



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 600 – 624

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 600 – 624

600	Parramatta-Rogans Hill, etc
600	Parramatta-Hornsby
601	Parramatta-Rouse Hill, etc
602	Baulkham Hills-W Baulk Hills
602	P'matta-Castle Hill-Kellyville
602	North Sydney-Rouse Hill
602X	North Sydney-Rouse Hill
603	Parramatta-Castle Hill, etc
604	Parramatta-Castle Hill, etc
605	Parramatta-Winston Hills
605	Rouse Hill-North Kellyville
606	Parramatta-Castle Hill, etc
606	Parramatta-Winston Hills
607	Parramatta-Winston Hills
607	Parramatta-Crestwood
607N	City-Tallawong
607X	City-Rouse Hill via M2

608	Castle Hill-Windsor
609	Parramatta-Lake P'matta, etc
610	City-Castle Hill-Rouse Hill
610N	City-Castle Hill-Rouse Hill
610X	City-Castle Hill-Rouse Hill
611	Castle Hill-Kellyville
611	Macquarie Pk-Blacktown, etc
612	Milsons Point-Kellyville, etc
612X	Milsons Point-Kellyville, etc
613	Central-Bella Vista
613X	City-Bella Vista
614	Central-Bella Vista
614X	City-Bella Vista
615	Central-Kellyville, etc
615X	City-North Kellyville
616	Central-Kellyville Ridge, etc
616X	City-Kellyville Ridge, etc

617	Kellyville-Rouse Hill
617X	City-Rouse Hill, etc
618	Castle Hill-Rouse Hill
618	City-Bella Vista
618X	City-Bella Vista
619	Macquarie Pk-Rouse Hill, etc
620	City-Dural
620N	City-Dural
620N	City-Cherrybrook
620X	City-Dural
621	City-North Parramatta
621	City-Cherrybrook-Castle Hill
622	City-Oatlands
622	Milsons Point-Dural
623	Parramatta-Beecroft
624	Parramatta-Epping

Route 600

PARRAMATTA – CASTLE HILL – ROGANS HILL

- **Extended from Castle Hill to West Castle Hill** (*selected trips, 1985-2000*)
- **Extended from Castle Hill to West Pennant Hills** (*selected peak hour trips, 2009-18*)
- **Extended from Parramatta to Liverpool** (*2000-2002*)

(Knightsbridge is a locality in West Castle Hill based around Knightsbridge shops & Ridgecrop Dr.)

Timeline

30 May 1983:

- Parramatta – Rogans Hill renumbered from part of 200, as part of reorganisation & renumbering of 200 & 201 [1925 route numbers].
- Shares route from Parramatta to various points along Church St/Windsor Rd/Old Northern Rd as far as Castle Hill with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

17 June 1985: Selected trips extended from Castle Hill to West Castle Hill. Service to West Castle Hill shared with 603 until 3 December 1994, then shared with 604 until 24 June 1996, then 600 alone.

24 June 1996: Extended full time from Rogans Hill to Knightsbridge, replacing part of 604.

May 1999: Majority (57%) share of Westbus transferred to National Express Group.

20 March 2000:

- 600 & 800 amalgamated as 600, Liverpool – Parramatta – Rogans Hill.
- Castle Hill – Knightsbridge transferred to 606.

4 February 2002: 600 split back into 600 Parramatta – Rogans Hill & 800 Parramatta – Liverpool.

December 2004: Operator's name of this part of Westbus rebranded as Hillsbus, described as "a member of ComfortDelGro Cabcharge". By 9 September 2005, Hillsbus was incorporated as Hillsbus Co Pty Ltd.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%).

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- Base service curtailed to run Parramatta – Castle Hill.
- Selected peak hour trips extended from Castle Hill to West Pennant Hills via Cherrybrook, which provides a connection between Cherrybrook/West Pennant Hills and Parramatta, replacing previous 627, but via Castle Hill instead of Carlingford.
- Full time service between Castle Hill and Rogans Hill replaced by 603.

2 April 2010: Times of service extended to Friday night/Saturday morning & Saturday night/Sunday morning under the Government-sponsored Hassle Free Nights Programme. Trips at these times ceased by 7 March 2011.

