-Roseville-Lindfield-Gordon	48	M-F	Chatswood	9.30am	Gordon	1.24pm	A			
		Sat	Gordon	9.05am	Chatswood	3.30am			3 trips	B
		Sun								

* More frequent in peak hours.

A – Day, Chatswood-Gordon 60*. Plus short-working/s, generally Roseville-Lindfield-Killara-East Killara, during peak hours.

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

5 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Roseville-East Lindfield-Lindfield	Fr Lind 17LEr 18R 27C	M-F	Lindfield	7.19amR	Chatswood	4.00pmL	A	
				9.05amC	Roseville	6.07pmL		
		Sat		10.02amE	East Lindfield	4.08pmL	120	
		Sun						

* More frequent in peak hours.

A – Peak hours, Lindfield-Roseville. Day, Lindfield-Chatswood 60*. Plus short-working/s before first trip & after last trip shown.

C – To Chatswood.

E – To East Lindfield.

L – To Lindfield.

LEr – Round trip Lindfield-East Lindfield-Lindfield (Saturdays).

R – To Roseville.

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Roseville-East Lindfield-Lindfield	Fr Lind 21R 31C	M-F	Lindfield	7.11amC	Chatswood Roseville	4.00pmL 7.30pmL	60*	A
		Sat		9.25amC	Chatswood	5.50pmL		
		Sun						

* More frequent in peak hours.

A – Morning peak hour & day, Lindfield-Chatswood 60*. Afternoon peak hour, Lindfield-Roseville. Plus short-working/s before first trip shown.

C – To Chatswood.

L – To Lindfield.

R – To Roseville.

Route 560

GORDON – WEST PYMBLE – MACQUARIE UNIVERSITY

- **Extended from Gordon to Pymble (Sunday trips, 1991-93)**

Timeline

12 August 1991:

- Renumbered from 568.
- Part of route shared with 570.
- Sunday service extended from Gordon to Pymble.
- Operated by Shorelink (JH (Jim) Knox).

1 October 1992: Shorelink transferred to John A Gilbert.

7 June 1993: Sunday service altered to run Gordon – West Pymble.

6 February 1995:

- Parts of 570, which ceased from that date, absorbed into 560.
- Parker Av trips transferred from 560 to 567.

23 November 1998: Restructured as two routes, both numbered 560:

- Gordon – West Pymble loop
- Gordon – Macquarie University via Ryde Rd

Selected trips continued to operate Gordon – West Pymble – Macquarie University.

By 22 May 2000: Selected trips diverted via West Gordon to replace 567.

3 September 2001: Shorelink transferred to Transdev.

24 November 2008: Upon commencement of Forest Coach Lines 197 (as a result of Ministry of Transport review of Region 14), 197 & 560 shared Gordon – Macquarie University until 23 March 2009.

23 March 2009: As a result of Ministry of Transport reviews of Region 12:

- Gordon – Macquarie University via Ryde Rd part of 560 ceased, leaving 560 as Gordon – West Pymble loop only. Gordon – Macquarie University via Ryde Rd then fully served by Forest Coach Lines 197.
- West Gordon diversions ceased (but revived as 562 on 27 August 2012).

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

Streets

Gordon – West Pymble – Macquarie University

From 12 August 1991

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Cross St, Livingstone Av, Ward St, Yarrara Rd (**West Pymble**), Yanko Rd, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Livingstone Av, then Cultowa Rd, Ryde Rd, Pacific Hwy, St Johns Av to Gordon interchange.

Vale St diversion: Ex Gordon from St Johns Av via Vale St, Ridge St to Ryde Rd. Reverse on return.

Wallalong Cr diversion: Either direction from Yanko Rd via Congham Rd, Wallalong Cr to Yanko Rd.

Kamilaroy Rd diversion: Ex Gordon from Yanko Rd via Kamilaroy Rd, Ryde Rd. Reverse on return.

Alteration

From 6 February 1995: Ex Macquarie University from Livingstone Av via Cross St, Ryde Rd (*not* Cultowa Rd). Unaltered ex Gordon.

Gordon – West Pymble loop

From 23 November 1998

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Yanko Rd (**West Pymble**), Congham Rd, Wallalong Cr, Yanko Rd, Yarrara Rd, Ward St, Livingstone Av, Cross St, Ryde Rd, Pacific Hwy, St Johns Av to Gordon interchange.

Kooloona Cr diversion: From Yanko Rd via Kooloona Cr (clockwise loop) to Yanko Rd.

Gordon – Macquarie University

From 23 November 1998

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Pacific Hwy, then St Johns Av to Gordon interchange.

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		
Gordon-West Pymble-Macquarie University†	Fr Gord 24GWr 24M	M-F	West Pymble	5.50amG	Gordon	8.38pmM	A	
			Macquarie Uni	8.44amG				
		Sat	West Pymble	7.38amG	Gordon	4.54pmM	B	
			Macquarie Uni	8.46amG		6.24pmW		
Sun	West Pymble	8.20amP	West Pymble	4.50pmP	4 trips	C		

* More frequent in peak hours.

† Extended from Gordon to Pymble on Sundays.

A – Morning peak hour, Gordon-West Pymble. Day, Gordon-Macquarie University 60*. Night, Gordon-Macquarie University. Plus short-working/s after last trip shown.

B – Early morning & late afternoon, Gordon-West Pymble. Day, Gordon-Macquarie University 60.

C – Sunday, Pymble-Gordon-West Pymble.

G – To Gordon.

GWr – Round trip Gordon-West Pymble-Gordon.

M – To Macquarie University.

P – To Pymble via Gordon.

W – To West Pymble.

28 July 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble-Macquarie University	Fr Gord 25GWr 28M	M-F	West Pymble	5.55amG	Gordon	7.35pmM	A	
			Macquarie Uni	7.03amG		9.35pmW		
		Sat	Gordon	8.20amM	Macquarie Uni	5.42pmG	60	B
		Sun		8.10amM	Gordon	4.40pmM	120	B

* More frequent in peak hours.

A – Day, Gordon-West Pymble 30*, Gordon-Macquarie University 60. Night, Gordon-West Pymble.

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

G – To Gordon.

GWr – Round trip Gordon-West Pymble-Gordon.

M – To Macquarie University.

W – To West Pymble.

23 November 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble-Gordon	25 round trip	M-F	Gordon	6.04am	Gordon	8.40pm	60*	
		Sat		8.25am		6.20pm	60	
		Sun		9.30am		5.20pm	120	
Gordon-Macquarie Centre†	20	M-F	Gordon	6.43am	Macquarie Ctr	6.18pm	60	A
		Sat		8.50am		4.47pm	60	A
		Sun						

* More frequent in peak hours.

† Additional to Gordon-West Pymble-Gordon trips.

A – Selected trips ran via West Pymble.

23 March 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble	25 round trip	M-F	Gordon	6.02am	Gordon	9.36pm	60*	
		Sat		8.22am		6.22pm	60	
		Sun		9.29am		5.30pm	120	

* More frequent in peak hours.

Route 562

GORDON – WEST GORDON – MACQUARIE UNIVERSITY

Timeline

27 August 2012: Limited off-peak service commenced by Shorelink (Transdev), replacing West Gordon diversions of 560, which had ceased on 23 March 2009.

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

Streets

From 27 August 2012

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Kiparra St (south leg), Dunoon Av, Bandalong Av (**West Gordon**), Bolwarra Av, Wyuna Rd, Ryde Rd, Lane Cove Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Pacific Hwy, then St Johns Av to Gordon interchange.

Alteration

From 30 May 2015: Macquarie University terminus in University Av for both arrivals and departures.

Timetable Summary

27 August 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Gordon-Macquarie University	27	M-F	Gordon	10.00am	Macquarie Uni	1.00pm	3 trips	
		Sat						
		Sun						

Route 564

CHATSWOOD – ROSEVILLE – LINDFIELD via University of Technology Sydney,

Kuring-gai campus■

(The University of Technology Sydney Kuring-gai campus, located at the western end of Eton Rd, Lindfield, closed in 2016. The surrounding area is now known as Crimson Hill Estate.)

Timeline

1 July 1987: Renumbered from 124 [1925 number]. Operated by Deane's Coaches.

19 December 1988: Transferred to East Killara-Lindfield Bus Service (Stan Graham).

5 April 1990:

- Amalgamated with 565 as 565, Chatswood – Roseville – Lindfield – West Lindfield – Macquarie University, as part of reorganisation & renumbering of Roseville/Lindfield/Killara area routes.
- Operator's name changed to East West Bus Lines.

