



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 14

(Forest area: Chatswood-Frenchs Forest-Terrey Hills-St Ives-Gordon)

**Routes 141, 193-197, 260, 270, 271, 273, 274, 276-285, 583-586 & L70
(and E196, M196)**

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)

Belrose	East Roseville	Killarney Heights
Castle Cove	Forestville	St Ives
Chatswood	Frenchs Forest	St Ives Chase
Davidson	Gordon	Terrey Hills
Duffys Forest	Ingleside	

Some routes extend beyond the boundaries of the contract region to patronage generators such as the City, Macquarie Park, Manly, Mona Vale, North Sydney & Warringah Mall.

Operators

In 2004, when the contract regions were established, the incumbent operator in Region 14 was Forest Coach Lines.

After tenders were called in 2013 for the renewal of the contract, Forest Coach Lines retained the contract. Forest Coach Lines was transferred from the Royle family to Next Capital (a private equity firm) as from 19 December 2014 & then to Comfort DelGro Corporation as from 28 September 2018.

Regional review

Effective 24 November 2008 – complete Region 14.

(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 141

MANLY WHARF – SEAFORTH – BELROSE – AUSTLINK Business Park

Timeline

30 September 2018: New route commenced by Forest Coach Lines (Comfort DelGro Corporation), in anticipation of the opening of Northern Beaches Hospital. Shares parts of route with 144, 169, 283 & 271.

Streets

From 30 September 2018

From Manly Wharf (Belgrave St at Gilbert Park) via Sydney Rd (**Balgowlah, Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Naree Rd (**Frenchs Forest**), Forest Way, Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av (**Belrose**), Cotentin Rd, Wyatt Av, Forest Way, Garigal Rd, Narabang Way to Minna Cl (Austlink).

From Austlink (Narabang Way at Minna Cl) via reverse route to Sydney Rd, then West Prom to Gilbert Park (Manly Wharf).

Timetable Summary

30 September 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Belrose-Austlink	40	M-F	Austlink	5.20am	Manly Whf	10.55pm	60	
		Sat		5.25am		10.55pm	60	
		Sun		5.25am		10.55pm	60	

Route 193

WARRINGAH MALL – BEACON HILL – AUSTLINK Business Park

Timeline

30 September 2018: New route commenced by Forest Coach Lines (Comfort DelGro Corporation), in anticipation of the opening of Northern Beaches Hospital.

Streets

From 30 September 2018

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), Warringah Rd (**Beacon Hill**), Frenchs Forest Rd, Naree Rd (**Frenchs Forest**), Forest Way (**Belrose**), Garigal Rd, Narabang Way to Minna Cl (Austlink).

From Austlink (Narabang Way at Minna Cl) via reverse route to Cross St, then Dale St to Warringah Mall bus terminal inside.

Timetable Summary

30 September 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Austlink	36	M-F	Austlink	5.00am	Warr Mall	10.45pm	30	
		Sat		5.33am		10.55pm	30	
		Sun		5.33am		10.55pm	60	

Route 194

CITY (various termini) – ST IVES

Timeline

15 October 2001: City (Queen Victoria Building) – St Ives commenced by Forest Coach Lines (Royle family). Shares St Ives – St Ives Chase with 195.

11 November 2002: Travelling restrictions of 194 eased & shared City – St Ives with Shorelink (Transdev) 594. From 12 October 2009 has also shared City – St Ives with 594H.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

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.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

City (Queen Victoria Building) – St Ives

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 (**East Roseville**), Addison Av, Archbold Rd, Eastern Arterial Rd (**East Killara**), Horace St, Link Rd, Mona Vale Rd, Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av, Dalton Rd (**St Ives Chase**), Collins Rd, Mudies Rd, Woodbury Rd to Mona Vale Rd (St Ives).

From St Ives (Memorial Av at Village Shops) via Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av, Dalton Rd (**St Ives Chase**), Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd, Link Rd, Horace St, Eastern Arterial Rd (**East Killara**), Archbold Rd, Boundary St, Penshurst St, Mowbray Rd, Willoughby Rd, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Alterations

- **From November 2008:** Ex St Ives from Archbold Rd via Addison Av, then reverse of “from City” route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City). Unaltered on return.
- **By March 2010:** Ex St Ives from Archbold Rd via Earl St, Moore St, Addison Av. Unaltered on return.

City (York St or Clarence St) – St Ives

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Clarence St at Market St via Clarence St.

Timetable Summary

15 October 2001

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	50	M-F	St Ives	7.20am	Q Vic Bldg	5.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

March 2010

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	50	M-F	St Ives	6.15am	Q Vic Bldg	6.20pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

18 May 2015

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	50	M-F	St Ives	6.15am	Q Vic Bldg	7.45pm	60*	
		Sat		8.00am		5.00pm	60	
		Sun		9.00am		5.00pm	60	

* More frequent in peak hours.

Route 195

PYMBLE – TERREY HILLS – MONA VALE via Mona Vale Rd

Timeline

March 1990: Renumbered from part of 161 [1925 number]. Operated by Shorelink (JH (Jim) Knox). Selected trips diverted via Gordon.

31 August 1991: Transferred to Forest Coach Lines (Royle family).

27 July 1992: Renumbered 196, as part of reorganisation of 56 [1925 number], 195, 196 & 270. Diversion via Gordon ceased.

Streets

From March 1990

From Pymble (Pacific Hwy at station) via Pacific Hwy, Mona Vale Rd (**St Ives**), Booralie Rd, Yulong Av (**Terrey Hills**), McCarrs Creek Rd, Mona Vale Rd (**Ingleside**), Pittwater Rd, Waratah St, Bungan St to Waratah St (Mona Vale).

From Mona Vale (Bungan St at Waratah St) via Bungan St, Mona Vale Rd, McCarrs Creek Rd, Yulong Av, Booralie Rd, Mona Vale Rd, Telegraph Rd, Pacific Hwy to Pymble station.

Gordon diversion: Ex Pymble from Pacific Hwy/Mona Vale Rd via Pacific Hwy, St Johns Av to Gordon interchange, then Henry St, St Johns Av, Pacific Hwy to Mona Vale Rd.

Timetable Summary

March 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Mona Vale	35	M-F	Mona Vale	7.00am	Pymble	5.35pm	7 trips	A
		Sat						
		Sun						

A – Gap in service.

Route 195

PYMBLE – TERREY HILLS – ELANORA HEIGHTS – NARRABEEN via Mona Vale Rd

Timeline

27 July 1992: Commenced by Forest Coach Lines (Royle family) over parts of *old* 195 & 196, as part of reorganisation of its routes. Shared Pymble – Ingleside with 196. Shared Terrey Hills – Elanora Heights – Narrabeen with 285.

26 October 1998: Most Pymble – Terrey Hills – Elanora Heights – Narrabeen trips ceased, but few remaining trips known as 196, as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

Streets

From 27 July 1992

From Pymble (Grandview St at station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd, Manor Rd (**Ingleside**), Wattle Rd, Ingleside Rd, Powder Works Rd (**Elanora Heights**), Garden St, Jacksons Rd, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, then reverse route to Telegraph Rd, then Pacific Hwy, Grandview St to Pymble station.

Alteration

By 24 May 1993: Ex Pymble from Manor Rd via (right) Wattle Rd, Powder Works Rd. Reverse on return.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Narrabeen	33	M-F	Narrabeen	9.40am	Pymble	5.45pm	4 trips	
		Sat						
		Sun						

Route 195

GORDON – ST IVES CHASE

PYMBLE – ST IVES CHASE ■

Timeline

26 October 1998: As part of reorganisation of Forest Coach Lines' Mona Vale Rd routes:

- Pymble – St Ives Chase renumbered from 584.
- Night service provided by combined 195/196.
- Shared Pymble – St Ives with 196.
- Operated by Forest Coach Lines (Royle family).

7 June 2004: Altered to Gordon – St Ives Chase. Shares Gordon – St Ives with 196 (& 197 from 24 November 2008).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

15 January 2018: Combined 195/196 trips on weeknights replaced by trips on individual routes 195, 196 & 197, leaving combined 195/196 to run a limited service on Saturday nights.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

Pymble – St Ives Chase

From 26 October 1998

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

Alteration

From 28 April 2003: Ex Pymble from Mona Vale Rd via Woodbury Rd, Collins Rd, Bimburra Av, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd.

Gordon – St Ives Chase

From 7 June 2004

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Link Rd, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Killeaton St, Link Rd, Mona Vale Rd (**St Ives**), Pacific Hwy, St Johns Av to Gordon interchange.

