



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 575 – 599

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

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

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

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

Summary of routes 575 – 599

575	Turramurra-Hornsby
575	Hornsby-Turramurra-Macq Uni
576	Turramurra-Nth Turramurra
576	Wahroonga-Nth Turramurra
576T	Turramurra-Nth Wahroonga
577	Turramurra-N Turramurra, etc
577P	Pymble-East Turramurra
577P	Turramurra-East Turramurra
578	Turramurra-Pymble
578	St Ives-North Turramurra
579	Pymble-East Turramurra
580	Pagewood-Aust Wonderland
581	Gordon-Woodlands Av
582	Gordon-St Ives, etc
583	Pymble-North St Ives, etc

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

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

Route 575

TURRAMURRA – EAST WAHROONGA – HORNSBY HOSPITAL – HORNSBY ■

TURRAMURRA – EAST WAHROONGA – NORTH WAHROONGA – WAHROONGA ■

Also:

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

Timeline

24 July 1985:

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

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

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

12 August 1991:

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

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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.

3 September 2001: Transferred to Transdev Pty Ltd (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014) trading as Shorelink

23 December 2002:

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

1 January 2005: Became part of Contract Region 12.

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

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

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

Streets

Turramurra – East Wahroonga – North Wahroonga – Wahroonga

From 24 July 1985

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

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

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

Turramurra – East Wahroonga – Hornsby Hospital – Hornsby

From 12 August 1991

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

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

Alterations

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

Hornsby – Hornsby Hospital – Wahroonga

From 12 January 1992

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

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

Wahroonga – North Wahroonga

From 21 September 1998

Same as 576.

Turramurra – East Wahroonga – North Wahroonga

From 23 December 2002

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, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, then reverse route to Turramurra Interchange.

Timetable Summary

24 July 1985

Turramurra – East Wahroonga routes

575, 576

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
575: Turramurra-East Wahroonga-Wahroonga	Fr T ^m urra 8E 24W	M-F	Turramurra	6.39amW	Wahroonga	6.56pmT	A	
					E Wahroonga	10.28pmT		
		Sat		7.50amW	Wahroonga	12.10pmT	B	
					E Wahroonga	4.11pmT		
		Sun					C	
576: Turramurra-East Wahroonga-North Turramurra Loop	23 round trip	M-F	Turramurra	7.48pm	Turramurra	10.20pm	Ns	
		Sat		2.49pm		5.19pm	2 trips	
		Sun		10.10am		2.50pm	3 trips	

* More frequent in peak hours.

** Less frequent in PM.

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

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

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

E – To East Wahroonga.

Ns – Night service.

T – To Turramurra.

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		
575: Turramurra-East Wahroonga-Hornsby	28 6SH 7TE	M-F	Hornsby	6.10am	Turramurra	6.58pm	A	
		Sat		7.50am		5.00pm	60	
		Sun		8.53amH	Hornsby Hosp	4.07pmS	120	B
			E Wahroonga	9.09amT	E Wahroonga	4.09pmT		

* More frequent in peak hours.

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

B – Ran separately Hornsby-Hornsby Hospital & Turramurra-East Wahroonga.

H – To Hornsby Hospital.

S – To Hornsby (Station).

SH – Hornsby Station-Hornsby Hospital (Sundays).

T – To Turramurra.

TE – Turramurra-East Wahroonga (Sundays).

23 December 2002

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

* More frequent in peak hours.

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

N – To North Wahroonga.

T – To Turramurra.

Route 575

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

Timeline

23 March 2009:

- 571, 574 & 575 amalgamated and extended as 575 Hornsby – Hornsby Hospital – East Wahroonga – Turramurra – South Turramurra – Macquarie University (full time service), as a result of Ministry of Transport review of Contract Region 12.
- Operated by Transdev TSL until 2010, then Transdev Pty Ltd, trading as Shorelink.

27 August 2012:

- Rerouted via Ryde Rd instead of South Turramurra.
- Service in South Turramurra replaced by revived 572.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

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 [part now Peats Ferry Rd], 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-Turramurra-South Turramurra-Macquarie University	57	M-F	Hornsby	6.30am	Macquarie Uni	9.00pm	30	A
		Sat		8.00am		6.00pm	60	
		Sun		8.00am		4.00pm	60	

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

27 August 2012

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

* More frequent in peak hours.

Route 576

TURRAMURRA – EAST WAHROONGA – NORTH TURRAMURRA

Timeline

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

21 July 1986: Route in North Turramurra altered to run direct along Bobbin Head Rd in both directions & terminate at Chase Gates.

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

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

12 August 1991: Ceased when all service 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.

Timetable Summary

See 575

Route 576

WAHROONGA – NORTH WAHROONGA

Timeline

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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

21 September 1998: Renumbered part of 575.

Number out of use until 2002

23 December 2002: Wahroonga – North Wahroonga section of 575 again given separate number, 576. Operated by Transdev NSW Pty Ltd, trading as Shorelink).

1 January 2005: Became part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

1 September 2025: Route standardised by incorporating Boundary Rd extension in all trips.

Streets

From 12 August 1991

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

Wahroonga (Boundary Rd) extension (peak hours only: mornings trips from Wahroonga, afternoon, trips to Wahroonga): From Grosvenor St via Carrington Rd, Wahroonga Av, Boundary Rd to Eastern Rd. Reverse on return.

Alteration

By 20 August 2001

Wahroonga (Boundary Rd) extension (morning on trips from Wahroonga, afternoon on trips to Wahroonga): Extended in Wahroonga from Grosvenor St via Boundary to Eastern Rd. Reverse on return.

By 1 September 2025

From Wahroonga (Station, Illoura Av at Millewa Av) via Illoura Av, Stuart St, Cleveland St, Burns Rd, Wahroonga Av, Braeside St, 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).