7 March 2011: Parramatta – Castle Hill trips during Metrobus hours (approx 6am – 8pm) replaced by M60. 600 retained for trips outside those hours and for selected peak hour trips, Parramatta – Castle Hill – Cherrybrook – West Pennant Hills.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an "umbrella branding" for ComfortDelGro's operations in NSW.

26 November 2017: All trips entirely between Parramatta & Castle Hill renumbered M60 (route unaltered), leaving 600 as Parramatta – Castle Hill – Cherrybrook – West Pennant Hills (peak hours only).

3 June 2018: Ceased. Service provided by existing M60, 621 & 633.

For 600 Parramatta – Castle Hill – Hornsby (renumbered from M60) commencing 26 May 2019, see next entry.

Streets

Parramatta – Rogans Hill

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd, Castle St (**Castle Hill**), Carramar Rd, Tuckwell Rd, Old Castle Hill Rd to Old Northern Rd (Rogans Hill).

From Rogans Hill (Old Northern Rd at Old Castle Hill Rd) via Old Northern Rd, Windsor Rd (**Baulkham Hills**), Church St, George St, Smith St to Darcy St (Parramatta).

Alterations

- **From 15 September 1985** (*opening of Church St Mall*): From Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- **From 20 October 1986**: Ex Parramatta from Tuckwell Rd via Old Castle Hill Rd, Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd.
- **From 3 December 1994**: Ex Parramatta from Old Northern Rd via Old Castle Hill Rd, Lynstock Av.

Parramatta – Castle Hill – West Castle Hill

From 17 June 1985

Same as Parramatta-Rogans Hill to Castle Hill (Old Northern Rd), then Castle St, Carramar Rd, Tuckwell Rd, Gilbert Rd, Ridgecrop Dr to Excalibur Av (West Castle Hill). Return via Ridgecrop Dr, Gilbert Rd, Tuckwell Rd, Old Castle Hill Rd to Old Northern Rd.

Alterations

- **From 15 September 1985** (*opening of Church St Mall*): From Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- **From 3 February 1988**: Extended in West Castle Hill via full circle (anti-clockwise) of Ridgecrop Dr.

Parramatta – Rogans Hill – Knightsbridge

From 24 June 1996

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill, Rogans Hill**), Old Castle Hill Rd, First Farm Dr (west leg), Lynstock Av, Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (anti-clockwise loop) to Knightsbridge shops.

From Knightsbridge (shops) via Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Liverpool – Parramatta – Rogans Hill

From 20 March 2000

From Liverpool (Interchange) via Moore St, Northumberland St, Elizabeth Dr, Bonnyrigg Av (**Bonnyrigg**), Edensor Rd, Smithfield Rd, Mimosa Rd, Polding St, Lily St (**Wetherill Park**), The Horsley Dr (**Smithfield**), Smithfield Rd, Warren Rd, Woodpark Rd, Sherwood Rd, Kenyons Rd (**Merrylands West**), Fowler Rd, Merrylands Rd, Holroyd Rd, Hilltop Rd (**Hilltop**), Burnett St, Railway St, Boundary St, Church St, Argyle St, Wentworth St, Parkes St, Station St, Darcy St (**Parramatta**), Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill**) to Oakhill College (Rogans Hill).

From Rogans Hill (Old Northern Rd at Oakhill College) via Old Northern Rd, Windsor Rd, Church St, George St, Smith St, Darcy St (**Parramatta**), Church St, Lansdowne St, Marsden St, Boundary St, Railway St, then reverse route to Elizabeth Dr, then George St, Moore St to Liverpool Interchange.

Parramatta – Rogans Hill

From 4 February 2002

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill**) to Oakhill College (Rogans Hill).

From Rogans Hill (Old Northern Rd at Oakhill College) via Old Northern Rd, Windsor Rd (**Baulkham Hills**), Church St, George St, Smith St, Darcy St to Parramatta Station.

Alteration

From 19 February 2006 (*opening of new Parramatta Interchange*): Approached Parramatta from Windsor Rd via Church St, Phillip St, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return.