Streets

From 1 July 1987

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Findlay Av, Alexander Pde, Kings Av, Corona Av, Pacific Hwy (**Roseville**), Shirley Rd, Longford St, Abingdon Rd, Eton Rd to Kuring-gai College of Advanced Education bus bay, then Eton Rd, Ortona Rd, Grosvenor Rd, Bent St, Napier St, Norwood Av, Gladstone Pde, Strickland Av bridge, Lindfield Av, Havilah Rd, Pacific Hwy to Lindfield station.

From Lindfield (Pacific Hwy at station) via Pacific Hwy, Gladstone Pde, then reverse route to Shirley Rd, then Pacific Hwy, Maclaurin Pde, Kings Av, Alexander Pde, Findlay Av, Pacific Hwy, Railway St to Chatswood station.

Trips terminating at Findlay Av: Ex Lindfield from Shirley Rd via Pacific Hwy, Maclaurin Pde, Kings Av, Alexander Pde, Findlay Av, (left) Pacific Hwy & return to Lindfield.

Alteration

From 17 December 1987: To approach Chatswood from Findlay Av via Pacific Hwy, Victoria Av, Railway St to Chatswood station. Return from Chatswood via Railway St, Pacific Hwy.

Timetable Summary

1 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Roseville-Lindfield	18	M-F	Lindfield	8.18am	Chatswood	5.30pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

Route 564

Later used for a period for school services on the west side of Killara.

Route 565

CHATSWOOD – ROSEVILLE – LINDFIELD – WEST LINDFIELD – MACQUARIE UNIVERSITY via University of Technology Sydney, Kuring-gai campus

(The University of Technology Sydney Kuring-gai campus, located at the western end of Eton Rd, Lindfield, closed in 2016. The surrounding area is now known as Crimson Hill Estate.)

Timeline

1 July 1987: Lindfield – West Lindfield (selected trip extended to Macquarie University) renumbered from 221 [1925 number]. Operated by Deane's Coaches.

19 December 1988: Transferred to East Killara-Lindfield Bus Service (Stan Graham).

5 April 1990: As part of reorganisation & renumbering of Roseville/Lindfield/Killara area routes:

- Operator's name changed to East West Bus Lines.
- Amalgamated with 564 as 565, Chatswood – Roseville – Lindfield – West Lindfield – Macquarie University.

Early 1992: Transferred to Midshore Busways (Tony Burrows).

2 February 1993:

- Main service curtailed to run Chatswood – Roseville – Lindfield – West Lindfield. West Lindfield – Macquarie Centre not replaced until 6 December 1993 & to Macquarie University until 28 February 1994.
- Lindfield – University of Technology Sydney shuttle bus commenced (originally using a minibus, running via a shorter route) during university semesters only.

6 December 1993: Re-extended from West Lindfield to Macquarie Centre.

28 February 1994: Further re-extended from Macquarie Centre to Macquarie University.

8 July 1995: Transferred to Kuring-gai Bus Co (Parker family).

20 December 1996: Transferred to Shorelink (John A Gilbert).

5 May 1997: At weekends, northbound trips ran separately as Chatswood – Lindfield (selected trips through-routed with 556) and Lindfield – West Lindfield. No service to Macquarie University at weekends.

By 29 March 1999: Lindfield – University of Technology Sydney shuttle bus run by conventional vehicles over (by then revised, shorter) standard route.

3 September 2001: Shorelink transferred to Transdev.

13 May 2013: Weekend service extended to run over full route, Chatswood – Macquarie University. Through-routing with 556 ceased.

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

4 July 2016: Lindfield – University of Technology Sydney shuttle bus ceased by this date due to closure of the university campus. The area adjacent to the university now known as Crimson Hill Estate.

Streets

Lindfield – West Lindfield – Macquarie University

From 1 July 1987

From Lindfield (Lindfield Av at station) via Lindfield Av, Havilah St, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Lady Game Dr, Bradfield Rd (**West Lindfield**), Carramar Rd, Edmund St, Knox St, Johnston St, Charles St, Terrace Rd, Manning Rd, Beaumont Rd, Fiddens Wharf Rd, Lady Game Dr, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Highfield Rd, then Pacific Hwy, Strickland Av bridge, Lindfield Av to Lindfield station.

Trips terminating at West Lindfield: Ex Lindfield, same route to Bradfield Rd, then:

- *either* (normally mornings) via Moore Av, Beaumont Rd, Manning Rd,
- *or* (normally afternoons) via Carramar Rd, Edmund St, Knox St, Johnston St, Charles St, Terrace Rd, Manning Rd, Beaumont Rd, Moore Av, Bradfield Rd,

then same as “from Macquarie University” route to Lindfield station.

Chatswood – Roseville – Lindfield – West Lindfield – Macquarie University via University of Technology Sydney (Kuring-gai campus)

From 5 April 1990

From Chatswood (Railway St at station) via Railway St, Help St, Orchard Rd, Endeavour St, Anderson St, Ashley St, Pacific Hwy, then same as 564 to Lindfield Av, then same as 565 (Lindfield – West Lindfield – Macquarie University).

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Highfield Rd, then Pacific Hwy, Gladstone Pde, then reverse of 564 to Chatswood station.

Trips direct via Railway St: Ex Chatswood from Railway St to Pacific Hwy.

Alterations

- **From 28 February 1994:** Ex Chatswood from Eton Rd, *either* via Ortona Rd, Grosvenor Rd, Pacific Hwy, *or* via Austral Av, Grosvenor Rd, Bent St, Napier St, Norwood Av, Gladstone Pde, Pacific Hwy. Reverse on return.
- **From 28 February 1994:** At West Lindfield, same as “trips terminating at West Lindfield” from 1 July 1987.
- **From 29 March 1999:** To approach Chatswood from Shirley Rd via Pacific Hwy, Victoria Av, Railway St to Chatswood station. Return via Railway St, Pacific Hwy, Shirley Rd.
- **From 29 March 1999 (all trips):** Ex Chatswood from Eton Rd via Austral Av, Grosvenor Rd, Pacific Hwy. Reverse on return.

- **From 30 May 2015:** Macquarie University terminus in University Av for both arrivals and departures.

Lindfield – University of Technology Sydney shuttle bus

From 2 February 1993

From Lindfield (Pacific Hwy at station) via Pacific Hwy, Grosvenor Rd, Ortona Rd, Eton Rd to University of Technology Sydney main entrance.

From University of Technology Sydney (main entrance) via Eton Rd, Austral Av, Grosvenor Rd, Bent St, Balfour St, Pacific Hwy to Lindfield station.

Alterations

By 29 March 1999:

- Ran via standard 565.
- The University of Technology Sydney terminus altered from the main entrance to the bus bay at Eton Rd.

Timetable Summary

1 July 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-West	Fr Lind 9W 19M	M-F	West Lindfield	6.35amL	Lindfield	6.42pmW	60*	A
Lindfield-Macquarie Uni		Sat	Macquarie Ctr	8.00amL		12.10pmM	70	
		Sun						

* More frequent in peak hours.

A – Selected trips extended from West Lindfield to Macquarie Centre or Macquarie University.

L – To Lindfield.

M – To Macquarie University.

W – To West Lindfield.

5 April 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lindfield-West	Fr Chats 40W 47M	M-F	West Lindfield	6.27amR 7.27amC	Chatswood	5.45pmW	A	
Lindfield†		Sat		7.57amC	Chatswood	12.20pmW	70	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Macquarie University.

A – Early morning, West Lindfield-Roseville. Day, West Lindfield-Chatswood 60*. 2 trips extended to Macquarie University. Plus short-working/s after last trip shown.

C – To Chatswood.

M – To Macquarie University.

R – To Roseville.

W – To West Lindfield.

28 February 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Chatswood-Lindfield-West Lindfield-Macquarie University	Fr Chats 30W 52M	M-F	West Lindfield	6.25amC	Macquarie Uni	5.35pmL	A		
			Macquarie Uni	7.27amU	Chatswood Lindfield	6.07pmL 9.42pmW			
		Sat	Chatswood	8.20amC	Macquarie Uni	4.05pmC			90
		Sun							
Lindfield-Uni of Technology Sydney shuttle†	6	M-F	Lindfield	7.55am	UTS	9.35pm	22 trips	D	
		Sat							
		Sun							

* More frequent in peak hours.

† Additional to Chatswood-Macquarie University trips.