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.

1 September 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wahroonga-North Wahroonga	22 round trip	M-F	Wahroonga	6.30am	N Wahroonga	7.50pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 576T

TURRAMURRA – NORTH WAHROONGA

Timeline

12 October 2009:

- Off-peak route commenced by Transdev TSL until 2010, then Transdev NSW Pty Ltd, trading as Shorelink ().
- Same as 575 prior to 23 March 2009.
- Part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.

- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

From 12 October 2009

From Turrumurra (Interchange) via Eastern Rd, Carrington Rd, Grosvenor St, Curtin Av (**North Wahroonga**), Page Av, Grosvenor St, Carrington Rd, Eastern Rd to Turrumurra 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		
Turrumurra-North Wahroonga	21 round trip	M-F	Turrumurra	10.20am	N Wahroonga	2.10pm	60	
		Sat						
		Sun						

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-North Wahroonga	21 round trip	M-F	Turrumurra	10.20am	N Wahroonga	2.09pm	3 trips	
		Sat						
		Sun						

Route 577

TURRAMURRA – EAST TURRAMURRA (Murdoch St)■

TURRAMURRA – NORTH TURRAMURRA (Chase Gates)

- **Extended from North Turrumurra (Chase Gates) to Bobbin Head (*selected trips, until 2002*)**

Timeline

24 July 1985:

- Daily daytime service Turrumurra – North Turrumurra (Chase Gates) (selected trips extended to Bobbin Head), renumbered from part of 223 [1925 route number].
- Additional service provided by 576 (combined 575/577) on weeknights & selected trips on Saturday afternoons & Sundays.
- Operated by Deane's Coaches Pty Ltd.

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

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 became a member/division of the John A Gilbert Pty Ltd group.

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: Transferred to Transdev NSW Pty Ltd (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014), trading as Shorelink

23 December 2002:

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

1 January 2005: Became part of Contract Region 12.

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

Turramurra – North Turramurra (Chase Gates) (*selected trips extended to Bobbin Head*)
From 24 July 1985

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

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

North Turramurra (Ellalong Rd) diversion: Ex Turramurra 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 Turramurra 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 Turramurra trips terminated at Kuring-gai High School.
- **North Turramurra (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 Turramurra.)
- **Turramurra (Katina St) diversion:** Ex Turramurra from Eastern Rd via Karuah Rd, Katina St, The Chase Rd, Burns Rd to Bobbin Head Rd. Reverse on return.

Turramurra – North Turramurra (Chase Gates)

Alteration

From 23 December 2002: Bobbin Head extension ceased.

Turramurra – East Turramurra (Murdoch St)

From 1 November 1999

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

Timetable Summary

24 July 1985

Turramurra – North Turramurra routes

577

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

For 576, see 575.

* More frequent in peak hours.

† Selected trips extended to Bobbin Head.

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

B – To Bobbin Head.

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

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

N – To North Turramurra (Chase Gates).

Ns – Night service.

T – To Turramurra.

6 February 1995

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

* More frequent in peak hours.

† Selected trips extended to Bobbin Head.

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

B – To Bobbin Head.

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

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

N – To North Turramurra (Chase Gates).

T – To Turramurra.

23 December 2002

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

* More frequent in peak hours.

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
577: Turrumurra-North Turrumurra (Chase Gates)	14	M-F	Turrumurra	5.38am	Chase Gates	10.30pm	60*	
		Sat		6.50am		8.04pm	60	
		Sun		7.50am		5.03pm	60	

* 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 NSW Pty Ltd.
- Part of Contract Region 12.

May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

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 (Murdoch St)	13 round trip	M-F	Turrumurra	10.44am	Murdoch St	3.00pm	60	
		Sat						
		Sun						

Route 578

TURRAMURRA – PYMBLE via Bannockburn Rd ■

Timeline

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

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

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 Turramurra**), Charlton Av, Pentecost Av, Merrivale Rd, Selwyn St, Bannockburn Rd, Pacific Hwy, Grandview St to Pymble Station.

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

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

Timetable Summary

24 July 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Pymble via Bannockburn Rd	25	M-F	Turramurra	7.56am	Turramurra	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, proprietor). Shared part of route with 577.

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

31 March 1996: Ceased without replacement.

Streets

From 12 August 1991

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

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

Timetable Summary

12 August 1991

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

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

Route 579

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

PYMBLE – EAST TURRAMURRA (Murdoch St) (in various loops)

- **Extended from Pymble to Gordon (off-peak, 1991-6)**

Timeline

24 July 1985:

- Weekday peak hour loop route Pymble – East Turramurra (Murdoch St) renumbered from 63 [1925 route number].
- Operated by Deane's Coaches Pty Ltd.

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

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

12 August 1991: Extended from Pymble to Gordon in off-peak.

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

By 31 March 1996:

- Off-peak trips curtailed to run Pymble – East Turramurra (Murdoch St).
- Loop standardised.

21 September 1998: Renumbered part of 577.

1 November 1999:

- Renumbered 800/900 in timetable (reason?), although buses continued displaying 577.
- Times of service reduced to peak hours. Service to the East Turramurra area provided by new part of 577 from Turramurra.

7 May 2001:

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

3 September 2001: Shorelink transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

By 23 December 2002:

- Renumbered 579.
- Resumed running every weekday.

1 January 2005: Became part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

Pymble – East Turramurra (Murdoch St)

From 24 July 1985

Morning

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

Afternoon

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

Pymble – East Turramurra (Murdoch St) (extended to Gordon in off-peak)

From 12 August 1991

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

Gordon extension: Route not shown in timetable, but likely route via Pacific Hwy, Henry St to Gordon Station.