Timetable Summary

26 October 1998

195, 196

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
195: Pymble-St Ives Chase	16	M-F	St Ives Chase	6.38am	St Ives Chase	6.54pm	40*	
		Sat		7.16am		6.39pm	60	
		Sun	Pymble	10.02am		4.16pm	120	
196: Pymble-Mona Vale†	Fr Pymb 22A 39M	M-F	Pymble	6.30amM	Pymble	5.52pmM 6.53pmS	B	
		Sat		7.36amS 8.42amM	Mona Vale St Ives Shwgrd	4.25pmP 6.00pmP	C	
		Sun		8.40amV	M/Vale Bch	5.20pmP	D	
195/196: Pymble-St Ives Chase-Austlink‡	47PAr 20PS 29PT	M-F	St Ives Sh'grd	5.38amP	Pymble	9.12pmS	E	
		Sat	Pymble	6.55pmS				
		Sun	St Ives Sh'grd	8.04amP	Pymble	6.10pmT	F	

* More frequent in peak hours.

† Extended to Mona Vale Beach on Sundays.

‡ Extended to Terrey Hills on Sundays.

A – To Austlink.

B – Peak hours & day, Pymble-Austlink 45*, Pymble-Mona Vale 12 trips (selected trips extended to Warriewood shops or Narrabeen).

C – Day, Pymble-Austlink 60, Pymble-Mona Vale 4 trips.

D – Day, Pymble-Austlink 120, Pymble-Mona Vale Beach 4 trips.

E – Early morning trip from St Ives Showground. Night, Pymble-St Ives Chase-Austlink.

F – Early morning trip from St Ives Showground. Late afternoon trip from Pymble.

M – To Mona Vale.

P – To Pymble.

PAr – Pymble-St Ives Chase-Austlink-Pymble round trip.

PS – Pymble-St Ives Chase-St Ives Showground.

PT – Pymble-St Ives Chase-Terrey Hills.

S – To St Ives Showground.

T – To Terrey Hills.

V – To Mona Vale Beach.

Day frequencies along common route:

M-F Pymble-St Ives shops (195, 196) average 20.

Sat Pymble-St Ives shops (195, 196) average 30.

Sun Pymble-St Ives shops (195, 196) average 60.

7 June 2004
195, 196

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	16	M-F	Gordon	6.12am	Gordon	6.00pm	30*	
		Sat		8.10am	St Ives Chase	6.41pm	60	
		Sun		10.00am		4.14pm	120	
196: Gordon-Austlink-Mona Vale	Fr Gord 16A 34M	M-F	Gordon	6.30amM	Mona Vale	5.55pmG	B	
		Sat		7.30amA 8.47amM		4.25pmG 6.03pmG	C	
		Sun		8.35amM	Mona Vale	5.20pmG	D	
195/196: Gordon-St Ives Chase-Austlink†	49GAr 25GS 33GT	M-F	St Ives Sh'grd	5.38amG	Gordon	9.20pmS	E	
		Sat		6.58amG		7.00pmS	1 trip	
		Sun	Terrey Hills	7.50amG		6.10pmT	1 trip	

* More frequent in peak hours.

† Extended to Terrey Hills on Sunday.

A – To Austlink.

B – Peak hours, Gordon-Mona Vale. Day, Gordon-Austlink 30*.

C – Day, Gordon-Austlink 60, Gordon-Mona Vale 4 trips.

D – Day, Gordon-Terrey Hills 120, Gordon-Mona Vale Beach 4 trips.

E – Early morning trip from St Ives Showground. Night, Pymble-St Ives Chase-Austlink.

G – To Gordon.

GAr – Gordon-St Ives Chase-Austlink-Gordon round trip.

GS – Gordon-St Ives Chase-St Ives Showground.

GT – Gordon-St Ives Chase-Terrey Hills.

M – To Mona Vale.

S – To St Ives Showground.

T – To Terrey Hills.

Day frequencies along common route:

M-F Gordon-St Ives shops (195, 196) 15.

Sat Gordon-St Ives shops (195, 196) average 30.

Sun Gordon-St Ives shops (195, 196) average 60.

24 November 2008
195-197

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	16	M-F	Gordon	6.12am	Gordon	6.45pm	30*	
		Sat		8.10am		6.25pm	60	
		Sun		10.00am	St Ives Chase	4.00pm	120	
196: Gordon-Austlink-Mona Vale	Fr Gord 16A 30M	M-F	Gordon	6.30amM	Gordon	5.40pmM	Ph	
		Sat		7.30amA	Mona Vale	4.25pmG	B	
				8.47amM	Austlink	6.03pmG		
Sun		8.35amM	Mona Vale	5.20pmG	4 trips			
195/196: Gordon-St Ives Chase-Austlink†	49GAr 25GS 33GT	M-F	St Ives Sh'grd	5.38amG	Gordon	9.20pmA	C	
		Sat		6.58amG		7.00pmS	1 trip	
		Sun	Terrey Hills	7.50amG		6.30pmT	1 trip	
197: Macquarie University-Gordon-Austlink-M/Vale	Fr Mac Uni 36A 55M	M-F	Mona Vale	6.35amU	Macquarie Uni	6.35pmM	60*	D
		Sat		7.55amU		4.55pmM	4 trips	
		Sun						

* More frequent in peak hours.

† Extended to Terrey Hills on Sunday.

A – To Austlink.

B – Day, Gordon-Austlink 60, Gordon-Mona Vale 4 trips.

C – Early morning trip from St Ives Showground. Night, Pymble-St Ives Chase-Austlink.

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

G – To Gordon.

GAr – Gordon-St Ives Chase-Austlink-Gordon round trip.

GS – Gordon-St Ives Chase-St Ives Showground.

GT – Gordon-St Ives Chase-Terrey Hills.

M – To Mona Vale.

Ph – Peak hours only (morning both directions, afternoon from Gordon only).

S – To St Ives Showground.

T – To Terrey Hills.

U – To Macquarie University.

Day frequencies along common route:

M-F Gordon-St Ives shops (195, 197) 15.

Sat Gordon-St Ives shops (195, 196, 197) average 30-40.
Gordon-Mona Vale (196, 197) 30-90.

Sun Gordon-St Ives shops (195, 196) average 60.

15 January 2018
195-197

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	16	M-F	Gordon	6.12am	St Ives Chase	10.36pm	30*	
		Sat		8.10am		9.01pm	60	
		Sun		10.00am		9.01pm	60	
196: Gordon-Austlink-Mona Vale		M-F	Gordon	6.30amM	Mona Vale	10.15pmG	B	
		Sat		7.30amA		4.25pmG	C	
				8.45amM	Terrey Hills	9.45pmG		
		Sun		7.30amA	Mona Vale	4.25pmG	C	
				8.45amM	Terrey Hills	9.45pmG		
195/196: Gordon-St Ives Chase-St Ives Showground	29	M-F	St Ives Sh'grd	5.35amG				
		Sat		6.56amG	Gordon	10.15pmS	1 trip	
		Sun		6.56amG		10.15pmS	1 trip	
197: Macquarie University-Gordon-Austlink-M/Vale	Fr Mac Uni 46A 68M	M-F	Mona Vale	6.15amU	Macquarie Uni	9.10pmM	D	
		Sat		7.55amU		7.55pmM	60	
		Sun		7.55amU		7.55pmM	60	

* More frequent in peak hours.

A – To Austlink.

B – Morning peak hour, from Gordon to Mona Vale & various short-workings to Gordon. Afternoon peak hour, from Gordon to Terrey Hills. Night, from Gordon to Terrey Hills, from Mona Vale to Gordon.

C – Day, mainly from Gordon to Austlink, selected trips extended to Mona Vale. Night, from Terrey Hills to Gordon, various short-workings from Gordon.

D – Peak hours & day, Macquarie University-Austlink 30*, Macquarie University-Mona Vale 60*. Night, from Macquarie University to Mona Vale.

G – To Gordon.

M – To Mona Vale.

S – To St Ives Showground.

T – To Terrey Hills.

U – To Macquarie University.

Day frequencies along common route:

M-F Gordon-St Ives shops (195, 197) 15.

Sat Gordon-St Ives shops (195, 196, 197) 3 trips per hour.

Gordon-Austlink (196, 197) 30.

Gordon-Mona Vale (196, 197) 60 plus 4 additional trips.

Sun Gordon-St Ives shops (195, 196, 197) 3 trips per hour.

Gordon-Austlink (196, 197) 30.

Gordon-Mona Vale (196, 197) 60 plus 4 additional trips.

Combined Routes 195/196

GORDON – ST IVES CHASE – AUSTLINK Business Park

PYMBLE – ST IVES CHASE – AUSTLINK Business Park

- **Limited service extended to Terrey Hills on Sundays**

Timeline

26 October 1998: As part of reorganisation of Forest Coach Lines' Mona Vale Rd routes, combined Pymble – St Ives Chase – Austlink renumbered from combined 583/584:

- **Early morning:** From St Ives Showground to Pymble via St Ives Chase
- **Nights:** Pymble – St Ives Chase – Austlink (extended to Terrey Hills on Sundays).

Operated by Forest Coach Lines (Royle family).