A – Peak hours, either Chatswood-Macquarie University or short-workings thereof. Day, Chatswood-Macquarie University 60*. Night, Lindfield-West Lindfield, plus from University of Technology Sydney to Lindfield.

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

C – To Chatswood.

D – University semesters only.

L – To Lindfield.

M – To Macquarie University.

U – To University of Technology Sydney.

W – To West Lindfield.

5 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Chatswood-Lindfield-West Lindfield-Macquarie University	Fr Chats 35W 47M	M-F	West Lindfield	6.19amC	Macquarie Uni	5.42pmU	A		
			Macquarie Uni	9.07amC	Chatswood Lindfield	6.07pmW 9.43pmW			
		Sat	West Lindfield	9.28amC	Chatswood	5.07pmW			60
		Sun		9.28amC	Lindfield	5.02pmW	120		B
Lindfield-Uni of Technology Sydney shuttle†	6	M-F	Lindfield	8.35am	UTS	3.55pm	D		
		Sat							
		Sun							

* More frequent in peak hours.

† Additional to Chatswood-Macquarie University trips.

A – Peak hours, either Chatswood-Macquarie University or short-workings thereof. Day, Chatswood-Macquarie University 60*. Night, University of Technology Sydney-Lindfield-West Lindfield.

B – *Southbound*, West Lindfield-Chatswood. *Northbound*, mostly ran separately Chatswood-Lindfield & Lindfield-West Lindfield (last trip Saturday ran Chatswood-West Lindfield). Plus short-working/s before first trip shown.

C – To Chatswood.

D – University semesters only. 15 trips from Lindfield, 17 trips from University of Technology Sydney.

M – To Macquarie University.

U – To University of Technology Sydney.

W – To West Lindfield.

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lindfield-West Lindfield-Macquarie Uni	Fr Chats 35W 47M	M-F	Macquarie Uni	6.56amC	Chatswood UTS	6.08pmM 8.42pmW	A	
		Sat	Chatswood	9.02amM	Chatswood	5.02pmM	60	B
		Sun	Macquarie Uni	9.15amC	Macquarie Uni	5.15pmC	120	B

* More frequent in peak hours.

A – Peak hours, either Chatswood-Macquarie University or short-workings thereof. Day, Chatswood-Macquarie University 60*. Night, University of Technology Sydney-Lindfield-West Lindfield.

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

C – To Chatswood.

M – To Macquarie University.

W – To West Lindfield.

4 July 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lindfield-West Lindfield-Macquarie Uni	44	M-F	Macquarie Uni	6.56amC	Chatswood Crimson Hill	6.08pmM 8.42pmW	A	
		Sat	Chatswood	9.02amM	Chatswood	5.02pmM	60	
		Sun	Macquarie Uni	9.15amC	Macquarie Uni	5.15pmC	120	B

* More frequent in peak hours.

A – Morning peak hour, Chatswood-Macquarie University & various short-workings. Day, Chatswood-Macquarie University 60*. Night, Crimson Hill-Lindfield-West Lindfield. Plus short-working/s before first trip shown.

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

C – To Chatswood.

M – To Macquarie University.

W – To West Lindfield.

Route 567

GORDON – WEST GORDON – MACQUARIE UNIVERSITY

Timeline

24 July 1985:

- Gordon – West Gordon renumbered from part of 185 [1925 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: Service to West Gordon provided variously by 560, 567 (limited service) & 570.

1 October 1992: Shorelink transferred to John A Gilbert.

6 February 1995:

- More regular service on 567 to West Gordon, but service also provided by selected diversions of 560.
- Service to Parker Av transferred from 560 to 567.

28 July 1997: Extended from West Gordon to Macquarie University. Service to Parker Av retransferred to 560.

23 November 1998: Ceased.

7 December 1998: Recommenced, on a more limited basis, with only two trips on each of Mondays, Wednesdays & Fridays.

By 22 May 2000: Replaced by selected (but every weekday) diversions of 560.

Streets

Gordon – West Gordon

From 24 July 1985

Mornings

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Wyuna Rd (**West Gordon**), Bolwarra Av, Bandalong Av, Dunoon Av, Kiparra St (south leg), Ryde Rd, Pacific Hwy, St Johns Av to Gordon interchange.

Afternoons

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Kiparra St (south leg) (**West Gordon**), Dunoon Av, Bandalong Av, Bolwarra Av, Wyuna Rd, Ryde Rd, Yanko Rd, Kooloona Cr (clockwise loop), Yanko Rd, Kamilaroy Rd, Ryde Rd, Pacific Hwy, St Johns Av to Gordon interchange.

Gordon – West Gordon – Parker Av

From 6 February 1995

From Gordon (interchange) via Henry St, St Johns Av, Vale St, Ridge St, Ryde Rd, Kiparra St (south leg) (**West Gordon**), Dunoon Av, Bandalong Av, Bolwarra Av, Wyuna Rd, Ryde Rd, Yanko Rd, Kooloona Cr (clockwise loop), Yanko Rd, Congham Av, Wallalong Av, Yanko Rd, Doncaster Av, The Comenarra Pkwy, Parker Av (loop) (**West Pymble**), The Comenarra Pkwy, Doncaster Av, Yanko Rd, Kamilaroy Rd, Ryde Rd, Ridge St, Vale St, St Johns Av to Gordon interchange.

Gordon – West Gordon – Macquarie University

From 28 July 1997

Morning peak hour

From Kamilaroy Rd/Ryde Rd via Kamilaroy Rd, Yanko Rd, Kooloona Cr (clockwise loop), Yanko Rd, Ryde Rd, Wyuna Rd, Bolwarra Av, Bandalong Av (**West Gordon**), Dunoon Av, Kiparra St (south leg), Ryde Rd, Ridge St, Vale St, St Johns Av to Gordon interchange.

Off-peak & weekends

From Gordon (interchange) via Henry St, St Johns Av, Vale St, Ridge St, Ryde Rd, Kiparra St (south leg), Dunoon Av, Bandalong Av (**West Gordon**), Bolwarra Av, Wyuna Rd, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to St Johns Av, then to Gordon interchange.

Afternoon peak hour

From Gordon (interchange) via Henry St, St Johns Av, Vale St, Ridge St, Ryde Rd, Kiparra St (south leg), Dunoon Av, Bandalong Av (**West Gordon**), Bolwarra Av, Wyuna Rd, Ryde Rd, Yanko Rd, Kooloona Cr (clockwise loop), Yanko Rd, Kamilaroy Rd to Ryde Rd.

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		
Gordon-West Gordon	18 round trip	M-F	West Gordon	7.02am	Gordon	6.30pm	60*	
		Sat	Gordon	9.13am	West Gordon	1.16pm	4 trips	A
		Sun						

* More frequent in peak hours.

A – Combined 567/568.

6 February 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Gordon-Parker Av	32 round trip	M-F	West Gordon	7.29am	West Gordon	6.18pm	60*	A
		Sat						B
		Sun						

* More frequent in peak hours.

A – Service also provided by diversions of 560. Plus short-working/s before first trip shown.

B – Service to West Gordon provided by diversions of 560.

28 July 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Gordon-Macquarie University	Fr Gord 25GWr 28M	M-F	West Gordon	6.31amG	Gordon	2.47pmM	A	
			Macquarie Uni	8.43amG		7.20pmW		
		Sat	Gordon	8.50amM	Macquarie Ctr	5.13pmG	60	B
		Sun	Macquarie Uni	8.32amG	Macquarie Uni	5.02pmG	120	C

* More frequent in peak hours.

A – Peak hours, Gordon-West Gordon. Day, Gordon-Macquarie University 60*.

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

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

G – To Gordon.

GWr – Round trip Gordon-West Gordon-Gordon.

M – To Macquarie University.

W – To West Gordon.

Route 568

GORDON – WEST PYMBLE – MACQUARIE UNIVERSITY ■

- **Pymble – West Pymble (Sundays)**

Timeline

24 July 1985:

- Renumbered from the Gordon – West Pymble – Macquarie University section of 185 [1925 number].
- Sunday service ran Pymble – West Pymble.
- 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: Reorganised & renumbered as:

560 Gordon – West Pymble – Macquarie University

570 Chatswood – Gordon – West Pymble – South Turrumurra – Sydney Adventist Hospital – Hornsby.

Streets

Gordon-West Pymble loop

From 1 July 1987

After 9.30am weekdays and all-day weekends

From Gordon (interchange) via Henry St, St Johns Av, Vale St, Ridge St, Ryde Rd, Cross St, Livingstone Av (**West Pymble**), Ward St, Yarrara Rd, Yanko Rd, Wallalong Cr, Congham Rd, Yanko Rd, Kooloona Cr, Bingara St, Kooloona Cr (clockwise loop), Yanko Rd, Kamilaroy Rd, Ryde Rd, Kendall St, Livingstone Av, Cultowa Rd, Ryde Rd, Ridge St, Vale St, St Johns Av to Gordon interchange.