Alterations

By 7 June 1993: Morning trips ex Pymble from Station St via Telegraph Rd, Merrivale Rd, Selwyn St, Bannockburn Rd.

Pymble – East Turramurra (Murdoch St)

31 March 1996

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

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 (Murdoch St)	17 round trip	M-F	Murdoch St	6.48am	Pymble	6.38pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-East Turramurra (Murdoch St)†	17 round trip	M-F	Murdoch St	6.47amP 11.39amG	Murdoch St Pymble	1.39pmG 6.30pmM	A	
		Sat						
		Sun						

† Extended to Gordon in off-peak.

A – Base service, Pymble-East Turramurra (Murdoch St) in peak hours. Extended to Gordon in off-peak, 3 trips to Gordon, 2 trips from Gordon.

G – To Gordon.

M – To East Turramurra (Murdoch St).

P – To Pymble.

31 March 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-East Turramurra (Murdoch St)	15 round trip	M-F	Pymble	6.43am	Pymble	6.34pm	90-120*	
		Sat						
		Sun						

* More frequent in peak hours.

1 November 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-East Turramurra (Murdoch St)	15 round trip	M-F	Pymble	7.14am	Pymble	5.11pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

23 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-East Turramurra (Murdoch St)	15 round trip	M-F	Pymble	6.48am	Pymble	6.28pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 580

PAGEWOOD – AUSTRALIA'S WONDERLAND■

Timeline

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

(?): Ceased.

Route 581

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

GORDON – GORDON (Woodlands Av) Loop■

Timeline

6 October 1992:

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

18 April 1995:

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

6 July 1998: Transferred to Shorelink, a member/division of the John A Gilbert Pty Ltd group.

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

Streets

Gordon – Gordon (Clifford St/McIntosh St) Loop

From 6 October 1992

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

Gordon – Gordon (Woodlands Av) Loop

From 6 October 1992

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

Alterations

From 18 April 1995:

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

Timetable Summary

6 October 1992

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

* More frequent in peak hours.

18 April 1995

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

* More frequent in peak hours.

Route 582

GORDON – SOUTH ST IVES – ST IVES via Acron Rd

GORDON – GORDON (Woodlands Av) Loop■

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

Timeline

6 October 1992:

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

18 April 1995:

- Gordon (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, a member/division of the John A Gilbert Pty Ltd group.

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

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

3 September 2001: Transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014), trading as Shorelink..

1 January 2005: Became part of Contract Region 12.

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

Gordon – South St Ives – St Ives via Acron Rd

From 6 October 1992

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

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

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

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

Alterations

- **From 18 April 1995:** Via Rosedale Rd direct (*not* via Mt Ida St diversion).
- **From 18 April 1995 (Sundays & Public Holidays):** Ex Gordon from Stanley St via Yarrabung Rd, Killeaton St, Mona Vale Rd, Memorial Av to St Ives Village Shops. Return via Memorial Av, (?), Stanley St, Horace St.
- **From 1 August 1999:** St Ives (Catherine St) diversion ceased.
- **From 1 July 2002 (Sundays & Public Holidays):** Ex Gordon from Eucalyptus St via Hunter Av, then normal route to St Ives (*not* via Barra Brui). Return from St Ives via normal route to Waterhouse Av, then Yarrabung Rd, Hunter Av, Eucalyptus St.

- **From 2 June 2003:**

Weekdays only

Either direction from Eastern Arterial Rd/Barra Brui Cr (southern intersection) via Barra Brui Cr (**South St Ives**) to Eastern Arterial Rd/Barra Brui Cr (northern intersection).

Weekends & Public Holidays

Ex Gordon from Eucalyptus St via Hunter Av (**not** via South St Ives). Reverse on return.

Gordon – Gordon (Woodlands Av) Loop

From 1 August 1999

Same as 581, as from 18 April 1995.

Timetable Summary

6 October 1992

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

* More frequent in peak hours.

A – To St Ives (Acron Rd).

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

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

G – To Gordon.

S – To St Ives (Village Shops).

18 April 1995

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

* More frequent in peak hours.

A – To St Ives (Acron Rd).

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

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

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

G – To Gordon.

S – To St Ives (Village Shops).

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-South St Ives-St Ives Shops	Fr Gordon 25A 29S	M-F	Gordon	6.37amA	St Ives	5.30pmG	A	
				8.00amS	Gordon	9.14pmA		
		Sat		8.44am		5.44pm	60	C
		Sun		8.44am		5.44pm	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 Shops 60*.

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

G – To Gordon.

S – To St Ives (Village Shops).

Route 583

PYMBLE – NORTH ST IVES (Wildflower Garden)■

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

Timeline

21 July 1990:

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

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

18 April 1995:

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

6 July 1998:

- Transferred to Forest Coach Lines Pty Ltd (Royle family, proprietors).
- Most trips extended from North St Ives (Wildflower Garden) to Austlink Business Park, Belrose, as Forest Coach Lines already operated 196 over that section of route.

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

Streets

Pymble – North St Ives (Wildflower Garden)

From 21 July 1990

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

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

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

Alteration

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

Pymble – North St Ives – Austlink Business Park

Alteration

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

Timetable Summary

21 July 1990

Pymble – St Ives routes 583-586

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

* More frequent in peak hours.

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

A – Off-peak service provided by 585. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

B – Service provided by 586.

C – Off-peak service provided by 585.

D – Off-peak & early night service. Plus 1 early morning trip. Service provided 583 & 584 in peak hours. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

Ph – Peak hours only (both directions).

6 October 1992

Pymble – St Ives routes 583-586

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

* 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 service provided by 585. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

B – Service provided by 586.

C – Off-peak service provided by 585.

D – Off-peak & early night service. Plus 1 early morning trip. Service provided 583 & 584 in peak hours. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

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

Ph – Peak hours only (both directions).