7 June 2004: Coincident with rerouting of 195 & 196 from Pymble to Gordon, rerouted as:

- **Early morning:** From St Ives Showground to Gordon via St Ives Chase (extended to start from Terrey Hills on Sundays)
- **Nights:** Gordon – St Ives Chase – Austlink (extended to Terrey Hills on Sundays).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

15 January 2018: Weeknight service replaced by trips on individual routes 195, 196 & 197, leaving combined 195/196 to run a limited service early morning daily & on weekend nights.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

St Ives Showground – St Ives Chase – Pymble

Mornings

From 26 October 1998

From St Ives Showground via Mona Vale Rd, Link Rd, Carbeen Av, then 195 to Pymble station.

Pymble – St Ives Chase – Austlink Business Park

Nights

From 26 October 1998

From Pymble (Grandview St at station) via 195 to Dalton Rd (continued beyond Dalton Rd to **St Ives Chase** if required to set down), then 195 to Collins Rd, then Mudies Rd, Woodbury Rd, Mona Vale Rd, Forest Way, Garigal Rd (**Austlink**), then 196 to Pymble station.

St Ives Showground – St Ives Chase – Gordon

Mornings

From 7 June 2004

From St Ives Showground via Mona Vale Rd, Link Rd, Carbeen Av, then 195 to Gordon station.

Gordon – St Ives Chase – Austlink Business Park

Nights

From 7 June 2004

From Gordon (interchange) via 195 to Dalton Rd (continues beyond Dalton Rd to **St Ives Chase** if required to set down), then 195 to Collins Rd, then Mudies Rd, Woodbury Rd, Mona Vale Rd, Forest Way, Garigal Rd (**Austlink**), then 196 to Gordon interchange.

Route 196

NARRABEEN – ELANORA HEIGHTS ■

- **Selected trips extended to Ingleside**

Timeline

March 1990: Bidirectional loop renumbered from part of 161 [1925 number]. Operated by Shorelink (JH (Jim) Knox).

31 August 1991: Transferred to Forest Coach Lines (Royle family).

27 July 1992: Absorbed into 195 & 285 as part of reorganisation of Forest Coach Lines' routes.

Streets

From March 1990

Via Rickard Rd, then Powder Works Rd

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Rickard Rd, Anana Rd, Elanora Rd, Kalang Rd (**Elanora Heights**), Powder Works Rd, Garden St, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

Via Powder Works Rd, then Rickard Rd

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Garden St, Powder Works Rd, Kalang Rd (**Elanora Heights**), Elanora Rd, Anana Rd, Rickard Rd, Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

Ingleside extension: Extended from Elanora Heights (Powder Works Rd/Kalang Rd) via Powder Works Rd, Ingleside Rd, Wattle Rd, Manor Rd to Mona Vale Rd (Ingleside). Reverse on return.

Timetable Summary

March 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights†	17 round trip	M-F	Elanora Hts	7.00am	Elanora Hts	6.40pm	120*	A
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – 2 trips extended to Ingleside. Plus short-working/s before first trip shown.

Route 196

GORDON – TERREY HILLS – MONA VALE via Mona Vale Rd

PYMBLE – TERREY HILLS – MONA VALE via Mona Vale Rd ■

- **Selected trips extended to Macquarie University**
- **Selected trips extended to Mona Vale Beach**
- **Selected inter-peak trips extended from Mona Vale to Warriewood shops or Narrabeen**
- **Selected trips Pymble – Terrey Hills – Elanora Heights – Narrabeen**

Timeline

27 July 1992: Pymble – Terrey Hills – Mona Vale via Mona Vale Rd & selected Pymble – Terrey Hills – Elanora Heights – Narrabeen trips renumbered from 195 as part of reorganisation of Forest Coach Lines' routes. Shared Pymble – Ingleside with 195. Operated by Forest Coach Lines (Royle family).

26 October 1998: As part of reorganisation of Forest Coach Lines' Mona Vale Rd routes:

- 583 absorbed into 196.
- Night service Pymble – Austlink Business Park provided by combined 195/196.
- Shared Pymble – St Ives with 195.
- Selected trips extended to Macquarie University during school terms.
- Selected inter-peak trips extended from Mona Vale to Warriewood shops or Narrabeen via either Pittwater Rd or Garden St (route details not clear).

28 April 2003:

- Mona Vale – Warriewood shops or Narrabeen via Garden St replaced by extension of 285 from Warriewood shops to Mona Vale via a similar route.
- Mona Vale – Warriewood shops or Narrabeen via Pittwater Rd ceased without replacement (already served by State Transit Authority routes).
- For a short period, Mona Vale – Terrey Hills – Macquarie University trips known as M196 & other trips as E196.
- Rerouted via 285 through Elanora Heights & Narrabeen on Sundays (until 7 June 2004).
- Pymble – Terrey Hills – Elanora Heights – Narrabeen trips ceased other than school trip.

7 June 2004:

- Altered to Gordon – Terrey Hills – Mona Vale. Shares Gordon – St Ives with 195.
- Mona Vale – Terrey Hills – Macquarie University via Mona Vale Rd trips continued largely unaltered.

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Macquarie University – Terrey Hills – Mona Vale via Mona Vale Rd trips and short-workings thereof (at an increased frequency) renumbered 197.
- Gordon – Terrey Hills – Mona Vale via Mona Vale Rd trips and short-workings thereof remained as 196.
- Shares Gordon – Mona Vale with 197.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

15 January 2018: Combined 195/196 trips on weeknights replaced by trips on individual routes 195, 196 & 197, leaving combined 195/196 to run a limited service early morning daily & on weekend nights.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

Pymble – Terrey Hills – Mona Vale

From 27 July 1992

From Pymble (Grandview St at station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd (**Ingleside**), Pittwater Rd, Waratah St, Bungan St to near Waratah St (Mona Vale).

From Mona Vale (Bungan St near Waratah St) via Bungan St, Mona Vale Rd, then reverse route to Telegraph Rd, then Pacific Hwy, Grandview St to Pymble station.

From 26 October 1998

Austlink Business Park diversion: Ex Pymble from Mona Vale Rd via Narabang Way, Garigal Rd, Forest Way, Myoora Rd. Reverse on return.

Pymble – Terrey Hills – Elanora Heights – Narrabeen

From 27 July 1992

Same as 195 from 27 July 1992.

Gordon – Terrey Hills – Mona Vale (selected trips extended to Macquarie University)

From 28 April 2003

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Narabang Way (**Austlink**), Garigal Rd, Forest Way, Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd (**Ingleside**), Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale).

From Mona Vale (Park St near Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route to Pacific Hwy, then St Johns Av to Gordon interchange.

Macquarie University extension: Extended from Gordon (Mona Vale Rd/Pacific Hwy) via Ryde Rd, Lane Cove Rd, Talavera Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal. From Macquarie University via Macquarie Dr, Waterloo Rd, Lane Cove Rd, then reverse route.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Mona Vale†	35	M-F	Mona Vale	6.56am	Mona Vale	5.10pm	5 trips	
		Sat	Pymble	8.45am	M/Vale Bch	4.45pm	3 trips	A
		Sun		8.45am		4.45pm	3 trips	A

† Extended to Mona Vale Beach on Summer weekends.

A – November-March only.

26 October 1998

7 June 2004

24 November 2008

15 January 2018

See 195

Route E196

PYMBLE – TERREY HILLS – MONA VALE■

See 196.

Route M196

MACQUARIE UNIVERSITY – PYMBLE – TERREY HILLS – MONA VALE■

See 196.

Route 197

MACQUARIE UNIVERSITY – GORDON – TERREY HILLS – MONA VALE via Mona Vale Rd

Timeline

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Macquarie University – Terrey Hills – Mona Vale trips and short-workings thereof which run to/from Macquarie University renumbered from 196, when an increased service was introduced. 196 still used for trips solely between Gordon and Mona Vale and short-workings thereof.
- Replaced Shorelink's 560, Gordon – Macquarie University, as from 23 March 2009. 197 & 560 shared this section of route for the intervening period.
- Shares Gordon – St Ives with 195 & Gordon – Mona Vale with 196.
- Operated by Forest Coach Lines (Royle family).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 24 November 2008

From Macquarie University (Macquarie Dr) via University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, Lane Cove Rd, Ryde Rd, Pacific Hwy, St Johns Av to **Gordon** interchange, then Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Narabang Way (**Austlink**), Garigal Rd, Forest Way, Myoora Rd (**Terrey Hills**), Booralie Rd, Mona Vale Rd (**Ingleside**), Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale).

From Mona Vale (Park St at Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, then reverse route to Pacific Hwy, then St Johns Av to **Gordon** interchange, then Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University.

Alteration

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

Timetable Summary

24 November 2008

15 January 2018

See 195

Route 260

NORTH SYDNEY – TERREY HILLS (LIMITED STOPS)

Timeline

22 July 2013:

- New peak hour route commenced by Forest Coach Lines (Royle family).
- Shares East Roseville – Terrey Hills with 270 & L70.
- North Sydney – East Roseville limited stops, East Roseville – Terrey Hills all stops.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 22 July 2013

From North Sydney (Blue St at station) via Pacific Hwy, Miller St (**Cammeray**), Cammeray bridge, Strathallen Av (**Northbridge**), Sailors Bay Rd, Eastern Valley Way (**Castlecrag**), Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Miller St, then Blue St to North Sydney station.