Before 9.30am weekdays & all trips from Macquarie University

From Gordon (interchange) via Henry St, St Johns Av, Vale St, Ridge St, Ryde Rd, Kamilaroy Rd (**West Pymble**), Yanko Rd, Kooloona Cr, Bingara St, Kooloona Cr (clockwise loop), Yanko Rd, Congham Rd, Wallalong Cr, Yanko Rd, Yarrara Rd, Ward St, Livingstone Av, Cultowa Rd, Ryde Rd, Ridge St, Vale St, St Johns Av to Gordon interchange.

Macquarie University extension: Extended from West Pymble (Ryde Rd/Kamilaroy Rd) via Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal. Return via Macquarie Dr, Herring Rd, Macquarie Centre bus terminal, then reverse route.

Parker Av diversion: From Yanko Rd/Wallalong Cr via Doncaster Av, The Comenarra Pkwy, Parker Av (loop), The Comenarra Pkwy, Doncaster Av, Yanko Rd.

Pymble – West Pymble loop (Sundays only)

From Pymble (Pacific Hwy at station) via Pacific Hwy, Ryde Rd, Cross St, Livingstone Av (**West Pymble**), Ward St, Yarrara Rd, Yanko Rd, Wallalong Cr, Congham Rd, Yanko Rd, Kamilaroy Rd, Ryde Rd, Kendall St, Livingstone Av, Cultowa Rd, Ryde Rd, Pacific Hwy to Pymble station.

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		
Gordon-West Pymble†	30 round trip	M-F	West Pymble	5.59amG	Gordon	10.55pmW	45*	
		Sat		7.17amG		6.30pmW	30-70	
		Sun		8.51amP	Pymble	5.35pmW	4 trips	A
Gordon-Macquarie University††	29	M-F	Gordon	8.15amM	Macquarie Uni	7.07pmG	10 trips	B
		Sat		7.28amM	Gordon	6.30pmM	7 trips	C
		Sun						

* More frequent in peak hours.

† Pymble-West Pymble on Sundays.

†† Additional to Gordon-West Pymble.

A – Sunday service ran Pymble-West Pymble.

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

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

G – To Gordon.

M – To Macquarie Centre or Macquarie University.

P – To Pymble.

W – To West Pymble.

Route 569

PYMBLE – MACQUARIE UNIVERSITY via Ryde Rd

Timeline

24 July 1985: Limited service renumbered from part of 185 [1925 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.

1 October 1992: Shorelink transferred to John A Gilbert.

By 28 July 1997: Ceased without direct replacement, but 560 continued to operate Gordon – Macquarie University.

Streets

From 1 July 1987

(Route not shown in timetable, but likely route based on timing points)

From Pymble (Pacific Hwy at station) via Pacific Hwy, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Pymble station.

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-Macquarie University	22	M-F	Pymble	8.33am	Macquarie Uni	4.07pm	2 trips	A
		Sat						
		Sun						

A – Plus trips on school days only. Plus short-working/s before first trip shown.

Route 570

TURRAMURRA – SOUTH TURRAMURRA via Kissing Point Rd

(South Turramurra is also known as Kissing Point.)

24 July 1985: Renumbered from part of 166 [1925 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: Amalgamated with 571 as 571, Turramurra – South Turramurra via Carina Rd &/or Kissing Point Rd.

Streets

From 24 July 1985

From Turramurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Buller St, Maxwell St, Koombalah Av (**South Turramurra**), Kissing Point Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Carina Rd diversion: Ex Turramurra from Kissing Point Rd via Boronia Av, Waratah Av, Mimosa Rd, Carina Rd, Ravenhill Rd, The Comenarra Pkwy to Kissing Point Rd. Reverse on return.

Timetable Summary

24 July 1985

See also 571

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-South Turramurra via Kissing Point Rd	10	M-F	Sth Turramurra	6.14am	Sth Turramurra	10.11pm	30*	
		Sat	Turramurra	7.33am		5.57pm	60	
		Sun		9.47am		4.40pm	4 trips	

* More frequent in peak hours.

Route 570

CHATSWOOD – GORDON – WEST PYMBLE – SOUTH TURRAMURRA – SYDNEY

ADVENTIST HOSPITAL – HORNSBY ■

HORNSBY – FOX VALLEY (Talgai Av) ■

(South Turramurra is also known as Kissing Point.)

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

Timeline

12 August 1991:

- New route, Chatswood – Gordon – West Pymble – South Turramurra – Sydney Adventist Hospital – Hornsby, following parts of 148 [1925 number], 568, 573 & 590
- Shared Chatswood – Gordon with 590 & Gordon – West Pymble with 560.
- Operated by Shorelink (JH (Jim) Knox).

1 October 1992: Shorelink transferred to John A Gilbert.

6 February 1995: Shortened/alterd to Hornsby – Fox Valley (Talgai Av). Remainder of route generally covered by other Shorelink routes.

3 March 1997: 570 & 589 amalgamated as 589, Hornsby – Sydney Adventist Hospital – Thornleigh – Woodlands Estate – Hornsby, loop service.

Streets

Chatswood – Gordon – West Pymble – South Turramurra – Sydney Adventist Hospital – Hornsby

From 12 August 1991

From Chatswood (Victoria Av, west side at station) via Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara**), St Johns Av, **Gordon** interchange, Henry St, St Johns Av, Vale St, Ridge St, Ryde Rd, Kamilaroy Rd (**West Pymble**), Yanko Rd, Congham Rd, Wallalong Cr, Yanko Rd, Doncaster Av, The Comenarra Pkwy (**South Turramurra**), Fox Valley Rd (**Sydney Adventist Hospital**), Lucinda Av, Eastbourne Av, Hewitt Av, Bristol Av, Hinemoa Av, Pennant Hills Rd, Pacific Hwy, Coronation St, Station St to Hornsby station.

From Hornsby (Station St at station) via Pacific Hwy, Pennant Hills Rd, then reverse route to Doncaster Av, then Yanko Rd, Congham Rd, Wallalong Cr, Yanko Rd, Kamilaroy Rd, Ryde Rd, Ridge St, Vale St, St Johns Av, Gordon interchange, Henry St, Cecil St, Pacific Hwy, Railway St to Chatswood station.

Hornsby – Fox Valley (Talgai Av)

From 6 February 1995

From Hornsby (Station St at station) via Pacific Hwy, Pennant Hills Rd, Hinemoa Av, Bristol Av, Hewitt Av, Eastbourne Av, Lucinda Av, Fox Valley Rd (**Sydney Adventist Hospital**), The Broadway to Talgai Av (Fox Valley).

From Fox Valley (Talgai Av) (at The Broadway) via reverse route to Pacific Hwy, then 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		
Chatswood-Gordon-West Pymble-Hornsby	56	M-F	Hornsby	6.26am	Chatswood	5.40pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

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-Fox Valley (Talgai Av)	16	M-F	Hornsby	6.15am	Talgai Av	6.08pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 571

TURRAMURRA – SOUTH TURRAMURRA via Carina Rd &/or Kissing Point Rd

(South Turramurra is also known as Kissing Point.)

Timeline

24 July 1985: Turramurra – South Turramurra via Carina Rd renumbered from 162 [1925 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:

- Amalgamated with 570 as 571, Turramurra – South Turramurra via Carina Rd &/or Kissing Point Rd.
- Service on weeknights & Sundays provided by combined 571/573 until 21 September 1998 (Sundays) & 23 March 2009 (weeknights).

1 October 1992: Shorelink transferred to John A Gilbert.

By 6 February 1995: Trips via Carina Rd only ran northwards, ie from The Comenarra Pwky to Boronia Av.

3 September 2001: Shorelink transferred to Transdev.

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

- Reduced to a peak hour route, which continued to run via Kissing Point Rd to South Turramurra, then return via Carina Rd.
- Service along Kissing Point Rd (but *not* Carina Rd) provided at other times by 575 (572 from 27 August 2012).