Parramatta – Castle Hill (selected peak hour trips extended to West Pennant Hills)

From 11 May 2009

From Parramatta (new Interchange) via Argyle St, bus tunnel, Station St, Smith St, Macquarie St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Interchange) via Old Northern Rd, Windsor Rd (**Baulkham Hills**), Church St, George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

West Pennant Hills extension: From Castle Hill (Old Castle Hill Rd) via McMullen Av, Old Northern Rd, Castle Hill Rd, County Dr, Treetops Rd, David Rd, New Line Rd, Purchase Rd (**Cherrybrook**), Shepherds Dr, Macquarie Dr, Francis Greenway Dr, Boundary Rd, New Line Rd to Castle Hill Rd (West Pennant Hills). Return via reverse route to County Dr, then Castle Hill Rd, Old Northern Rd to Castle Hill Interchange.

Alterations

- ***Circa 2010:*** Ex Parramatta from Old Northern Rd via Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return from Castle Hill Interchange via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd.
- ***From 24 January 2015:*** From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.

Timetable Summary

30 May 1983

Parramatta – North Parramatta – Baulkham Hills routes

600, 601, 603-607, 609

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
600: Parramatta-Rogans Hill	34	M-F	Rogans Hill	5.25am	Parramatta	9.35pm	30*	A
		Sat	Parramatta	6.03am	Rogans Hill	11.38pm	AM 30 PM 60	A
		Sun		7.43am		8.38pm	60	A
601: Parramatta-Kellyville-Rouse Hill (Mile End Rd)	Fr P'matta 38K 43R	M-F	Acres Rd	5.44amP	Acres Rd	8.36pmP	D	
			Parramatta	6.41amR	Mile End Rd	6.37pmP		
		Sat	Acres Rd	6.54amP	Acres Rd	6.17pmP	E	
		Sun	Parramatta	8.05amK		6.13pmP	3 trips	
603: Parramatta-Baulkham Hills (Excelsior Av)	29	M-F	Excelsior Av	6.16am	Parramatta	6.02pm	Ph	
		Sat						
		Sun						
604: Parramatta-Baulkham Hills Pool	29	M-F	B/Hills Pool	5.47am	Parramatta	6.15pm	60*	
		Sat		7.37am		12.48pm	60	
		Sun						
605: Parramatta-Winston Hills (Old Windsor Rd)	47 round trip	M-F	O/Windsor Rd	6.48am	Parramatta	6.07pm	60*	
		Sat						
		Sun						
606: Parramatta-Winston Hills-Castle Hill	Fr P'matta 33B 46C	M-F	Castle Hill	6.47amP	Parramatta	5.40pmC 10.12pmB	F	
		Sat	B/Hills Hosp	6.40amP	B/Hills Hosp	7.10pmP	60	G
		Sun	Parramatta	9.13amB		5.41pmP	120	A
607: Parramatta-Winston Hills (Woodberry Village)	46 round trip	M-F	Woodb'ry Vlg	5.42am	Parramatta	6.45pm	30*	
		Sat		7.22am		12.48pm	60	
		Sun						
609: Parramatta-Lake Parramatta	24 round trip	M-F	Lake P'matta	6.28am	Parramatta	6.31pm	60*	
		Sat		8.09am		12.36pm	60	
		Sun						

Average day frequencies along common route:

M-F Parramatta-North Parramatta (600, 601, 604-607, 609) 5-10
Parramatta-Baulkham Hills (600, 601, 604) 15
Sat AM Parramatta-North Parramatta (600, 601, 604, 606, 607, 609) 10
Parramatta-Baulkham Hills (600, 601, 604) 15
Sat PM Parramatta-North Parramatta (600, 601, 606) 15-20
Parramatta-Baulkham Hills (600, 601) 30-60
Sun Parramatta-North Parramatta (600, 601, 606) 30
Parramatta-Baulkham Hills (600, 601) 30-60

* More frequent in peak hours.

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

B – To Baulkham Hills Hospital.

C – To Castle Hill.

D – Day, Parramatta-Kellyville (Acres Rd) 60. Selected peak hour trips extended to Rouse Hill (Mile End Rd).

E – Morning, Parramatta-Kellyville (Acres Rd) 60. Afternoon, less frequent.

F – Day, Parramatta-Castle Hill 60*. Night, Parramatta-Baulkham Hills Hospital. Plus short-working/s before first trip shown.

G – Plus diversions of 600, serving part of route at night (last trip from Parramatta 12.12am).

K – To Kellyville (Acres Rd).

P – To Parramatta.