18 April 1995

Pymble – St Ives routes

583, 584

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

Day frequencies along common route:

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

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

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

* More frequent in peak hours.

A – Early morning & night service provided by combined 583/584. Selected trips extended from North St Ives (Wildflower Garden) to St Ives Showground on request.

B – Night service provided by combined 583/584.

C – Early morning & night service provided by combined 583/584.

D – Day service provided by 583 & 584.

MNs – Early morning & night service.

Ns – Night service.

Combined Routes 583/584

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

Timeline

18 April 1995: Combined trips in early morning on weekdays & at night Monday-Sunday on 583 & 584 renumbered from 585. Operated by St Ives Bus Services Pty Ltd (AH (Arthur Helliwell) Gillott, proprietor).

6 July 1998: Transferred to Forest Coach Lines Pty Ltd (Royle family, proprietors).

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

Streets

From 18 April 1995

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

Timetable Summary

See 583

Route 584

PYMBLE – ST IVES CHASE■

Timeline

21 July 1990:

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

18 April 1995:

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

6 July 1998: Transferred to Forest Coach Lines Pty Ltd (Royle family, proprietors).

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

Streets

From 21 July 1990

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

Alteration

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

Timetable Summary

See 583

Route 585

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

Timeline

21 July 1990:

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

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

Streets

From 21 July 1990

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

Timetable Summary

See 583

Route 586

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

(weekends only)■

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

Timeline

21 July 1990:

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

6 October 1992: Altered to run:

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

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

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

Streets

From 21 July 1990

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

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

From 6 October 1992

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

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

Timetable Summary

See 583

Route 586

GORDON – GORDON (Clifford St/McIntosh St) Loop

Timeline

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

6 July 1998: Transferred to Shorelink, a member/division of the John A Gilbert Pty Ltd group.

1 August 1999: Ceased without replacement.

Streets

From 18 April 1995

Same as 581.

Timetable Summary

18 April 1995

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

Route 586

PENNANT HILLS – WESTLEIGH

Timeline

23 March 2009:

- Pennant Hills – Westleigh trips renumbered from part of 587, as a result of Ministry of Transport review of Contract Region 12.
- Operated by Transdev TSL (until 2010), then Transdev NSW Pty Ltd from 2014, trading as Shorelink.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

From 23 March 2009

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

Reverse on return.

Timetable Summary

23 March 2009

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

P – To Pennant Hills.

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

T – To Thornleigh.

W – To Westleigh.

Later

See 587

Route 587

HORNSBY – WESTLEIGH – PENNANT HILLS

Timeline

12 August 1991:

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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

3 March 1997:

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

30 August 1999: Reorganised as:

- Hornsby – Normanhurst – Westleigh (daily service)
- 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 (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

1 January 2005: Became part of Contract Region 12.

23 March 2009:

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

31 March 2024: Combined 587/588 ceased when extra trips provided on individual routes.

Streets

HORNSBY – WESTLEIGH, etc

Hornsby – Westleigh – Pennant Hills

From 12 August 1991

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

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

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

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

Hornsby – Thornleigh – Westleigh

From 3 March 1997

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

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

Hornsby – Normanhurst – Westleigh

From 30 August 1999

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

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

PENNANT HILLS – WESTLEIGH

From 30 August 1999

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

Reverse on return.

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

Timetable Summary

12 August 1991

Hornsby – Thornleigh – Pennant Hills routes

587, 588

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
587: Hornsby-Westleigh-Pennant Hills	37	M-F	Hornsby	6.12am	Pennant Hills	7.20pm	60*	A
		Sat						B
		Sun						
588: Hornsby-Thornleigh-Woodlands Estate†	43 round trip	M-F	Pennant Hills	6.45amH	Hornsby	5.05pmP 6.14pmT	60*	C
		Sat						B
		Sun						
587/588: Hornsby-Westleigh-Pennant Hills		M-F	Hornsby	6.35pmT	Hornsby	7.10pmT	Ns	
		Sat		9.33amP		2.33pmP 4.10pmT	D	
		Sun						

* More frequent in peak hours.

† Selected trips extended from Thornleigh to Pennant Hills.

A – Night service provided by combined 587/588. Plus short-working/s before first trip & after last trip shown.

B – Service provided by combined 587/588.

C – Peak hours, Hornsby-Thornleigh. Day, Hornsby – Pennant Hills 60.

D – Day Hornsby-Pennant Hills 90. Last trip from Hornsby to Thornleigh.

Ns – Night service. Plus short-working/s after last trip shown.

P – To Pennant Hills.

T – To Thornleigh.

6 February 1995

Hornsby – Thornleigh – Pennant Hills routes

587, 588

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
587: Hornsby-Westleigh-Pennant Hills	33	M-F	Hornsby	6.17am	Pennant Hills	7.07pm	60*	A
		Sat						B
		Sun						B
588: Hornsby-Thornleigh (Koorringal Av)	20	M-F	Koorringal Av	6.22amH	Hornsby	5.33pmP	60*	C
			Pennant Hills	7.08amH		6.03pmK		
		Sat						B
		Sun						B
587/588: Hornsby-Westleigh-Pennant Hills		M-F	Hornsby	6.30pmP	Hornsby	8.06pmT	Ns	
		Sat		7.25amP	Pennant Hills	4.40pmH	60	D
		Sun		9.55amP		4.40pmH	120	D

* More frequent in peak hours.

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

B – Service provided by combined 587/588.

C – Selected trips extended from Thornleigh to Pennant Hills. Night service 587/8.

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

H – To Hornsby.

K – To Thornleigh (Koorringal Av).

Ns – Night service: 1st trip from Hornsby to Pennant Hills, later trips Hornsby-Thornleigh.

P – To Pennant Hills.

T – To Thornleigh Station.