Timetable Summary

22 July 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Sydney-Terrey Hills	47	M-F	Terrey Hills	6.40am	Nth Sydney	6.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Terrey Hills, afternoon from North Sydney).

Route 270

GORDON – TERREY HILLS – DUFFYS FOREST

Timeline

2 February 1982: New route commenced by Forest Coach Lines (Royle family). Shared Terrey Hills – Duffys Forest with equivalent part of 56 [1925 number].

27 July 1992: Ceased as a route in a reorganization of Forest Coach Lines' routes. Pymble – Terrey Hills replaced by new 196 and Terrey Hills – Duffys Forest by existing 284.

Streets

From 2 February 1982

From Gordon (interchange) via Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Myoora Rd, Booralie Rd (**Terrey Hills**), Thuddungra Rd, Wyong Rd to Birramal Rd (Duffys Forest).

From Duffys Forest (Wyong Rd at Birramal Rd) via reverse route to Pacific Hwy, then St Johns Av to Gordon interchange.

Timetable Summary

2 February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-Duffys Forest	32	M-F	Duffys Forest	7.13am	Gordon	5.58pm	7 trips	
		Sat						
		Sun						

Route 270

CITY (various termini) – TERREY HILLS via various routes

- **Limited service, City (various termini) – Killarney Heights (numbered 270K for a period)**
- **Limited service, City (various termini) – Frenchs Forest (The Esplanade)**

Timeline

27 July 1992: City (Queen Victoria Building) – Belrose – Terrey Hills commenced by Forest Coach Lines (Royle family). Shares East Roseville – various points in Forestville, Frenchs Forest & Belrose with routes in the 278-284 range.

17 February 1993: Selected trips to/from/diversions ran via Davidson.

By 22 August 1994: Limited service ran to/from/diversions via Killarney Heights. Shared East Roseville – Killarney Heights with 278.

By 29 May 1995: Selected City (Queen Victoria Building) – Terrey Hills trips ran direct via Forest Way (*not* via Pringle Av, Belrose area).

By June 1997: Limited service to/from/diversions via Frenchs Forest (The Esplanade) commenced. Shares East Roseville – Frenchs Forest (The Esplanade) with 279.

By January 1998: Selected trips to/from/diversions via Austlink Business Park commenced.

3 April 2006: Selected City (Queen Victoria Building) – Terrey Hills peak-hour trips altered to limited stops & renumbered L270 (originally as per timetable) or L70 (as per destination sign and later as per timetable).

22 July 2013:

- Rearranged as:
 - 270 City (Queen Victoria Building) – Terrey Hills direct via Forest Way (at an increased frequency)
 - 271 City (Queen Victoria Building) – Belrose – Austlink Business Park (at an increased frequency)

274 City (Queen Victoria Building) – Davidson – Belrose (peak hours only)

- Limited services, City (Queen Victoria Building) – Killarney Heights and City (Queen Victoria Building) – Frenchs Forest (The Esplanade) remained as 270. From about this date, destination signs on trips from City to Killarney Heights displayed 270K.
- Early morning & night service to Terrey Hills provided by extension of 271.
- Shares City – various points in Forestville, Frenchs Forest & Belrose with 271, 274 & L70 & (from 11 April 2016) 273.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

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.

11 April 2016: City (York St or Clarence St) – Killarney Heights renumbered 273.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

City (Queen Victoria Building) – Belrose – Terrey Hills

From 27 July 1992

From City (Queen Victoria Building) (York St) via Druitt St, George St, Margaret 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 (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

By 22 August 1994

Trips terminating at Belrose, then returning to City: Ex City (Queen Victoria Building) from Wyatt Av (**Belrose**) via Forest Way, Warringah Rd, then return City (Queen Victoria Building).

By 29 May 1995

Trips direct via Forest Way: Ex City (Queen Victoria Building) from Warringah Rd via Forest Way, Myoora Rd. Reverse on return.

Alteration

From 11 September 2000: From City (Queen Victoria Building) via York St, Druitt St, Clarence St (*not* George St). Unaltered to City.

From approx 2002

Trips to/from/diversions via Austlink Business Park:

- Ex Queen Victoria Building (City) from Forest Way via Garigal Rd, Narabang Way to Minna Cl (**Austlink**), then reverse route to Forest Way.
- Ex Terrey Hills from Myoora Rd via Mona Vale Rd, Narabang Way (**Austlink**), Garigal Rd to Forest Way.

Alterations

- **From 24 November 2008** (daytime trips from Terrey Hills to City): From Myoora Rd via Forest Way, Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Warringah Rd.
- **From March 2010** (daytime trips from Terrey Hills to City): From Myoora Rd via Forest Way, Warringah Rd.

Davidson – City (Queen Victoria Building)

From 17 February 1993 (mornings only)

From Frenchs Forest (Blackbutts Rd near Pringle Av) via 281 (**Davidson**) to Forest Way, then 270 to Queen Victoria Building (City).

City (Queen Victoria Building) – Davidson – Belrose – Terrey Hills

From 17 February 1993

From City (Queen Victoria Building) (York St) via 270 City-Terrey Hills (above) to Glen St, then Pringle Av, Blackbutts Rd, then 282 to Wyatt Av (**Belrose**), then 270 to Terrey Hills.

Alteration

By 29 May 1995: From Glen St via Lockwood Av, Blackbutts Rd.

City (Queen Victoria Building) – Killarney Heights

By 22 August 1994

From City (Queen Victoria Building) (York St) via 270 City-Terrey Hills to Starkey St/Warringah Rd, then 278 through Killarney Heights.

From Killarney Heights via 278 to Starkey St/Warringah Rd, then 270 Queen Victoria Building (City).

City (Queen Victoria Building) – Frenchs Forest (The Esplanade)

By June 1997

From City (Queen Victoria Building) (York St) via 270 City-Terrey Hills to Frenchs Forest, then 279 to Frenchs Forest (The Esplanade).

From Frenchs Forest (The Esplanade) via 279 to Forest Way, then 270 Queen Victoria Building (City).

City (Queen Victoria Building) – Terrey Hills via Forest Way direct

From 22 July 2013

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 (East Roseville), Warringah Rd (Forestville), Forest Way (Frenchs Forest), Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Austlink diversion (afternoon peak hour & weeknights): Ex Terrey Hills from Myoora Rd via Mona Vale Rd, Narabang Way, Garigal Rd, Forest Way.

City (York St or Clarence St) – Frenchs Forest (The Esplanade)

City (York St or Clarence St) – Killarney Heights

City (York St or Clarence St) – Terrey Hills via Forest Way direct

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Clarence St at Market St via Clarence St.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Building)-Belrose-Terrey Hills	69	M-F	Terrey Hills	6.26am	Q Vic Bldg	5.50pm	8 trips	
		Sat						
		Sun						

June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Building)-Belrose-Terrey Hills	69	M-F	Belrose	6.10am	Q Vic Bldg	6.50pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Selected trips extended to Terrey Hills. Gap in service. Also selected trips from or via Davidson.

December 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Building)-Belrose-Terrey Hills	55	M-F	Belrose	6.10am	Q Vic Bldg	8.00pm	60*	A
		Sat		7.43am		5.35pm	6 trips	B
		Sun						

* More frequent in peak hours.

A – Selected trips extended to Terrey Hills. Also selected trips from or via Davidson.

B – 2 trips extended to Terrey Hills.

24 November 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Building)-Belrose-Terrey Hills	57	M-F	Belrose	5.52am	Q Vic Bldg	8.00pm	30*	A
		Sat		8.13am		7.15pm	60	B
		Sun		7.54am		5.30pm	6 trips	B

* More frequent in peak hours.

A – Many (60 frequency in off-peak) trips extended to Terrey Hills. Extra trips Friday night. Also selected trips from or via Davidson.

B – 1 trip extended to Terrey Hills.

22 July 2013

270, 271

See also L70, 274

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
270: City (Queen Victoria Building)-Terrey Hills†	47	M-F	Terrey Hills	6.15am	Q Vic Bldg	8.30pm	30*	
		Sat		7.53am		8.00pm	30	
		Sun		7.53am		6.15pm	60	
271: City (Queen Victoria Building)-Belrose-Austlink‡	51	M-F	Terrey Hills	5.16amQ	Q Vic Bldg	11.30pmT	A	
		Sat		7.00amQ		1.00amT	B	
		Sun		7.15amQ		9.00pmT	C	

* More frequent in peak hours.

† Via Forest Way direct.

‡ Extended to Terrey Hills in early morning & night.

A – Early morning, from Terrey Hills to City (Queen Victoria Building). Day & early night, City (Queen Victoria Building)-Austlink 30*. Later night, City (Queen Victoria Building)-Terrey Hills. Extra trips on Friday night (last trip from City (Queen Victoria Building) at 1.00amT).