Ph – Peak hours only (morning from Baulkham Hills (Excelsior Av), afternoon from Parramatta).

R – To Rouse Hill (Mile End Rd).

3 December 1994

**Parramatta – North Parramatta – Baulkham Hills routes
600, 601, 603-607, 609**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
600: Parramatta-Rogans Hill†	Fr P'matta 36R 52N	M-F	Rogans Hill	5.28amP	Parramatta	11.15pmN	A	
			Knightsbridge	7.03amP				
		Sat	Parramatta	6.20amR	Parramatta	12.15amN	D	
		Sun	Parramatta	7.38amR	Knightsbridge	5.48pmP	E	
				9.08amN	Parramatta	10.05pmR		
601: Parramatta-Kellyville-Rouse Hill-Windsor	Fr P'matta 39K 49H 67W	M-F	Parramatta	6.25amW	Parramatta	5.38pmW 6.52pmR	60*	F
		Sat		7.08amR	Rouse Hill	6.52pmP	90	
		Sun	Kellyville	8.33amP	Kellyville	7.03pmP	120	
603: Parramatta-Castle Hill-Kellyville (Acres Rd)	47	M-F	Kellyville	6.36am	Parramatta	10.25pm	60*	
		Sat		8.41am		11.45pm	90	
		Sun		9.18am		5.38pm	120	
604: Parramatta-Baulkham Hills Pool-Knightsbridge	Fr P'matta 28O 49N	M-F	B/Hills Pool	5.37amP	Parramatta	6.21pmN	60*	
			Knightsbridge	7.35amP				
		Sat	B/Hills Pool	8.24amP		5.36pmN	90	
			Parramatta	8.53amN				
605: Parramatta-Winston Hills (Old Windsor Rd)	47 round trip	M-F	O/Windsor Rd	6.39am	Parramatta	6.21pm	60*	
		Sat		9.47am		4.48pm	120	
		Sun						
606: Parramatta-Winston Hills-Castle Hill	Fr P'matta 36B 47C	M-F	Parramatta	6.42amC	Castle Hill	9.26pmP	G	
					Parramatta	10.45pmB		
		Sat		7.36amC	Castle Hill	5.22pmP	I	
					Parramatta	11.45pmB		
607: Parramatta-Winston Hills (Woodberry Village)	43 round trip	M-F	Woodb'ry Vlg	6.28am	Parramatta	6.47pm	60*	
		Sat		7.10am		4.50pm	60	
		Sun						
609: Parramatta-Lake Parramatta-Northmead	40 round trip	M-F	Northmead	6.16am	Parramatta	6.15pm	60*	
		Sat		8.25am		5.07pm	60	
		Sun						

Average day frequencies along common route:

M-F Parramatta-North Parramatta (600, 601, 604-607, 609) 5-15
Parramatta-Baulkham Hills (600, 601, 604) 4 trips per hour.
Sat Parramatta-North Parramatta (600, 601, 604-607, 609) 10-15.
Parramatta-Baulkham Hills (600, 601, 604) 15-30
Sun Parramatta-North Parramatta (600, 601, 606) 15-30
Parramatta-Baulkham Hills (600, 601) 30-60

* More frequent in peak hours.

† Extended to Knightsbridge in peak hours, at night & on Sundays.

A – Day, Parramatta-Rogans Hill 30*. Night, Parramatta-Knightsbridge. Selected peak hour trips also extended to Knightsbridge. Plus short-working/s before first trip shown. Plus short-working/s before first trip shown.

B – To Baulkham Hills Hospital.

C – To Castle Hill.

D – Day, Parramatta-Rogans Hill 30. Night, Parramatta-Rogans Hill (selected trips extended to Knightsbridge). Plus short-working/s before first trip shown.

E – Day, Parramatta-Knightsbridge 60. Night, Parramatta-Rogans Hill. Plus short-working/s before first trip shown.

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

G – Day, Parramatta-Castle Hill 60*. Night, Parramatta-Baulkham Hills Hospital. Plus short-working/s before first trip shown.

H – To Rouse Hill (Mile End Rd).

I – Day, Parramatta-Castle Hill 60. Night, Parramatta-Baulkham Hills Hospital. Plus short-working/s before first trip shown.

K – To Kellyville.

N – To Knightsbridge.

O – To Baulkham Hills Pool.