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

Streets

Turramurra – South Turramurra via Carina Rd

From 24 July 1985

Morning

From Turramurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, The Comenarra Pkwy (**South Turramurra**), Ravenhill Rd, Carina Rd, Mimosa Rd, Waratah Rd, Barellan Av, Catalpa Cr, Kissing Point Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Afternoon

From Turramurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Catalpa Cr, Barellan Av, Waratah Rd, Mimosa Rd, Carina Rd (**South Turramurra**), Ravenhill Rd, The Comenarra Pkwy, Kissing Point Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Parkinson & Hicks Aves extension: Extended from South Turramurra (Kissing Point Rd/The Comenarra Pkwy) via The Comenarra Pkwy, Parkinson Av, Hicks Av, The Comenarra Pkwy to Kissing Point Rd.

Turrumurra – South Turrumurra via Kissing Point Rd

From 12 August 1991

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Canoon Rd, Barwon Av, Chisholm St, Vernon St, Kissing Point Rd, Geoffery St, Maxwell St, Koombalah Av (**South Turrumurra**), Kissing Point Rd, Pacific Hwy, Rohini St to Turrumurra interchange.

Turrumurra – South Turrumurra via Carina Rd

From 12 August 1991

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Boronia Av, Waratah Av, Mimosa Rd, Carina Rd, Ravenhill Rd, The Comenarra Pkwy, Kissing Point Rd, Canoon Rd, Barwon Av, Chisholm St, Vernon St, Kissing Point Rd, Geoffery St, Maxwell St, Koombalah Av (**South Turrumurra**), Kissing Point Rd, The Comenarra Pkwy, then reverse route to Turrumurra interchange.

Many trips ran in a loop either via Kissing Point Rd, then Carina Rd or vice versa.

Alteration

By 6 February 1995 (*Carina Rd diversion*): At all times ex South Turrumurra from Kissing Point Rd via The Comenarra Pkwy, Ravenhill Rd, Carina Rd, Mimosa Rd, Waratah Rd, Boronia Av to Kissing Point Rd.

Turrumurra – South Turrumurra via Kissing Point Rd & return via Carina Rd

From 23 March 2009

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Canoon Rd, Barwon Av, Chisholm St, Vernon St, Kissing Point Rd, Buller St, Maxwell St, Koombalah Av (**South Turrumurra**), Kissing Point Rd, The Comenarra Pkwy, Ravenhill Rd, Carina Rd, Mimosa Rd, Waratah Rd, Boronia Av, Kissing Point Rd, Pacific Hwy, Rohini St to Turrumurra interchange.

Timetable Summary

24 July 1985

See also 570

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra via Carina Rd	10	M-F	Turrumurra	7.10am	Sth Turrumurra	6.31pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Off-peak service provided by diversions of 570.

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra†	29 round trip	M-F	Sth Turrumurra	6.11am	Turrumurra	9.28pm	30*	A
		Sat		7.39am	Sth Turrumurra	5.44pm	60	
		Sun	Turrumurra	9.16am		4.24pm	120	A

* More frequent in peak hours.

† Via Carina Rd &/or Kissing Point Rd.

A – Includes combined 571/573 on weeknights & Sundays.

28 July 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra†	26 round trip	M-F	Sth Turrumurra	6.08am	Turrumurra	9.10pm	30*	
		Sat	Turrumurra	7.45am	Sth Turrumurra	5.59pm	30	
		Sun	Sth Turrumurra	8.15am		6.29pm	60	

* More frequent in peak hours.

† Via Carina Rd &/or Kissing Point Rd.

21 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-South Turramurra†	26 round trip	M-F	Turramurra	6.21am	Turramurra	8.10pm	60*	
		Sat		7.45am	Sth Turramurra	5.59pm	60	
		Sun		9.15am		6.29pm	60	

* More frequent in peak hours.

† Via Carina Rd &/or Kissing Point Rd.

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-South Turramurra††	32 round trip	M-F	Turramurra	6.19am	Sth Turramurra	7.15pm	Ph	
		Sat						
		Sun						

†† Via Kissing Point Rd, then Carina Rd.

Ph – Peak hours only. Service provided by 575 (572 from 27 August 2012) at other times.

Combined Routes 571/573

TURRAMURRA – SOUTH TURRAMURRA – SYDNEY ADVENTIST HOSPITAL – TURRAMURRA (bidirectional loop)

(South Turramurra is also known as Kissing Point.)

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

Timeline

12 August 1991: Combined 571 & 573 on weeknights & Sundays commenced by Shorelink (JH (Jim) Knox). On weeknights & Sunday afternoons ran clockwise (ie, to South Turramurra first). On Sunday mornings ran anti-clockwise (to Sydney Adventist Hospital first)

1 October 1992: Shorelink transferred to John A Gilbert.

21 September 1998: Ran only on weeknights. Service on Sundays provided by individual routes, 571 & 573.

3 September 2001: Shorelink transferred to Transdev.

23 March 2009: Ceased, when all service provided by individual routes, 571 & 573, as a result of Ministry of Transport review of Region 12.

Streets

From 12 August 1991

Weeknights & Sunday afternoons

From Turramurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Buller St, Maxwell St, Koombalah Av (**South Turramurra**), Kissing Point Rd, The Comenarra Pkwy, Fox Valley Rd (**Sydney Adventist Hospital**), Pacific Hwy, Rohini St to Turramurra interchange.

Sunday mornings

From Turramurra (interchange) via Rohini St, Pacific Hwy, Fox Valley Rd (**Sydney Adventist Hospital**), The Comenarra Pkwy, Kissing Point Rd, Buller St, Maxwell St, Koombalah Av (**South Turramurra**), Kissing Point Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Route 572

TURRAMURRA – SOUTH TURRAMURRA – MACQUARIE UNIVERSITY via Kissing Point Rd

(South Turramurra is also known as Kissing Point.)

Timeline

24 July 1985: Renumbered from part of 166 [1925 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.

1 October 1992: Shorelink transferred to John A Gilbert.

21 September 1998: Ceased. Turrumurra – South Turrumurra still served by 571. Service to Macquarie University from North Shore railway (at Gordon) provided by 560.

27 August 2012:

- Revived to replace part of 575, when it was rerouted via Ryde Rd instead of South Turrumurra.
- Rerouted via the Barwon Av area of South Turrumurra.
- Operated by Shorelink (Transdev).

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

Streets

From 24 July 1985

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Koombalah Av (**South Turrumurra**), Maxwell St, The Comenarra Pkwy, Doncaster Av, Yanko Rd, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Turrumurra interchange.

From 27 August 2012

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Kissing Point Rd, Canoon Rd, Barwon Av, Chisholm St, Vernon St, Kissing Point Rd, Buller St, Maxwell St, Koombalah Av (**South Turrumurra**), 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 bus terminal.

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to The Comenarra Pkwy, then Maxwell St, Koombalah Av (**South Turrumurra**), Kissing Point Rd, Canoon Rd, Barwon Av, Chisholm St, Vernon St, Kissing Point Rd, Pacific Hwy, Rohini St to Turrumurra interchange.

Alteration

From 30 May 2015: Macquarie University terminus in University Av for both arrivals and departures.

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-South T'murra-Macquarie University	28	M-F	Turrumurra	9.27am	Macquarie Uni	4.47pm	3 trips	
		Sat						
		Sun						

27 August 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South T'murra-Macquarie University	40	M-F	Turrumurra	6.00am	Macquarie Uni	10.30pm	30*	
		Sat		7.00am		8.15pm		
		Sun		8.30am		5.30pm		

* More frequent in peak hours.

Route 573

TURRAMURRA – WARRAWEE VALLEY – FOX VALLEY via Sydney Adventist

Hospital

- **Extended from Fox Valley to Pennant Hills (1991-98)**

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

Timeline

24 July 1985: Turramurra – Warrawee Valley renumbered from 160 [1925 number]. Weekday peak hours only. Off-peak service to Warrawee Valley provided by diversion of 574. Operated by Deane’s Coaches.

21 July 1986: Off-peak trips, Turramurra – Warrawee Valley – Fox Valley, renumbered from 574.

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

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

12 August 1991:

- 573, 574 & the Thornleigh – Sydney Adventist Hospital part of 148 [1925 number] amalgamated & extended from Thornleigh to Pennant Hills, becoming 573 Turramurra – Warrawee Valley – Fox Valley – Pennant Hills, as part of reorganisation & renumbering of 148 [1925 number].
- Service between Turramurra & Fox Valley on weeknights & Sundays provided by combined 571/573 until 21 September 1998 (Sundays) & 23 March 2009 (weeknights).