3 April 2000 (587)

4 December 2000 (588)

Hornsby – Thornleigh – Pennant Hills routes

587, 588

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
587: Hornsby-Westleigh (Quarter Sessions Rd)	21	M-F	Hornsby	6.20am	Hornsby	7.05pm	60*	A
		Sat		8.25am		5.06pm	60	
		Sun		10.34am	Westleigh	4.55pm	120	B
587: Pennant Hills-Westleigh	21	M-F	Westleigh	6.05amT	Pennant Hills	5.54pmW	Ph	
				7.02amP	Thornleigh	8.44pmW		
		Sat						
		Sun						
588: Hornsby-Normanhurst West†	34 round trip	M-F	Normanh'st W	6.20am	Hornsby	7.00pm	60*	A
		Sat		8.23am		5.10pm	60	
		Sun	Hornsby	11.53am		3.53pm	120	B
587/588: Hornsby-Normanhurst West-Westleigh		M-F	Hornsby	8.05pm	Westleigh	8.54pm	Ns	
		Sat						
		Sun	Westleigh	8.30am	Westleigh	5.59pm	C	

* More frequent in peak hours.

† Service around Normanhurst West Loop runs clockwise in the morning & anti-clockwise in the afternoon.

A – Night service provided by combined 587/588.

B – Additional trips provided by combined 587/588.

C – Morning 2 trips from Westleigh (various termini), afternoon 1 round trip from Hornsby Hornsby-Westleigh-Hornsby.

P – To Pennant Hills.

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

T – To Thornleigh.

W – To Westleigh.

2 October 2013

**Hornsby – Thornleigh – Pennant Hills routes
586-588**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
586: Pennant Hills-Westleigh	21	M-F	Westleigh	6.02mT 7.04amP	Pennant Hills Thornleigh	6.01pmW 8.33pmW	Ph	
		Sat						
		Sun						
587: Hornsby-Westleigh	21	M-F	Hornsby	6.17am	Hornsby	7.10pm	60*	A
		Sat		8.254m		5.06pm	60	
		Sun		8.39am	Westleigh	5.00pm	120	B
588: Hornsby-Normanhurst West†	34 round trip	M-F	Normanh'st W	6.23am	Normanh'st W	7.15pm	60*	A
		Sat	Hornsby	8.13am		5.16pm	60	
		Sun		9.58am		4.14pm	120	B
587/588: Hornsby-Normanhurst West-Westleigh		M-F	Hornsby	7.58pm	Hornsby	9.07pm	Ns	
		Sat						
		Sun	Hornsby	5.25pm	Westleigh	5.59pm	1 trip	

* More frequent in peak hours.

† Service around Normanhurst West Loop runs clockwise in the morning & anti-clockwise in the afternoon.

A – Night service provided by combined 587/588.

B – Additional trips provided by combined 587/588.

Ns – Night service.

P – To Pennant Hills.

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

T – To Thornleigh.

W – To Westleigh.

31 March 2024

**Hornsby – Thornleigh – Pennant Hills routes
586-588**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
586: Pennant Hills-Westleigh	Fr W'leigh 10T 15P	M-F	Westleigh	5.56amT 6.52amP	Pennant Hills Thornleigh	6.25pmW 7.58pmW	Ph	
		Sat						
		Sun						
587: Hornsby-Westleigh	21	M-F	Hornsby	6.01am	Westleigh	9.31pm	60*	
		Sat		8.25am		5.27pm	60	
		Sun		8.39am		6.00pm	120	
588: Hornsby-Normanhurst West†	34 round trip	M-F	Hornsby	6.11am	Normanh'st W	8.51pm	60*	
		Sat		8.00am		5.11pm	60	
		Sun		10.00am		5.41pm	120	

* More frequent in peak hours.

† Service around Normanhurst West Loop runs clockwise in the morning & anti-clockwise in the afternoon.

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.

Combined Routes 587/588

HORNSBY – WESTLEIGH – PENNANT HILLS

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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: Transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014), trading as Shorelink.

1 January 2005: Became part of Contract Region 12.

23 March 2009: Combined trips run only on weeknights & late Sunday afternoon..

1 21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

31 March 2024: Ceased when extra trips provided on individual routes.

Streets

Hornsby – Westleigh – Pennant Hills

From 12 August 1991

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

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

Alteration

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

Hornsby – Westleigh

Alteration

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

Timetable Summary

See 587

Route 588

HORNSBY – THORNLEIGH (*bidirectional loop in Normanhurst West*)

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

(Since about 2000 this route has been described as Hornsby – Normanhurst West, although the terminal loop has remained unaltered in the suburb of Thornleigh.)

Timeline

12 August 1991:

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

21 October 1991:

- Base route truncated to Hornsby – Thornleigh (Koorlingal 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 became a member/division of the John A Gilbert Pty Ltd group.

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: Transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014), trading as Shorelink.

1 January 2005: Became part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

31 March 2024: Combined 587/588 ceased when extra trips provided on individual routes.

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, Koorlingal Av, Bungowen Av, Yarrabung Av, Wareemba Av, Vale Rd (**Thornleigh**), Norman Av, Beresford Rd, Dartford Rd, Milson Pde, Malsbury Rd, then reverse route to Pacific Hwy [part now Peats Ferry Rd], then Coronation St, Hornsby Interchange.

Afternoons (anti-clockwise)

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

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

Hornsby – Thornleigh (Koorlingal 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, Koorlingal Av, Sefton Rd to Chilvers Rd (Thornleigh).

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

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

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

Hornsby – Thornleigh Loop

From 3 March 1997

Mornings (clockwise)

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

Afternoons (anti-clockwise)

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

Timetable Summary

See 587

Route 589

HORNSBY – SYDNEY ADVENTIST HOSPITAL – THORNLEIGH – WOODLANDS ESTATE – HORNSBY Loop

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

Also:

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

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

Timeline

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

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 became a member/division of the John A Gilbert Pty Ltd group.