B – Early morning, from Terrey Hills to City (Queen Victoria Building). Day & early night, City (Queen Victoria Building)-Austlink 30. Later night, City (Queen Victoria Building)-Terrey Hills.

C – Early morning, from Terrey Hills to City (Queen Victoria Building). Day, City (Queen Victoria Building)-Austlink 60. Night, City (Queen Victoria Building)-Terrey Hills

Q – To City (Queen Victoria Building).

T – To Terrey Hills.

Day frequencies along common route:

M-F City (Queen Victoria Building)-Frenchs Forest (270, 271) 15.

Sat City (Queen Victoria Building)-Frenchs Forest (270, 271) 15.

Sun City (Queen Victoria Building)-Frenchs Forest (270, 271) 30.

30 September 2018

270, 271

- Sunday day frequencies improved:
 - 270 City (York St or Clarence St)-Terrey Hills 30
 - 271 City (York St or Clarence St)-Austlink 30
- Day frequency along common route - Sun: City (York St or Clarence St)-Frenchs Forest (270, 271) 15.

Route L70

CITY (various termini) – TERREY HILLS (LIMITED STOPS)

Timeline

3 April 2006:

- Selected 270 peak hour trips altered to limited stops and renumbered L70. City terminus at Queen Victoria Building.
- Known as L270 (originally as per timetable) or L70 (as per destination signs and later as per timetable).
- Shares City – various points in Forestville, Frenchs Forest & Belrose with 270, 271, 274 & (from 11 April 2016) 273. Shares East Roseville – various points as far as Terrey Hills with routes in the 278-284 range.
- City – East Chatswood express, East Chatswood – Terrey Hills limited stops.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

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) – Terrey Hills

From 3 April 2006

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 (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (York St or Clarence St) – Terrey Hills

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Clarence St north of Market St via Clarence St.

Timetable Summary

November 2007

See also 270, 271

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)- Terrey Hills	55	M-F	Terrey Hills	6.54am	Q Vic Bldg	5.55pm	Ph	
		Sat						
		Sun						

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

Route 271

CITY (various termini) – BELROSE – AUSTLINK Business Park (extended to Terrey Hills in early morning & at night)

Timeline

22 July 2013: As part of rearrangement of 270:

- City (Queen Victoria Building) – Belrose – Austlink replaced most trips on 270 to Belrose and Austlink at an increased frequency.
- Extended from Austlink area to Terrey Hills in early morning & at night, replacing 270 at those times.
- Shares City – various points in Forestville, Frenchs Forest & Belrose with 270, 274, L70 & (from 11 April 2016) 273. Shares East Roseville – various points in Forestville, Frenchs Forest & Belrose with routes in the 278-284 range.
- Operated by Forest Coach Lines (Royle family).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

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.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

City (Queen Victoria Building) – Belrose – Austlink Business Park (selected trips extended to Terrey Hills)

From 22 July 2013

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 (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Garigal Rd, Narabang Way to Minna Close (Austlink).

From Austlink (Narabang Way at Minna Close) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Terrey Hills extension

Every night

Extended from Belrose (Wyatt Av) via Forest Way, Myoora Rd to Booralie Rd (Terrey Hills).

Early mornings & weekend nights

From Terrey Hills (Myoora Rd at Booralie Rd) via Myoora Rd, Forest Way.

Weeknights

From Terrey Hills (Myoora Rd at Booralie Rd) via Myoora Rd, Mona Vale Rd, Narabang Way, Garigal Rd, Forest Way.

City (York St or Clarence St) – Belrose – Austlink Business Park (selected trips extended to Terrey Hills)

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Clarence St at Market St via Clarence St.

Timetable Summary

22 July 2013

See 270

Route 273

CITY (York St or Clarence St) – KILLARNEY HEIGHTS

Timeline

11 April 2016:

- Peak hour service City (York St or Clarence St) – Killarney Heights renumbered from part of 270 (buses on trips *from* City had displayed 270K).
- Shares City – Forestville with 270, 271, 274 & L70. Shares East Roseville – Forestville with routes in the 278-284 range.
- Operated by Forest Coach Lines (Next Capital, a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 11 April 2016

From City (Clarence St) (at Market St) via 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 (**East Roseville**), Warringah Rd, Starkey St (**Forestville**), Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Cannons Pde, Starkey St to Warringah Rd (Jamieson Sq, Forestville).

From Forestville (Jamieson Sq, Starkey St at Warringah Rd) via Starkey St, Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Cannons Pde, Starkey St, Warringah Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Market St (City).

From 11 April 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St or Clarence St)- Killarney Heights	56	M-F	Killarney Hts	6.50am	Clarence St	6.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Killarney Heights, afternoon from City (Clarence St)).

Route 274

CITY (various termini) – DAVIDSON – BELROSE

Timeline

22 July 2013: As part of rearrangement of 270:

- Trips on 270 between City (Queen Victoria Building) & Davidson reduced to peak hours only & rearranged as:
 - Morning peak hour:* From Davidson to City (Queen Victoria Building)
 - Afternoon peak hour:* From City (Queen Victoria Building) to Davidson & Belrose.
- Travel between the City & Davidson at other times requires a change of bus at Forestway shops.
- Shares City – Frenchs Forest with 270, 271, L70 & (from 11 April 2016) 273. Shares East Roseville – various points in Forestville, Frenchs Forest, Davidson & Belrose with routes in the 278-284 range.
- Operated by Forest Coach Lines (Royle family).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

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.

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

City (Queen Victoria Building) – Davidson – Belrose

From 22 July 2013

Morning peak hour (from Davidson to City (Queen Victoria Building))

From Frenchs Forest (Blackbutts Rd near Pringle Av) via Blackbutts Rd, Pound Av, Kawana St, Prahran Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Lockwood Av, Glen St, Forest Way (**Frenchs Forest**), Warringah Rd (**Forestville**), Babbage Rd (**East Roseville**), Clive St, Eastern Valley Way, Edinburgh Rd, Alpha Rd, Flat Rock Dr, Brook St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Afternoon peak hour (from City (Queen Victoria Building) to Belrose)

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 (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Blackbutts Rd, Pound Av, Kawana St, Prahran Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av to Forest Way (Belrose).

City (York St or Clarence St) – Davidson – Belrose

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Clarence St at Market St via Clarence St.

Timetable Summary

22 July 2013

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)- Davidson†	55	M-F	Davidson	6.38amQ	Q Vic Bldg	6.30pmB	Ph	
		Sat						
		Sun						

† Afternoon trips extended to Belrose.

B – To Belrose.

Ph – Peak hours only (morning from Davidson to City (Queen Victoria Building), afternoon from City (Queen Victoria Building) to Belrose).

Q – To City (Queen Victoria Building).

Route 276

TERREY HILLS – BELROSE – WARRINGAH MALL ■

Timeline

27 July 1992: Belrose (Wyatt Av) – Warringah Mall commenced by Forest Coach Lines as part of a general reorganization of its routes. Shared Belrose – Frenchs Forest with 283. Shared Frenchs Forest – Warringah Mall with 280.

26 October 1998: Extended In Belrose from Wyatt Av to Austlink Business Park.

28 April 2003: Extended from Austlink Business Park, Belrose to Terrey Hills.

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Ceased as a through route.
- Service between Frenchs Forest & Warringah Mall replaced by increased frequency on 280.
- Service between Terrey Hills, Belrose & Frenchs Forest continued to be provided by 270, 283 & 284.

Streets

Belrose – Warringah Mall

From 27 July 1992

From Belrose (Forest Way near Wyatt Av) via Forest Way, Ralston Av, Pringle Av, Haigh Av, Hakea Av, Lockwood Av, Glen St, Forest Way (**Frenchs Forest**), Warringah Rd, Allambie Rd (**Allambie Heights**), Kentwell Rd, Condamine St, Pittwater Rd, Cross St, Dale St to Warringah Mall bus terminal inside.

From Warringah Mall (bus terminal inside) via Green St, Cross St, then reverse route to Allambie Rd, then Rodborough Rd, Warringah Rd, then reverse route to Ralston Av, then Cotentin Rd, Wyatt Av to Forest Way (Belrose).

By June 1997

Frenchs Forest (The Esplanade) diversion: From Forest Way one-way loop via Prince Charles Rd, The Esplanade, Carnarvon Dr, Epping Dr, Adams St to Forest Way.

Austlink Business Park – Warringah Mall

Alteration

From 26 October 1998: Extended from Wyatt Av & Forest Way via Forest Way, Garigal Rd, Narabang Way to Minna Close (Austlink). Reverse on return.