1 October 1992: Shorelink transferred to John A Gilbert.

28 July 1997: Rerouted via Stevens & Bellamy Sts, Pennant Hills, replacing part of 587, which had been rerouted on 5 May 1997.

21 September 1998:

- Shortened to Turramurra – Warrawee Valley – Fox Valley.
- Service between Sydney Adventist Hospital and Thornleigh/Pennant Hills not replaced until extension of 589 from Thornleigh to Sydney Adventist Hospital on 19 April 2004.
- Service to Stevens & Bellamy Sts, Pennant Hills replaced by selected trips on 587 Pennant Hills – Thornleigh – Westleigh, by or from 30 August 1999.

3 September 2001: Shorelink transferred to Transdev.

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

Streets

Turramurra – Warrawee Valley

From 24 July 1985

From Turramurra (interchange) via Rohini St, Pacific Hwy, Blytheswood Av (**Warrawee Valley**), Mildred St, Finlay Rd, Monteith St, Roland Av, Fox Valley Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Turramurra – Warrawee Valley – Fox Valley

From 21 July 1986

From Turramurra (interchange) via Rohini St, Pacific Hwy, Blytheswood Av (**Warrawee Valley**), Mildred St, Finlay Rd, Monteith St, Roland Av, Fox Valley Rd, The Broadway, Leuna Av to Morona Av (Fox Valley).

From Fox Valley (Leuna Av at Morona Av) via reverse route to Roland Av, then Mildred St, Finlay Rd, Monteith St, Roland Av, Fox Valley Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Turramurra – Warrawee Valley – Fox Valley – Pennant Hills

From 12 August 1991

From Turramurra (interchange) via Rohini St, Pacific Hwy, Fox Valley Rd, The Broadway, Leuna Av (**Fox Valley**), Morona Av, Yanilla Av, The Broadway, The Comenarra Pkwy, Pennant Hills Rd, Railway St to Pennant Hills station.

From Pennant Hills (Railway St at station) via reverse route to The Comenarra Pkwy, then The Broadway, Leuna Av (**Fox Valley**), Morona Av, Yanilla Av, The Broadway, Fox Valley Rd, Pacific Hwy, Rohini St to Turramurra interchange.

Warrawee Valley diversion: From Fox Valley Rd/Roland Av via Roland Av, Mildred St, Finlay Rd, Monteith St, Roland Av to Fox Valley Rd.

Alteration

From 28 July 1997: Ex Turrumurra from Pennant Hills Rd via Wells St, Yarrara Rd, Stevens St, Bellamy St, Thorn St, Wearne Av, Laurence St, Bellamy St, Ramsay Rd, Yarrara Rd to Pennant Hills station. Return via reverse route to Pennant Hills Rd, then Bellevue St, Railway Pde, Parkes St, The Comenarra Pkwy.

Turrumurra – Warrawee Valley – Fox Valley

From 21 September 1998

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Fox Valley Rd, The Broadway, Leuna Av (**Fox Valley**), Morona Av, Yanilla Av, The Broadway, Fox Valley Rd, Pacific Hwy, Rohini St to Turrumurra interchange.

Warrawee Valley diversion (ex Fox Valley weekday mornings, ex Turrumurra weekday afternoons): Either direction from Fox Valley Rd via Roland Av, Mildred St, Finlay Rd, Monteith St, Roland Av to Fox Valley Rd.

Timetable Summary

24 July 1985

See also 574

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Warrawee Valley	12 round trip	M-F	Warrawee Vly	6.52am	Warrawee Vly	6.44pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Off-peak service provided by 574.

21 July 1986

See also 574

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Warrawee Valley-Fox Valley	Fr T'murra 12TW 14F	M-F	Warrawee Vly	6.52amT	Turrumurra	2.40pmF	A	
			Fox Valley	9.07amT		6.39pmW		
		Sat						
Sun								

* More frequent in peak hours.

A – Peak hours, Turrumurra – Warrawee Valley. Off-peak, Turrumurra – Warrawee Valley – Fox Valley 60*.

F – To Fox Valley.

T – To Turrumurra.

TW – Round trip Turrumurra-Warrawee Valley-Turrumurra.

W – To Warrawee Valley.

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Warrawee Valley-Fox Valley-Pennant Hills	Fr T'murra 12F 27P	M-F	Pennant Hills	7.07amT	Turrumurra	6.00pmP	A	
						9.28pmF		
		Sat	Turrumurra	8.59amF	Fox Valley	5.50pmT	120	
Sun			9.16amF		4.31pmT	120	B	

* More frequent in peak hours.

A – Peak hours & day, Turrumurra – Pennant Hills 60*. Night, combined 571/573. Plus short-working/s before first trip shown.

B – Combined 571/573.

F – To Fox Valley.

P – To Pennant Hills.

T – To Turrumurra.

28 July 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Warrawee Valley-Fox Valley-Pennant Hills	Fr T'murra 15F 26P	M-F	Pennant Hills	6.59amT	Turrumurra	5.40pmP 9.10pmF	A	
		Sat	Turrumurra	8.40amF		6.10pmF	60	
		Sun		9.20amF	Fox Valley	5.29pmT	120	

* More frequent in peak hours.

A – Peak hours & day, Turrumurra – Pennant Hills 60*. Night, combined 571/573. Plus short-working/s before first trip shown.

F – To Fox Valley.

P – To Pennant Hills.

T – To Turrumurra.

21 September 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Warrawee Valley-Fox Valley	15	M-F	Fox Valley	6.33am	Turrumurra	8.10pm	60*	
		Sat	Turrumurra	8.40am		5.55pm	60	
		Sun		9.20am	Fox Valley	5.29pm	120	

* More frequent in peak hours.

Route 574

TURRAMURRA – FOX VALLEY ■

WARRAWEE – FOX VALLEY ■

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

Timeline

24 July 1985:

- Renumbered from 225 [1925 number]:
Turrumurra – Fox Valley (off-peak)
Warrawee – Fox Valley (peak hours)
- Off-peak trips diverted via Warrawee Valley to cover 573.
- Operated by Deane's Coaches.

21 July 1986: Turrumurra – Fox Valley off-peak trips renumbered 573, leaving 574 as Warrawee – Fox Valley (peak hours only).

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

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

12 August 1991:

- 573, 574 & the Thornleigh – Sydney Adventist Hospital part of 148 [1925 number] amalgamated & extended from Thornleigh to Pennant Hills, becoming 573 Turrumurra – Warrawee Valley – Fox Valley – Pennant Hills, as part of reorganisation & renumbering of 148 [1925 number].
- Regular service to Warrawee station ceased.

Streets

Turrumurra – Fox Valley

From 24 July 1985

From Turrumurra (interchange) via Rohini St, Pacific Hwy, Fox Valley Rd, The Broadway, Leuna Av to Morona Av (Fox Valley). Reverse on return.

Warrawee Valley diversion: Ex Turrumurra from Pacific Hwy via Blytheswood Av, Mildred St, Finlay Rd, Monteith St, Roland Av to Fox Valley Rd. Ex Fox Valley from Fox Valley Rd via Roland Av, Mildred St, Finlay Rd, Monteith St, Roland Av to Fox Valley Rd.

Warrawee – Fox Valley

From 24 July 1985

From Warrawee (Heydon Av at station) via Heydon Av, Pacific Hwy, Fox Valley Rd, The Broadway, Leuna Av to Morona Av (Fox Valley).

From Fox Valley (Leuna Av at Morona Av) via reverse route to Pacific Hwy, then Borambil St to Warrawee station.

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		
Turramurra-Fox Valley	14	M-F	Fox Valley	9.07am	Turramurra	2.40pm	60	
		Sat						
		Sun						
Warrawee-Fox Valley	11	M-F	Fox Valley	6.48am	Warrawee	6.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 574

HORNSBY – HORNSBY HOSPITAL ■

Timeline

23 December 2002: Renumbered from part of 575, when split into two routes. Operated by Shorelink (Transdev).

23 March 2009: 571, 574 & 575 amalgamated and extended as 575 Hornsby – Hornsby Hospital – East Wahroonga – Turramurra – South Turramurra – Macquarie University, as a result of Ministry of Transport review of Region 12.

Streets

From 23 December 2002

From Hornsby (interchange) via Pacific Hwy, Edgeworth David Av, Jubilee St, Burdett St, King Rd, Lowe Rd, Palmerston Rd (**Hornsby Hospital**), Northcote Rd, Sherbrook Rd, Edgeworth David Av, Pacific Hwy, Coronation St, Hornsby interchange.