3 March 1997:

- 570 & 589 consolidated 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 (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

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

1 January 2005: Became part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

Hornsby – Pennant Hills via Pennant Hills Rd

From 12 August 1991

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

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

Alteration

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

Hornsby – Sydney Adventist Hospital – Thornleigh – Hornsby Loop

From 3 March 1997

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

Hornsby – Woodlands Estate – Thornleigh

From 21 September 1998

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

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

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

Alteration

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

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

Alteration

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

Timetable Summary

12 August 1991

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

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

3 March 1997

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

* More frequent in peak hours.

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

21 September 1998

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

* More frequent in peak hours.

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

19 April 2004

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

H – To Hornsby.

S – To Sydney Adventist Hospital.

T – To Thornleigh.

30 June 2014

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

Route 590

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

Timeline

14 December 1981: Commenced jointly by Parramatta Bus Co Pty Ltd (Bosnjak family) & Carlingford Bus Service (part of the Harris Park Transport group). Replaced 201 [1925 route number], Baulkham Hills – Seven Hills.

Intended to be limited stops, but Parramatta Bus Co/Westbus drivers instructed to stop at all stops.

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

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

Streets

From 14 December 1981

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

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

Timetable Summary

14 December 1981

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

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

Route 590

CHATSWOOD – TURRAMURRA – HORNSBY via Pacific Hwy■

Timeline

29 September 1987:

- Chatswood – Hornsby renumbered from part of 55 [1925 route number], 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, proprietor).

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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

3 September 2001: Shorelink transferred to Transdev.

1 January 2005: Became part of Contract Region 12.

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

Streets

Chatswood – Hornsby

From 29 September 1987

From Chatswood (Victoria Av, west side at Station) via Victoria Av, Pacific Hwy [part now Peats Ferry Rd] (Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, 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 590

HORNSBY – PENNANT HILLS via Pennant Hills Rd

Timeline

3 March 2025:

- New route as a result of splitting 600, commenced by CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.
- Part of Contract Region 14.

Streets

From 3 March 2025

From Hornsby (Interchange) via Peats Ferry Rd, Pacific Hwy (**Waitara**), Pennant Hills Rd (**Wahroonga**, **Normanhurst**, **Thornleigh**), Railway St to Pennant Hills Station.

From Pennant Hills (Railway St at Station) via Pennant Hills Rd, Pacific Hwy, Peats Ferry Rd, Coronation St to Hornsby Interchange.

Timetable Summary

3 March 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills	15	M-F	Pennant Hills	6.00am	Hornsby	10.20pm	20	
		Sat		7.20am		10.20pm	20	
		Sun		7.20am		10.20pm	20	

Route 591

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

Timeline

28 September 1987:

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

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.

Streets

From 28 September 1987

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

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

Timetable Summary

29 September 1987

Hornsby – Wahroonga routes

591, 592

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

Average day frequencies along common route:

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

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

† Via Sherbrook Rd.

‡ Via Jubilee St.

H – To Hornsby Hospital.

S – To Hornsby Station.

W – To Wahroonga.

Route 591

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

Timeline

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

14 June 1999: Renumbered part of 593.

Streets

From 12 August 1991

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

Timetable Summary

12 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Asquith (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 NSW Pty Ltd, replacing part of 594H. **Part of Contract Region 12.**

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

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 (**Turramurra**), Killeaton St, Link Rd, Mona Vale Rd, Memorial Av to Village shops (St Ives).

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

Timetable Summary

2 December 2018

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

Route 592

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

Timeline

28 September 1987:

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

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.
- Limited service continued Wahroonga – Hornsby Hospital – Hornsby as 592.

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

Streets

From 28 September 1987

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

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

Timetable Summary

See 591.

Route 592

BROOKLYN (Hawkesbury River Station) – MOONEY MOONEY

- **Extended from Brooklyn (Hawkesbury River Stn) or Mooney Mooney to Hornsby (*limited service*)**
- **Extended from Mooney Mooney to Cheero Point (*selected trips until 2024, when extension became part of standard route.*)**

Timeline

6 February 1995:

- Weekday service renumbered from 30 [1925 route number].
- Compared with 30, days of service of extension from either Brooklyn (Hawkesbury River Stn) or Mooney Mooney to Hornsby increased from Fridays only to every weekday on or by this date.
- Hornsby service ran:
Morning from Brooklyn (Hawkesbury River Stn) to Hornsby via Mooney Mooney,
Afternoon from Hornsby to Mooney Mooney via Brooklyn (Hawkesbury River Stn).
- Operated by Shorelink, a member/division of the John A Gilbert Pty Ltd group.

21 September 1998: Days of service of extension from either Brooklyn (Hawkesbury River Stn) or Mooney Mooney to Hornsby extended to Saturdays.

3 September 2001: Shorelink transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

1 January 2005: Became part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

31 March 2024:

- The weekday extension from Hawkesbury River Stn or Mooney Mooney to Hornsby ceased. The similar extension on Saturdays remained.
- The Cheero Point extension became part of the standard route on weekdays.

Streets

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

From 6 February 1995

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

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

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

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

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

From 31 March 2024

From Brooklyn (Dangar Rd at Hawkesbury River Station) via Dangar Rd, Brooklyn Rd, Pacific Hwy, Cheero Point Rd to Cararra Pkwy (**Cheero Point***), then Cheero Point Rd, Pacific Hwy, Point Rd to Mara Cr (**Mooney Mooney**), then Point Rd, Pacific Hwy, Brooklyn Rd, Dangar Rd to Hawkesbury River Station (Brooklyn).