Terrey Hills – Warringah Mall

Alteration

From 28 April 2003: Extended from Austlink (Narabang Way at Minna Close) via Narabang Way, Garigal Rd, Forest Way, Myoora Rd to Booralie Rd (Terrey Hills). Return via Myoora Rd, Mona Vale Rd, Narabang Way, Garigal Rd, Forest Way.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Note
			From	Time	From	Time		
Belrose-Warringah Mall	33	M-F	Belrose	8.34am	Warr Mall	6.37pm	120	A
		Sat						
		Sun						

A – Extra trips Thursday night.

26 October 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Austlink-Belrose-Warringah Mall	Fr W Mall 35B 42A	M-F	Belrose	7.21amW	Warr Mall	6.37pmA	C	
			Austlink	8.52amW				
		Sat						
		Sun	Belrose	9.12amW		4.20pmB	2 trips	

A – To Austlink.

B – To Belrose.

C – Morning peak hour, Belrose-Warringah Mall. Day, Austlink-Warringah Mall 60. Extra trips Thursday night.

W – To Warringah Mall.

28 April 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Terrey Hills-Belrose-Warringah Mall	Fr W Mall 34B 42T	M-F	Belrose	7.20amW	Warr Mall	1.35pmT	A	
			Terrey Hills	10.38amW		6.37pmB		
		Sat						
		Sun	Belrose	9.10amW		4.20pmB	2 trips	

A – Peak hours, Belrose-Warringah Mall. Day, Terrey Hills-Warringah Mall 60. Extra trips Thursday night.

B – To Belrose.

T – To Terrey Hills.

W – To Warringah Mall.

Route 277

CHATSWOOD – CASTLE COVE

Timeline

27 July 1992: Renumbered from part of 56 [1925 number], but rerouted in East Roseville. Operated by Forest Coach Lines (Royle family).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Penshurst St, Boundary St, Kendall Rd, Headland Rd, Neerim Rd, Allambie Rd, Deepwater Rd (**Castle Cove**), Neerim Rd, Headland Rd, Kendall Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood interchange.

Alterations

- **By January 1998:** Ex Castle Cove from Boundary St via Penshurst St, Ashley St. Unaltered ex Chatswood.
- **From 12 July 2008:** To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Castle Cove	32 round trip	M-F	Chatswood	6.45am	Castle Cove	6.35pm	60*	
		Sat		8.40am		5.19pm	120	
		Sun						

* More frequent in peak hours.

Route 278

CHATSWOOD – KILLARNEY HEIGHTS

- Includes “Killarney shuttle” (Forestville – Killarney Heights)

Timeline

27 July 1992:

- Chatswood – Killarney Heights renumbered from part of 56 [1925 number].
- Shares Chatswood – Forestville with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Forestville at different times with 270, 271, 273, 274 & L70.
- Operated by Forest Coach Lines (Royle family).

28 April 2003: Chatswood – Killarney Heights service replaced during weekday off-peak by more frequent “Killarney shuttle” (Forestville – Killarney Heights), connecting at Forestville with Chatswood & City buses.

30 June 2014: “Killarney shuttle” extended to operate also all day Saturdays & Sundays, replacing Chatswood – Killarney Heights service on those days. Chatswood – Killarney Heights now runs during weekday peak hours & weeknights only.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

Chatswood – Killarney Heights

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (**East Roseville**), Warringah Rd, Starkey St, Cannons Pde, Cook St, Starkey St, Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Cannons Pde, Starkey St, Warringah Rd, then reverse route to Chatswood interchange.

Alterations

- **From 28 April 2003:** Ex Chatswood from Boundary St via Babbage Rd (*not* via Archbold Rd, Addison Av). Reverse on return.
- **From 12 July 2008:** To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Forestville – Killarney Heights (“Killarney shuttle”)

From 28 April 2003

From Forestville (Jamieson Sq, Starkey St at Warringah Rd) via Starkey St, Tyrone Av, Cook St, Starkey St, Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Bushland Av, Starkey St to Warringah Rd (Jamieson Sq, Forestville).

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Killarney Heights	48 round trip	M-F	Killarney Hts	6.22am	Chatswood	8.00pm	60*	
		Sat	Chatswood	7.50am		5.30pm	60	
		Sun		9.58am	Killarney Hts	5.29pm	4 trips	

* More frequent in peak hours.

28 April 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Killarney Heights	48 round trip	M-F	Killarney Hts	6.17am	Chatswood	9.00pm	A	
		Sat	Chatswood	7.50am		5.30pm	60	
		Sun		9.45am	Killarney Hts	5.31pm	4 trips	
Forestville-Killarney Heights†	15 round trip	M-F	Forestville	8.40am	Forestville	3.52pm	20	
		Sat						
		Sun						

† “Killarney shuttle”.

A – Peak hours & weeknights, Chatswood-Killarney Heights. Off-peak, “Killarney shuttle” (see lower panel).

30 June 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Killarney Heights	48 round trip	M-F	Killarney Hts	6.12am	Chatswood	9.15pm	A	
		Sat						
		Sun						
Forestville-Killarney Heights†	15 round trip	M-F	Forestville	8.40am	Forestville	3.55pm	20	
		Sat		8.15am		5.55pm	20	
		Sun		8.15am		5.55pm	20	

† “Killarney shuttle”.

A – Peak hours & weeknights, Chatswood-Killarney Heights. Off-peak, “Killarney shuttle” (see lower panel).

Route 279

CHATSWOOD – FRENCHS FOREST (The Esplanade)

Timeline

27 July 1992:

- Limited service renumbered from part of 56 [1925 number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70.
- Operated by Forest Coach Lines (Royle family).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way, Naree Rd, Rabbett St, Adams St, Dundilla Rd, The Esplanade, Burralloo St, Wearden Rd, Dundilla Rd to The Esplanade (Frenchs Forest).

From Frenchs Forest (The Esplanade) (at Dundilla St) via The Esplanade, Burralloo St, Wearden Rd, Dundilla Rd, Adams St, Forest Way, then reverse route to Chatswood interchange.

Alterations

- **By 24 May 1993:** Ex Chatswood from Adams St via Dundilla Rd, Wearden Rd, Burralloo St, The Esplanade to Dundilla Rd. Reverse on return.
- **By 22 August 1994:** Ex Chatswood from Forest Way via Prince Charles Rd, The Esplanade, Carnarvon Dr, Epping Dr, Adams St to Forest Way. Return from The Esplanade & Prince Charles Rd via The Esplanade, then reverse route.
- **From 12 July 2008:** To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Frenchs Forest (The Esplanade)	33	M-F	The Esplanade	7.07am	Chatswood	4.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

Route 280

CHATSWOOD – WARRINGAH MALL

Timeline

27 July 1992:

- Renumbered from part of 56 [1925 number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70.
- Shared Frenchs Forest – Warringah Mall with 276 until 24 November 2008.
- Operated by Forest Coach Lines (Royle family).

24 November 2008: Increased service on 280 replaced part of 276, as a result of Ministry of Transport review of Region 14.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Naree Rd, Rabbett St, Warringah Rd, Allambie Rd (**Allambie Heights**), Kentwell Rd, Condamine St, Pittwater Rd, Cross St, Dale St to Warringah Mall bus terminal inside.

From Warringah Mall (bus terminal inside) via Green St, Cross St, then reverse route to Allambie Rd then Rodborough Rd, Warringah Rd, Forest Way, Naree Rd, Rabbett St, Warringah Rd, then reverse route to Chatswood interchange.

Alterations

- **From 12 July 2008:** To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.
- **From 11 April 2016:** Ex Chatswood from Naree Rd via Frenchs Forest Rd, Allambie Rd. Return from Allambie Rd via Frenchs Forest Rd, Rabbett St.

From 11 April 2016

Trips from Warringah Mall terminating at Frenchs Forest: From Frenchs Forest Rd via Wakehurst Pkwy, Warringah Rd, Forest Way to Forest Way shops.

Timetable Summary

27 July 1992

280-285

See also 276, 278, 279

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
280: Chatswood-Warringah Mall	39	M-F	Chatswood	6.12am	Warr Mall	6.05pm	60*	
		Sat		7.20am		5.07pm	60	
		Sun						
281: Chatswood-Davidson (<i>see also</i> 282)	57 round trip	M-F	Davidson	5.50am	Chatswood	6.12pm	60*	
		Sat		6.38am		4.50pm	60	
		Sun		9.49am		3.30pm	120	
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	7.02pm	Chatswood	11.30pm	Ns	
		Sat		5.15pm		12.00mn	Ns	
		Sun	Duffys Forest	7.36am		9.00pm	MNs	
283: Chatswood-Belrose (<i>see also</i> 282)	57 round trip	M-F	Belrose	5.25am	Chatswood	6.43pm	60*	
		Sat		6.09am		4.30pm	60	
		Sun	Chatswood	9.30am	Belrose	4.30pm	120	
284: Chatswood-Duffys Forest	42	M-F	Duffys Forest	6.27am	Chatswood	9.00pm	120*	
		Sat		7.17am	Terrey Hills	10.11pm	5 trips	
		Sun		9.16am	Duffys Forest	6.39pm	5 trips	
285: Chatswood-Narrabeen-Warriewood shops	57	M-F	Chatswood	7.11am	W' wood shops	5.33pm	120*	
		Sat		8.46am		4.51pm	4 trips	
		Sun						

* More frequent in peak hours.