Timetable Summary

23 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Hospital	15 round trip	M-F	Hornsby	6.17am	Hornsby Hosp	8.50pm	60*	
		Sat		8.37am		5.45pm	60	
		Sun		9.00am		5.08pm	120	

* More frequent in peak hours.

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:

- Turramurra – East Wahroonga – North Wahroonga – Wahroonga renumbered from 226 [1925 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.

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.

23 March 2009: As a result of Ministry of Transport review of 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.

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 (off-peak & Saturday diversion via North Wahroonga):** 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 (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

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-East Wahroonga- Wahroonga	Fr Tmurra 8E 24W	M-F	Turrumurra	6.39amW	Wahroonga	6.56pmT	A	
					E Wahroonga	10.28pmT		
		Sat		7.50amW	Wahroonga	12.10pmT	60**	B
					E Wahroonga	5.26pmT		
Sun		10.10amE		4.20pmT	4 trips	B		

* More frequent in peak hours.

** Less frequent in PM.

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

B – Includes 576 (combined 575/577) on Saturday afternoons & Sundays.

E – To East Wahroonga.

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		
Turrumurra-East Wahroonga- Hornsby	28	M-F	Hornsby	6.10am	Turrumurra	6.58pm	A	
		Sun		8.53amH	Hornsby Hosp	4.07pmS	120	B
					E Wahroonga	9.09amT		

* More frequent in peak hours.

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

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

H – To Hornsby Hospital.

S – To Hornsby (station).

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		
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		
		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-Turramurra 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, as a result of Ministry of Transport review of 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.

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 Turramurra**), Kissing Point Rd, Pacific Hwy, then reverse route to Edgeworth David Av, then Pacific Hwy, Coronation St, Hornsby interchange.

Hornsby – Hornsby Hospital – East Wahroonga – Turramurra – 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-T'murra-South Turramurra-Macquarie Uni	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-T'murra-Macquarie Uni 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 Turramurra (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 Turramurra**), Bobbin Head Rd, Boomerang St, Brentwood Av, Eastern Rd to Turramurra interchange.

Alteration

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

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 as part of 575.

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

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

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).

Boundary Rd extension: Extended from Grosvenor St via Carrington Rd, Wahroonga Av, Boundary Rd to Eastern Rd. Reverse on return.

Alteration

By 20 August 2001 (Boundary Rd extension): Extended 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.

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

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 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 Turrumurra for walkers who had earlier walked downhill.

1 November 1999: New off-peak route, Turrumurra – East Turrumurra (Murdoch St), commenced, providing an off-peak service to the East Turrumurra 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 became:
 - Turrumurra – East Turrumurra (Murdoch St)
 - Turrumurra – North Turrumurra

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.

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: Extended from North Turrumurra (Chase Gates) via Bobbin Head Rd to Bobbin Head. Reverse on return.

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 bus bay.
- (*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.)
- (*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

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-North Turrumurra†	Fr Tmurra 13N 21B	M-F	Turrumurra	6.19amN	N Turrumurra	10.37pmT	60*	A
		Sat		6.57amN		6.10pmT	60	A
		Sun		9.10amB	Bobbin Head	5.08pmT	C	

* More frequent in peak hours.

† Selected trips extended to Bobbin Head.

A – Includes 576 (combined 575/577) on weeknights & Saturday afternoons. Trips extended to Bobbin Head: M-F 2, Saturday 4.

B – To Bobbin Head.

C – Turrumurra-North Turrumurra 8 trips, 4 trips extended to Bobbin Head. Includes 576 (combined 575/577).

N – To North Turrumurra.

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		
Turrumurra-North Turrumurra†	Fr Tmurra 13N 21B	M-F	Turrumurra	6.00am	Turrumurra	9.38pm	30*	A
		Sat		7.15am	N Turrumurra	6.19pm	60	A
		Sun		7.55am		5.50pm	120	A

* More frequent in peak hours.

† Selected trips extended to Bobbin Head.

A – Trips extended to Bobbin Head: M-F 2, Saturday 2, Sunday 4.

B – To Bobbin Head.

N – To North 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		
Turrumurra-North Turrumurra	13	M-F	Turrumurra	5.59am	N Turrumurra	8.59pm	60*	
		Sat		8.45am		5.59pm	60	
		Sun		8.45am		4.58pm	120	
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.

Streets

From 22 July 2016

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

22 July 2016

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

Route 578

TURRAMURRA – PYMBLE via Bannockburn Rd

Timeline

24 July 1985: Renumbered from part of 223 [1925 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 Turrumurra (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 Turrumurra**), Bobbin Head Rd, Bannockburn Rd, Princes St, Adams Av, Buckra St (**East Turrumurra**), 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 Turrumurra**), Bobbin Head Rd, Burns Rd, then reverse route to Turrumurra 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 bus bay (North Turrumurra).

From North Turrumurra (Kuring-gai High School bus bay) 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 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 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

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 Turrumurra**), 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 Turrumurra**), 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 Turrumurra**), 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 581

GORDON – GORDON (Clifford & McIntosh Sts) loop■

GORDON – GORDON (Woodlands Av) loop■

Timeline

6 October 1992: Gordon – Gordon (Clifford & McIntosh Sts) loop & Gordon – Gordon (Woodlands Av) loop renumbered from part of 191 [1925 number]. Operated by St Ives Bus Services (Arthur H Gillott).

18 April 1995:

- Gordon – Gordon (Clifford & McIntosh Sts) loop renumbered 586.
- Mt Ida St diversion transferred from 582 to 581.

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

1 August 1999: Gordon – Gordon (Woodlands Av) loop renumbered part of 582.

Streets

Gordon – Gordon (Clifford & MacIntosh Sts) 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.
- To approach 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 & McIntosh Sts) 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 – BARRA BRUI (South St Ives) – ST IVES via Acron Rd **GORDON – GORDON (Woodlands Av) loop** ■

Timeline

6 October 1992:

- Gordon – Barra Brui (South St Ives) – St Ives renumbered from part of 191 [1925 number] & Acron Rd diversions of 583.
- Weekday service only; 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 renumbered 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.

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

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

Streets

Gordon – Barra Brui (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 (**Barra Brui**), 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 (**Barra Brui**), 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.

Catherine St diversion: From Yarrabung Rd via Catherine St, Paul Av, Carmen St, Catherine St to Yarrabung Rd.

(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:** 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 (**Barra Brui**) to Eastern Arterial Rd/Barra Brui Cr (northern intersection).

Weekends & Public Holidays

Ex Gordon from Eucalyptus St via Hunter Av (*not* via Barra Brui). 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-Barra Brui-St Ives	Fr Gord 23A 30S	M-F	Acron Rd	6.03amG	Gordon	5.05pmS	B	
			St Ives	8.30amG		8.32pmA		
		Sat	Gordon	6.55am	St Ives	7.14pm	60	C
		Sun		7.55am	Gordon	5.55pm	60	C

* More frequent in peak hours.

A – To St Ives (Acron Rd).

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

C – Weekend service provided by 586.

G – To Gordon.

S – To St Ives.

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-Barra Brui-St Ives	Fr Gord 25A 31S	M-F	Acron Rd	6.30amG	Gordon	4.44pmS	B	
			St Ives	8.30amG		8.35pmA		
		Sat		8.04am		4.35pm	60	C
		Sun	Gordon	8.35am	St Ives	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 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.

Route 586

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

See Route Histories – Contract Region 14.

Route 586

GORDON – GORDON (Clifford & McIntosh Sts) 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 & McIntosh Sts) 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 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.

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	Pennant Hills	5.59pmW	Ph	
		7.08amP		Thornleigh	8.39pmW			
		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 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 & Bellamy Sts & 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.

23 March 2009:

- Pennant Hills – Westleigh renumbered 586, as a result of Ministry of Transport review of 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.

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, then Coronation St, Hornsby interchange.

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, 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, 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.

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

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Westleigh-Pennant Hills	37	M-F	Hornsby	6.12am	Pennant Hills	7.20pm	60*	A
		Sat		9.33am		3.15pm	90	B
		Sun						

* More frequent in peak hours.

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

B – Combined 587/588. Plus short-working/s before first trip & after last trip shown.

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-Westleigh-Pennant Hills	33	M-F	Hornsby	6.17am	Pennant Hills	7.07pm	60*	A
		Sat		7.25am	Hornsby	5.25pm	60	B
		Sun		9.55am		5.25pm	120	C

* More frequent in peak hours.