* Saturday trips do **not** go to Cheero Point.

Brooklyn (Kangaroo Point Park) diversion (*2 trips per weekday*): Off Pacific Hwy south of Peats Ferry Bridge.

Hornsby extension (*Saturdays only*):

- **Saturday morning:** From Mooney Mooney (Point Rd at Mara Cr) via Point Rd, Pacific Hwy [part now Peats Ferry Rd] (**Cowan, Berowra, Mt Kuring-gai, Mt Colah, Asquith**), Coronation St, Hornsby Interchange.
- **Saturday afternoon:** From Hornsby Interchange via Pacific Hwy [part now Peats Ferry Rd], Brooklyn Rd to Hawkesbury River Station (Brooklyn).

Timetable Summary**6 February 1995**

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

† Selected trips extended to Cheero Point.

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

B – To Brooklyn (Hawkesbury River Stn).

C – To Cheero Point.

M – To Mooney Mooney.

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

21 September 1998

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

† Selected trips extended to Cheero Point.

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

B – To Brooklyn (Hawkesbury River Stn).

C – To Cheero Point.

H – To Hornsby via Mooney Mooney.

M – To Mooney Mooney.

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

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

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Cheero Pt-Mooney Mooney	27 round trip	M-F	Cheero Point	6.17am	Hawkes Riv Stn	6.10pm	Ph	
		Sat	M/Mooney	9.20am	M/Mooney	4.03pm	2 trips	
		Sun						
Hornsby-Brooklyn (Hawkesbury River Stn)-Mooney Mooney	Approx 50	M-F						
		Sat	Hawkes Riv Stn	9.47amH	Hornsby	3.14pmN	1 trip	A
		Sun						

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

H – To Hornsby via Mooney Mooney.

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

Ph – Peak hours only.

Route 593

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

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

Timeline

28 September 1987:

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

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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

3 September 2001: Shorelink transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

1 January 2005: Became part of Contract Region 12.

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

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

Streets

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

From 28 September 1987

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

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

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

Alterations

- From 12 August 1991**

Hornsby shops diversion: Ex Hornsby from Station St via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St, Albert St, Bridge Rd, then same route. Ex Parklands Rd from Railway Pde via George St, Burdett St, Muriel St, Edgeworth David Av, Pacific Hwy [part now Peats Ferry Rd], Coronation St, Station St to Hornsby Station.

- From 12 August 1991:** Ex Hornsby from Bolton Av via Berowra Rd, Myall Rd, Wonga Rd, Telopea Av, Cowan Rd. Reverse on return.

- **From 14 June 1999:** Ex Hornsby from Kuring-gai Chase Rd via Bolton Av, Cowan Rd, Belmont Pde. Reverse on return.

Hornsby – Asquith (Leighton Place Industrial Area)

From 14 June 1999

Mornings

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

Afternoons

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

Timetable Summary

29 September 1987

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

* More frequent in peak hours.

Route 593

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

Timeline

31 March 2024:

- Berowra – Mt Kuring-gai peak hour trips renumbered from part of 597.
- Operated by CDC NSW R14 (ComfortDelGro Corporation).
- **Part of Contract Region 14.**

Streets

From 31 March 2024

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

Timetable Summary

31 March 2024

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)	8	M-F	Berowra	6.47am	Beaumont Rd	5.33pm	Ph	
		Sat						
		Sun						

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

Route 593A

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

Timeline

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

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

12 August 1991: Renumbered 591.

Streets

From 12 September 1988

Same as 591

Timetable Summary

12 September 1988

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

Ph – Peak hours only.

Route 594

HORNSBY – BEROWRA HEIGHTS

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

Timeline

28 September 1987:

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

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

12 August 1991:

- Peak hour trips via Kywong Av Loop transferred to 599.
- Trips on late Mondays-Saturdays & all-day Sundays diverted via Hornsby North, covering 595.

12 January 1992: Selected trips extended from Hornsby to Macquarie University & Centre, as part of a move by the University to provide more direct transport to the campus.

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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

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

Streets

Hornsby – Berowra Heights

From 28 September 1987

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

Alterations

- **From 12 August 1991:** Ex Hornsby and ex Berowra Heights from Kywong Rd via Redwood Rd, Bambil Rd, Yallambee Rd.
- **From 12 August 1991:**
Diversion via Route 595: Morning trips on Sundays diverted through Hornsby North on trips to Hornsby. Also diverted through Hornsby North on late Monday-Saturday evenings & on Sundays if required to set down passengers.
- **From 7 June 1993:** From Woodcourt Rd via Alan Rd, Berowra Waters Rd, Warrina St, Hillcrest Rd.
- **From 3 March 1997:** From Woodcourt Rd via Hillcrest Rd.

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

Alteration

From 12 January 1992 (*Macquarie Centre extension*): From Hornsby Station via Pacific Hwy, Pennant Hills Rd, Dartford Rd, Sefton Rd, Chilver Rd, Duffy Av, The Esplanade (**Thornleigh**), Yarrara Rd (**Pennant Hills**), Pennant Hills Rd, Beecroft Rd, Epping Rd, Balacava 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, Chilver Rd, Sefton Rd, Dartford Rd, Pennant Hills Rd, Pacific Hwy to Hornsby Station.

Timetable Summary

29 September 1987

See also 597

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

* More frequent in peak hours.