† Combined 281/283. Selected trips extended to Terrey Hills or Duffys Forest.

MNs – Night service, plus early morning service from various termini.

Ns – Night service.

Day frequencies along common route:

M-F Chatswood-Frenchs Forest (280, 281, 283-285) 15.

Chatswood-Terrey Hills (284, 85) 60.

Sat Chatswood-Frenchs Forest (280, 281, 283-285) 15.

Chatswood-Terrey Hills (284, 285) 60-120.

Sun Chatswood-Frenchs Forest (281, 283, 284) 30-60.

26 October 1998

280-285

See also 276, 278, 279

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
280: Chatswood-Warringah Mall	39	M-F	Chatswood	6.16am	Warr Mall	6.05pm	60*	
		Sat		7.20am		5.15pm	60	
		Sun		10.00am		1.15pm	A	
281: Chatswood-Davidson (<i>see also</i> 282)	57 round trip	M-F	Davidson	5.50am	Chatswood	6.12pm	60*	
		Sat		6.38am		5.00pm	60	
		Sun						
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	5.25pm	Chatswood	11.30pm	Ns	
		Sat		5.15pm		12.00mn	Ns	
		Sun	Duffys Forest	7.36am		9.00pm	60	
283: Chatswood-Belrose (<i>see also</i> 282)	57 round trip	M-F	Terrey Hills	5.18am	Chatswood	6.28pm	B	
		Sat		6.02am		4.30pm	60	
		Sun						
284: Chatswood-Duffys Forest	42	M-F	Duffys Forest	6.27am	Chatswood	9.00pm	120*	
		Sat		7.17am	Duffys Forest	6.47pm	5 trips	
		Sun	Chatswood	8.30am		6.35pm	5 trips	
285: Chatswood-Narrabeen-Warriewood shops	Fr Chats 48N 57W	M-F	Chatswood	7.10am	W' wood shops	5.33pm	C	
		Sat		8.46am		4.51pm	4 trips	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Terrey Hills (282, 283) or Duffys Forest (282).

A – 3 trips from Chatswood, 2 trips from Warringah Mall. Plus short-workings with connections to/from Chatswood.

B – Morning peak hour, Terrey Hills-Belrose-Chatswood. Day, Chatswood-Belrose 60*.

C – Day, Chatswood-Narrabeen 120, selected trips extended to Warriewood shops. Plus short-working/s after last trips shown.

N – To Narrabeen.

Ns – Night service.

W – To Warriewood shops.

Day frequencies along common route:

M-F Chatswood-Frenchs Forest (280, 281, 283-285) 15.

Sat Chatswood-Frenchs Forest (280, 281, 283-285) 15.

Sun Chatswood-Frenchs Forest (281, 283, 284) 30-60.

24 November 2008

280-284

See also 278, 279

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
280: Chatswood-Warringah Mall	39	M-F	Chatswood	6.10am	Warr Mall	6.10pm	30*	A
		Sat		7.15am		4.30pm	30	
		Sun		8.15am		5.00pm	60	
281: Chatswood-Davidson (<i>see also</i> 282)	57 round trip	M-F	Davidson	5.50am	Chatswood	11.00pm	60*	
		Sat		6.38am		11.00pm	60	
		Sun		9.21am	Davidson	4.21pm	60	
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	5.20pm	Chatswood	12.00mn	Ns	
		Sat		5.30pm		3.00am	NLs	
		Sun	Duffys Forest	7.36am		11.30pm	MNs	
283: Chatswood-Belrose (<i>see also</i> 282)	57 round trip	M-F	Terrey Hills	5.18am	Chatswood	6.28pm	B	
		Sat		6.02am		4.30pm	60	
		Sun	Chatswood	9.30am	Belrose	4.52pm	60	
284: Chatswood-Duffys Forest	42	M-F	Duffys Forest	6.21am	Chatswood	5.30pm	C	
		Sat	Chatswood	6.45am	Duffys Forest	6.02pm	4 trips	
		Sun		8.30am		2.28pm	4 trips	

* More frequent in peak hours.

† Selected trips extended to Terrey Hills (283) or Duffys Forest (282).

A – Plus short-workings after last trips shown, including extra trips Thursday night.

B – Morning peak hour, Terrey Hills-Belrose-Chatswood. Day, Chatswood-Belrose 60*.

C – Peak hours, Chatswood-Duffys Forest. Day, Terrey Hills-Duffys Forest 120.

MNs – Early morning & night service.

NLs – Night & after midnight service.

Ns – Night service.

Day frequencies along common route:

M-F Chatswood-Frenchs Forest (280, 281, 283) 15.

Sat Chatswood-Frenchs Forest (280, 281, 28, 284) 15.

Sun Chatswood-Frenchs Forest (281, 283, 284) 30-60.

30 June 2014

280-284

See also 278, 279

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
280: Chatswood-Warringah Mall	Fr W Mall 17F 39C	M-F	Chatswood	6.00amW	Warringah Mall	6.05pmC 9.15pmF	A	
		Sat		7.15am		5.00pm	30	B
		Sun		7.15am		5.00pm	30	B
281: Chatswood-Davidson (<i>see also 282</i>)	57 round trip	M-F	Davidson	5.38am	Davidson	11.20pm	60*	
		Sat		6.38am		11.20pm	60	
		Sun	Chatswood	9.00am	Chatswood	6.00pm	60	
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	5.20pm	Chatswood	12.00mn	Ns	
		Sat		12.00mn		3.00am	Ls	
		Sun	Davidson	7.52amC		11.30pmD	MNs	
283: Chatswood-Belrose (<i>see also 282</i>)	57 round trip	M-F	Terrey Hills	5.13am	Chatswood	11.30pm	D	
		Sat		6.02am		11.52pm	60	
		Sun	Chatswood	8.30am	Belrose	4.52pm	60	
284: Chatswood-Duffys Forest (<i>see also below</i>)	40	M-F	Duffys Forest	6.16am	Chatswood	5.30pm	Ph	
		Sat	Chatswood	6.45am	Duffys Forest	6.32pm	2 trips	
		Sun	Duffys Forest	7.35am	Chatswood	11.30pm	E	
284: Terrey Hills-Duffys Forest‡	7	M-F	Terrey Hills	10.22am	Duffys Forest	4.30pm	120	
		Sat		9.20am		3.35pm	120	
		Sun		9.20am		6.32pm	120	

* More frequent in peak hours.

† Selected trips extended to Terrey Hills (283) or Duffys Forest (282).

‡ Additional to Chatswood-Duffys Forest trips above.

A – Peak hours & day, Chatswood-Warringah Mall 30*. Night, Warringah Mall-Frenchs Forest.

B – Plus short-workings after last trip shown.

C – To Chatswood.

D – Morning peak hour, Terrey Hills-Belrose-Chatswood. Day, Chatswood-Belrose 60*.

E – 1 trip from Duffys Forest, 2 trips from Chatswood.

F – To Frenchs Forest.

Ls – After midnight service.

MNs – Early morning & night service.

Ns – Night service.

Ph – Peak hours only.

W – To Warringah Mall.

Day frequencies along common route:

M-F Chatswood-Frenchs Forest (280, 281, 283) 15.

Sat Chatswood-Frenchs Forest (280, 281, 283) 15.

Sun Chatswood-Frenchs Forest (280, 281, 283) 15.

Route 281

CHATSWOOD – DAVIDSON

Timeline

27 July 1992:

- Renumbered from part of 56 [1925 number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70.
- Selected night & Sunday trips provided by 282 (combined 281/283). 282 also replaced most 281 & 283 trips during daytime Sunday from 26 October 1998 to about 2003.
- Operated by Forest Coach Lines (Royle family).

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Most 282 (combined 281/283) trips on Monday-Saturday nights replaced by trips on individual routes 281 & 283.
- Hours of service of 282 (combined 281/283) extended to after-midnight trips on Saturday night/early Sunday morning (last trip 3.00am from Chatswood).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd, Pound Av, Kawana St, Prahlan Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Lockwood Av, Glen St, Forest Way, Warringah Rd, Babbage Rd, Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood interchange.

Alteration

From 12 July 2008: To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

26 October 1998

24 November 2008

30 June 2014

See 280

Route 282

CHATSWOOD – DAVIDSON – BELROSE

- **Selected trips extended to Terrey Hills**

Timeline

27 July 1992:

- Combined 281/283 trips, Chatswood – Davidson – Belrose, in the afternoon peak hour & at night renumbered from part of 56 [1925 number]. Also replaced most 281 & 283 trips during daytime Sunday from 26 October 1998 until about 2003.
- Selected trips extended to Terrey Hills.
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70.
- Operated by Forest Coach Lines (Royle family).