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

B – Combined 587/588. Plus short-working/s after last trip shown.

C – Combined 587/588. Plus short-working/s before first trip & after last trip shown.

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 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.

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.

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, 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.

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

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, 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, 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, then Coronation St, Hornsby interchange.

Woodlands Estate extension (*afternoon peak hour*): Extended 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: Extended 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, 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, then Coronation St, Hornsby interchange.

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-Thornleigh-Woodlands estate†	43 round trip	M-F	Thornleigh	6.28am	Hornsby	8.23pm	60*	
		Sat	Hornsby	9.33am	Pennant Hills	3.15pm	90	A
		Sun						

* More frequent in peak hours.

† Selected trips extended from Thornleigh to Pennant Hills.

A – Combined 587/588. Plus short-working/s before first trip & after last trip shown.

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-Thornleigh (Koorinal Av)†	20	M-F	Koorinal Av	6.22am	Hornsby	8.06pm	60*	A
		Sat	Hornsby	7.25am		5.25pm	60	B
		Sun		9.55am		5.25pm	120	B

* 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 – Combined 587/588. Plus short-working/s before first trip & after last trip shown.

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

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, 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, 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, then Coronation St, Hornsby interchange.

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

From 19 April 2004

Extended from Railway Pde, Thornleigh 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 & after last 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

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.

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

Streets

Chatswood – Hornsby

From 29 September 1987

From Chatswood (Victoria Av, west side at station) via Victoria Av, Pacific Hwy (**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-Turramurra 120. Plus short-working/s before first trip shown.

H – To Hornsby.

T – To Turramurra.

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-Turramurra	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 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, Coronation St, Station St to Hornsby station.

Timetable Summary

29 September 1987

591, 592

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby Hospital-Wahroonga	Fr Horns 10H 20W	M-F	Hornsby	6.40amW	Wahroonga	6.33pmS	30	A
		Sat		7.40amH	Hornsby Hosp	4.50pmS	60	A
		Sun						

A – 591 & 592 ran generally alternately.

H – To Hornsby Hospital.

S – To Hornsby station.

W – To Wahroonga.

Route 591

HORNSBY – LEIGHTON PLACE Industrial Area■

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, Bridge Rd, Railway Pde, Stephen St, Sherbrook Rd, Salisbury Rd, Leighton Pl to end, then Leighton Pl, Sherbrook Rd, King Rd, Bridge Rd, Pacific Hwy, 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.

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, 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 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, Coronation St, Station St to Hornsby station.

Timetable Summary

See 591.

Route 592

BROOKLYN (Hawkesbury River station) – MOONEY MOONEY

- **Extended from Brooklyn or Mooney Mooney to Hornsby (limited service)**
- **Extended from Mooney Mooney to Cheero Point Selected trips**

Timeline

6 February 1995:

- Renumbered from 30 [1925 number].
- Frequency of extension from either Brooklyn or Mooney Mooney to Hornsby improved from Fridays only to every weekday on or by this date (morning from Brooklyn to Hornsby via Mooney Mooney, afternoon from Hornsby to Mooney Mooney via Brooklyn).
- Operated by Shorelink (John A Gilbert).

21 September 1998: Extension from either Brooklyn or Mooney Mooney to Hornsby also ran on Saturdays.

3 September 2001: Shorelink transferred to Transdev.

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

Streets

Brooklyn – Mooney Mooney (limited service extended 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: Extended 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 or Mooney Mooney from Pacific Hwy/Brooklyn Rd via Pacific Hwy, 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-Mooney Mooney†	10	M-F	M/Mooney	5.50am	Brooklyn	6.10pm	Ph	
		Sat						
		Sun						
Hornsby-Brooklyn-Mooney Mooney		M-F	Brooklyn	9.12am	Hornsby	2.12pm	A	
		Sat						
		Sun						

† Selected trips extended to Cheero Point.

A – 1 trip: morning from Brooklyn to Hornsby via Mooney Mooney, afternoon from Hornsby to Mooney Mooney via Brooklyn.

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-Mooney Mooney	10	M-F	M/Mooney	6.20am	Brooklyn	6.03pm	Ph	
		Sat		10.20am	M/Mooney	4.03pm	2 trips	
		Sun						
Hornsby-Brooklyn-Mooney Mooney		M-F	Brooklyn	9.12am	Hornsby	2.05pm	A	
		Sat		10.30am		3.14pm	B	
		Sun						

A – 1 trip: morning from Brooklyn to Hornsby via Mooney Mooney, afternoon from Hornsby to Mooney Mooney via Brooklyn.

B – 1 trip: morning from Brooklyn to Hornsby via Mooney Mooney, afternoon from Hornsby to Mooney Mooney via Brooklyn. Plus short-working/s before first trip & after last trip shown.

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

Route 593

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

HORNSBY – LEIGHTON PLACE Industrial Area■

Timeline

28 September 1987:

- Hornsby – Asquith Golf Links – Mt Colah (Bolton Av) renumbered from 104 [1925 number] & extended to Mt Colah (Parklands Rd), over part of 55 [1925 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 – Leighton Place Industrial Area renumbered from 591.

3 September 2001: Shorelink transferred to Transdev.

23 March 2009: As a result of Ministry of Transport review of 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 – Leighton Pl Industrial Area became diversion of new 598.
- Service along 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.

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, 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 – 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, 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, 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 – LEIGHTON PLACE Industrial Area ■

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-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)**

Timeline

28 September 1987:

- Hornsby – Berowra Heights renumbered from part of 31 [1925 number], also absorbing Hornsby – Mt Kuring-gai part of 55 [1925 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 (**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, 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): Extended 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) – 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).

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.

Streets

City (Queen Victoria Building) – North Turrumurra

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 bus bay (North Turrumurra)

(* Not shown in timetable, but likely route)

From North Turrumurra (Murrua Rd) via McTaggart Rd, Kirkpatrick St, Du Faur St, Bobbin Head Rd to Kuring-gai High School bus bay, 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 Turrumurra 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 Turrumurra

Alteration

From 4 October 2015 (commencement date of new CBD bus network): To approach 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 Turrumurra	51	M-F	N Turrumurra	6.35am	Q Vic Bldg	5.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Turrumurra, 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.

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 between St Ives & Hornsby by new 591. Existing 194 (see *Private Route Histories - Contract Region 14*) & 594 (see below) continue 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, 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): To approach 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 number] renumbered & extended as Hornsby – Hornsby North – Mt Colah (terminating at 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.

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 Region 12.

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

Streets

Hornsby – Hornsby North – Mt Colah loops

From 28 September 1987

From Hornsby (Station St at station) via Station St, Pacific Hwy, 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, 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, Carrington Rd, Rosamond St, Manor Rd (**Mt Wilga Private Hospital**) to Dilkeria Cl.

From Manor Rd (at Dilkeria Cl) via Manor Rd, Rosamond St, Carrington Rd, Pacific Hwy, 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, Beryl Av. Return from Excelsior Rd via Pacific Hwy, 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 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 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 28 September 1987

From Hornsby (Station St at station) via Station St, Pacific Hwy, Galston Rd, Somerville Rd to Binya Cl (Hornsby Heights).

From Hornsby Heights (Somerville Rd at Binya Cl) via reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

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 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*): Extended 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, 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) HORNSBY – BEROWRA – BEROWRA HEIGHTS

Timeline

28 September 1987:

- Berowra – Berowra Heights renumbered from part of 31 [1925 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.

23 March 2009: As a result of Ministry of Transport review of 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.

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 (**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, 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 (**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 (**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 Fr Ber Hts 33H	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

* 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.

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) ■

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

- **Hornsby – Leighton Pl Industrial Area (peak hours)**

Timeline

23 March 2009: As a result of Ministry of Transport review of 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 – Leighton Pl Industrial Area peak hour trips renumbered from 593 as 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.

Streets

From 23 March 2009

Mornings (anti-clockwise)

From Hornsby (interchange) via Pacific Hwy, 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, Coronation St to Hornsby interchange.

Afternoons (clockwise)

From Hornsby (interchange) via Pacific Hwy, Carrington Rd, then reverse of morning route to Bridge Rd, then Pacific Hwy, Coronation St to Hornsby interchange.

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)■

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.

Kywong Rd loop diversion: From Pacific Hwy via Yallabee Rd, Gwandalan Cr, Kywong Rd, Mountain View Rd, Redwood Av, Bambil Rd, Yallabee 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 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.

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.