12 January 1992

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

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

Route 594

CITY (various termini) – EAST KILLARA – NORTH TURRAMURRA

Also:

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

Timeline

11 November 2002:

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

1 January 2005: Became part of Contract Region 12.

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

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

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

City (Queen Victoria Building) – North Turramurra

From 11 November 2002

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

(* Not shown in timetable, but likely route)

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

Alterations

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

City (York St or Clarence St) – North Turramurra

Alteration

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

City (Queen Victoria Building) – Hornsby

See 594H

Timetable Summary

11 November 2002

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

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

Route 594H

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

Timeline

By 11 October 2010:

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

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

Streets

City (Queen Victoria Building) – Hornsby

From 11 October 2010

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

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

Alteration

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

City (York St or Clarence St) – Hornsby

Alteration

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

Timetable Summary

11 October 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-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

Also:

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

Timeline

28 September 1987:

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

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 became a member/division of the John A Gilbert Pty Ltd group.

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

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

3 September 2001: Shorelink transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

1 January 2005: Became part of Contract Region 12.

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

Hornsby – Hornsby North – Mt Colah Loops

From 28 September 1987

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

Alterations

- *From 22 April 1991:*

Mornings

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

Afternoons

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

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

Hornsby – Hornsby (Mt Wilga Private Hospital)

From 6 February 1995

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

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

Hornsby – Mt Colah Loops via Pacific Hwy direct

Alteration

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

Timetable Summary

29 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Hornsby North-Mt Colah Loops	35HMr	M-F	Mt Colah	6.15amM	Hornsby	6.22pmL	A	
	15HNr		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						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. Late afternoon service to Hornsby North part of route provided by diversions of 594 (on request).

C – Service to Hornsby North part of route provided by diversion of 597 (mornings *to* Hornsby, afternoons *from* Hornsby (on request)).

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.

12 October 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	40 round trip	M-F	Mt Colah	6.11am	Hornsby	8.18pm	60*	
		Sat		8.05am	Mt Colah	6.05pm	60	
		Sun						A

* More frequent in peak hours.

A – Service to Mt Colah Loops part of route provided by diversion of 597 (mornings *to* Hornsby, afternoons *from* Hornsby (on request)).

31 March 2024

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	6.13am	Hornsby	9.30pm	60*	
		Sat		7.18am	Mt Colah	6.58pm	60	
		Sun						A

* More frequent in peak hours.

A – Service to Mt Colah Loops part of route provided by diversion of 597 (mornings *to* Hornsby, afternoons *from* Hornsby (on request)).

Route 596

HORNSBY – HORNSBY HEIGHTS

Timeline

28 September 1987:

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

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

3 September 2001: Shorelink transferred to Transdev (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

1 January 2005: Became part of Contract Region 12.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

From 28 September 1987

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

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

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

Alterations

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

Timetable Summary

29 September 1987

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

* More frequent in peak hours.

6 February 1995

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

* More frequent in peak hours.

20 August 2001

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

* More frequent in peak hours.

2 December 2018

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

* More frequent in peak hours.

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

Route 597

BEROWRA – MT KURING-GAI (Beaumont Rd) (INDUSTRIAL) ■
HORNSBY – BEROWRA – BEROWRA HEIGHTS

Timeline

28 September 1987:

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

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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 (rebranded Transdev TSL 2002-8, then Transdev NSW from 2014).

1 January 2005: Became part of Contract Region 12.

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

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

31 March 2024: Berowra – Mt Kuring-gai (Beaumont Rd) peak hour trips renumbered 593, leaving 597 as Hornsby – Berowra (including route in Parklands Rd, Mt Colah area).

Streets

Berowra – Berowra Heights

From 28 September 1987

Mornings

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

Afternoons

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

Alteration

From 12 August 1991

Mornings

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

Afternoons

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

Hornsby – Berowra – Berowra Heights

From 28 June 1999

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

Berowra – Mt Kuring-gai (Beaumont Rd)

From 28 June 1999

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

Hornsby – Mt Colah (Parklands Rd) – Berowra

From 23 March 2009

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

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

Timetable Summary

29 September 1987

See also 594

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

Ph – Peak hours only.

28 June 1999

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

* More frequent in peak hours.

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

B – To Berowra.

BEr – Round trip Berowra-Berowra Heights-Berowra.

C – All weekend trips Hornsby-Berowra Heights.

E – To Berowra Heights.

EH – Berowra Heights-Hornsby.

H – To Hornsby.

23 March 2009

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

* More frequent in peak hours.

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

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

31 March 2024

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	Berowra	6.49am	Hornsby	5.48pm	120*	A
		Sat	Hornsby	7.46am		5.43pm	120	B
		Sun		8.33am		4.33pm	120	B

* More frequent in peak hours.

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

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

Route 597A

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

Timeline

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

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

12 August 1991: Renumbered 599.

Streets

From 12 September 1988

Same as 597

Timetable Summary

12 September 1988

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

Ph – Peak hours only.

Route 598

BEROWRA – BEROWRA (The Gully Rd)■

Timeline

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

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

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

Also:

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

Timeline

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

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

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

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

Streets

From 23 March 2009

Mornings (anti-clockwise)

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

Afternoons (clockwise)

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

Alteration:

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

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

Timetable Summary

23 March 2009

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

* More frequent in peak hours.

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

B – Morning anti-clockwise, afternoon clockwise.

Route 599

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

Timeline

12 August 1991:

- Peak hour service renumbered from 597A.
- Selected trips diverted via Kywong Rd Loop instead of 594. Operated by Shorelink (JH (Jim) Knox, proprietor).

1 October 1992: Shorelink became a member/division of the John A Gilbert Pty Ltd group.

1 November 1999: Renumbered part of 597.

Streets

From 12 August 1991

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

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

Timetable Summary

12 August 1991

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

D – Direct via Pacific Hwy.

K – Via Kywong Rd Loop.

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

Route 599

BEROWRA – BEROWRA HEIGHTS

Timeline

23 March 2009:

- Renumbered from equivalent part of 597, as a result of Ministry of Transport review of Contract Region 12.
- Operated by Transdev NSW Pty Ltd, trading as Shorelink.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Transferred to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

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.