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Most 282 (combined 281/283) trips on Monday-Saturday nights replaced by trips on individual routes 281 & 283.
- Afternoon peak hour service remains.
- Hours of service extended to after-midnight trips on Saturday night/early Sunday morning (last trip 3.00am from Chatswood).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Blackbutts Rd, Pound Av, Kawana St, Prahlan Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Warringah Rd, Babbage Rd, Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood interchange.

Terrey Hills extension: Extended from Belrose (Wyatt Av/Forest Way) via Forest Way, Myoora Rd to Booralie Rd.

Alteration

From 12 July 2008: To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

26 October 1998

24 November 2008

30 June 2014

See 280

Route 283

CHATSWOOD – BELROSE

Timeline

27 July 1992:

- Renumbered from part of 56 [1925 number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70.
- Selected night & Sunday trips provided by 282 (combined 281/283). 282 also replaced most 281 & 283 trips during daytime Sunday from 26 October 1998 to about 2003.
- Operated by Forest Coach Lines (Royle family).

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Most 282 (combined 281/283) trips on Monday-Saturday nights replaced by trips on individual routes 281 & 283.
- Hours of service of 282 (combined 281/283) extended to after-midnight trips on Saturday night/early Sunday morning (last trip 3.00am from Chatswood).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

Other than Monday-Saturday early morning trips from Belrose

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Warringah Rd, Babbage Rd, Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood interchange.

Monday-Saturday early morning trips FROM Belrose

From Belrose (Wyatt Av near Forest Way) via Wyatt Av, Cotentin Rd, Ralston Av, Pringle Av, Haigh Av, Hakea Av, Lockwood Av, Glen St, Forest Way (**Frenchs Forest**), Warringah Rd (**Forestville**), Babbage Rd (**East Roseville**), Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood old interchange.

Alteration

From 12 July 2008: To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

26 October 1998

24 November 2008

30 June 2014

See 280

Route 284

CHATSWOOD – TERREY HILLS – DUFFYS FOREST

Timeline

27 July 1992:

- Renumbered from part of 56 [1925 number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& from Chatswood to Terrey Hills with 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest Belrose – Terrey Hills at different times with 270, 271, 273, 274, L70.
- Operated by Forest Coach Lines (Royle family).

24 November 2008: Chatswood – Terrey Hills reduced to a limited service, when frequency on 270 City (Queen Victoria Building) – Terrey Hills increased on weekdays (& later on weekends).

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines transferred to Comfort DelGro Corporation.

Streets

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd, Booralie Rd (**Terrey Hills**), Thuddungra Rd, Wyong Rd to Birramal Rd (Duffys Forest). Reverse on return.

Alteration

From 12 July 2008: To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

26 October 1998

24 November 2008

30 June 2014

See 280

Route 285

CHATSWOOD – TERREY HILLS – NARRABEEN – WARRIEWOOD – MONA VALE

Timeline

27 July 1992:

- New route, Chatswood – Terrey Hills – Narrabeen – Warriewood shops, following parts of 195, 196 & 284, as a result of reorganization of Forest Coach Lines' routes.
- Shared Chatswood – various points between Forestville and Terrey Hills with other routes in the 278-284 range. Shared East Roseville – Frenchs Forest – Terrey Hills with 270 & L70. Shared Terrey Hills – Elanora Heights – Narrabeen with 195 until 26 October 1998.
- Operated by Forest Coach Lines (Royle family).

28 April 2003:

- Extended from Warriewood shops to Mona Vale, replacing selected trips on 196.
- 196 rerouted via 285 through Elanora Heights & Narrabeen on Sundays (until 7 June 2004).

24 November 2008: As a result of Ministry of Transport review of Region 14:

- Ceased.
- Elanora Heights – Narrabeen – Mona Vale replaced by State Transit Authority (trading as Sydney Buses) 182. State Transit Authority E83 also extended from Narrabeen to Elanora Heights to provide a peak hour express service to the City.
- No replacement service provided between Elanora Heights and Terrey Hills.
- Service between Terrey Hills and Chatswood continued to be provided by 284 (limited service).

Streets

Chatswood – Narrabeen – Warriewood shops

From 27 July 1992

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd, Booralie Rd

(**Terrey Hills**), Mona Vale Rd, Manor Rd (**Ingleside**), Wattle Rd, Ingleside Rd, Powder Works Rd, Kalang Rd (**Elanora Heights**), Elanora Rd, Anana Rd, Rickard Rd, Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, Albert St, Lagoon St, Waterloo St (**Narrabeen**), Pittwater Rd, Jacksons Rd to Warriewood shops.

From Warriewood shops (Jacksons Rd) via Jacksons Rd, Pittwater Rd, Albert St, Lagoon St, Waterloo St (**Narrabeen**), Pittwater Rd, Rickard Rd, then reverse route to Chatswood interchange.

Alteration

By 24 May 1993: Ex Chatswood from Manor Rd via (right) Wattle Rd, Powder Works Rd. Reverse on return.

Chatswood – Narrabeen – Warriewood shops – Mona Vale

Alterations

- *From 28 April 2003:* Ex Chatswood from Mona Vale Rd via Powder Works Rd. Reverse on return.
- *From 28 April 2003:* Extended from Warriewood shops via Jacksons Rd, Garden St, Macpherson St, Ponderosa Pde, Mona Vale Rd, Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale). Return via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route.
- *From 12 July 2008:* To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Timetable Summary

27 July 1992

26 October 1998

See 280

Route 583

PYMBLE – NORTH ST IVES (Wildflower Garden)■

- **Extended from Wildflower Garden to Austlink Business Park 1998**

Timeline

21 July 1990:

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

6 October 1992: Acron Rd diversion replaced by new 582.

18 April 1995: Most trips on 585 (combined 583/584) replaced by trips on individual routes 583 & 584. Remaining combined trips known as 583/584.

6 July 1998:

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

26 October 1998: Absorbed into 196, as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

Streets

Pymble – North St Ives (Wildflower Garden)

From 21 July 1990

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

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

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

Alteration

From 6 October 1992: Acron Rd diversion transferred to 582.

Pymble – North St Ives – Austlink Business Park

Alteration

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

Timetable Summary

21 July 1990

583-586

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

Selected 583 & 585 trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

* More frequent in peak hours.

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

A – Off-peak & early night service. Plus 1 early morning trip.

Ph – Peak hours only (both directions).

6 October 1992

583-586

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

Selected 583 & 585 trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

* More frequent in peak hours.

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

A – Off-peak & early night service. Plus 1 early morning trip.

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

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

Ph – Peak hours only (both directions).

18 April 1995
583, 584

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

Selected 583 trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

* More frequent in peak hours.

MNs – Early morning & night service.

Ns – Night service.

Day frequencies along common route:

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

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

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

Combined Routes 583/584

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

Timeline

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

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

26 October 1998: Renumbered combined 195/196, as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

Streets

From 18 April 1995

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

Timetable Summary

18 April 1995

See 583

Route 584

PYMBLE – ST IVES CHASE■

Timeline

21 July 1990:

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

18 April 1995: Most trips on 585 (combined 583/584) replaced by trips on individual routes 583 & 584. Remaining combined trips known as 583/584.

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

26 October 1998: Renumbered 195, as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

Streets

From 21 July 1990

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

Alteration

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

Timetable Summary

21 July 1990

18 April 1995

See 583

Route 585

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

Timeline

21 July 1990: Combined Pymble – St Ives Chase – North St Ives (Wildflower Garden) trips in inter-peak & on weeknights, renumbered from part of 191 [1925 number], covering new 583 & 584. Operated by St Ives Bus Services (Arthur H Gillott).

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

Streets

From 21 July 1990

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

Timetable Summary

21 July 1990

6 October 1992

See 583

Route 586

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

Timeline

21 July 1990:

- New weekend service replacing most parts of 191 [1925 number]:
Trips from Pymble: Pymble – St Ives Chase – North St Ives (Wildflower Garden) – Gordon,
Trips from Gordon: Gordon – St Ives Chase – North St Ives (Wildflower Garden) – Pymble.
- Replaced Saturday service on 191 [1925 number] (Pymble – St Ives).
- Covered weekday 583 & 584 (parts of 191 [1925 number] renumbered into the Sydney Region Route Number System) & 191 [1925 number] Gordon – St Ives.
- Operated by St Ives Bus Services (Arthur H Gillott).

6 October 1992:

- Altered:
Trips from Pymble: Pymble – St Ives Chase – Gordon (*not* via North St Ives (Wildflower Garden)),
Trips from Gordon: Gordon – North St Ives (Wildflower Garden) – Pymble (*not* via St Ives Chase).
- Covered 582 (part of 191 [1925 number] renumbered into the Sydney Region Route Number System), plus existing weekday 583 & 584.

18 April 1995: Replaced by trips on individual routes 582, 583 & 584.

Streets

From 21 July 1990

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

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

From 6 October 1992

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

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

Timetable Summary

21 July 1990

6 October 1992

See 583