P – To Parramatta

R – To Rogans Hill

W – To Windsor Station.

20 March 2000

Parramatta – North Parramatta – Baulkham Hills routes

600, 601, 603, 604, 606, 607, 609

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
600: Liverpool-Parramatta-Baulkham Hills-Rogans Hill	Fr Rogans Hill 35P 96L	M-F	Rogans Hill	5.28amL	Liverpool	7.12pmR	D	
					Parramatta	11.17pmR		
		Sat		6.49amL	Liverpool	5.25pmR	E	
					Parramatta	11.17pmR		
		Sun		8.17amL	Liverpool	6.15pmR	F	
					Parramatta	10.07pmR		
601: Parramatta-Rouse Hill	Fr P'matta 35K 42R	M-F	Parramatta	5.42amH	Parramatta	9.22pmH	G	
		Sat	Rouse Hill	7.07amP		9.17pmH	60	I
		Sun	Parramatta	8.07amK 9.07amH		7.15pmH	J	
603: Parramatta-East Baulkham Hills-Rogans Hill	33	M-F	Rogans Hill	6.55am	Parramatta	6.20pm	60*	
		Sat	Parramatta	8.18am	Rogans Hill	4.48pm	120	
		Sun						
604: Parramatta-Baulkham Hills Pool-Castle Hill	Fr P'matta 28O 49N	M-F	B/Hills Pool	5.34pm	Parramatta	6.21pm	Q	
			Castle Hill	6.36am				
		Sat	B/Hills Pool	7.46am		5.25pm	120	
		Sun						
606: Parramatta-Winston Hills-Castle Hill	Fr P'matta 32B 53C	M-F	B/Hills Hosp	5.08amP	Castle Hill	8.33pmP	S	
			Parramatta	6.08amC	Parramatta	11.47pmM		
		Sat	Barina Dns Rd	6.38amP	Castle Hill	5.40pmP	T	
			Parramatta	7.47amC	Parramatta	11.47pmN		
		Sun	Knightsbridge	7.39am	Castle Hill	5.33pmP	U	
			Parramatta	8.27amC	Parramatta	9.37pmB		
607: Parramatta-Winston Hills (Woodberry Village)	43 round trip	M-F	Parramatta	6.10am	Parramatta	6.32pm	60*	
		Sat	Woodb'ry Vlg	8.40am		5.10pm	60	
		Sun						
609: Parramatta-Lake Parramatta-Northmead	20	M-F	Northmead	6.13am	Parramatta	6.47pm	30	
		Sat		7.46am		5.13pm	60	
		Sun						

Average day frequencies along common route:

M-F Parramatta-North Parramatta (600, 601, 603, 604, 606, 607, 609) 10 trips per hour.

Parramatta-Baulkham Hills (600, 601) 15

Sat Parramatta-North Parramatta (600, 601, 603, 604, 606, 607, 609) 7 trips per hour.

Parramatta-Baulkham Hills (600, 601) 3 trips per hour.

Sun Parramatta-North Parramatta (600, 601, 606) 20

Parramatta-Baulkham Hills (600, 601) 30

* More frequent in peak hours.

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

B – To Baulkham Hills Hospital.

C – To Castle Hill.

D – Peak hours, Liverpool-Rogans Hill. Day, Liverpool-Castle Hill 30*, plus extra trips Parramatta-Rogans Hill 60.

Night, Parramatta-Rogans Hill. Plus short-working/s before first trip & after last trip shown.

E – Day, Liverpool-Rogans Hill 60, Parramatta-Rogans Hill 30. Night, Parramatta-Rogans Hill. Plus short-working/s before first trip & after last trip shown.

F – Day, Liverpool-Rogans Hill 60. Night, Parramatta-Rogans Hill. Plus short-working/s before first trip & after last trip shown.

G – Day, Parramatta-Rouse Hill 60*. Night, Parramatta-Rouse Hill (plus late night trip on 606 extended to Rouse Hill). Plus short-working/s before first trip shown.

I – Parramatta-Kellyville 60. Parramatta-Rouse Hill 120. Plus late night trip on 606 extended to start from Rouse Hill.

J – Plus late night trip on 606 extended to Rouse Hill & return.
K – To Kellyville.
L – To Liverpool.
M – To Kellyville via 606, then 601.
N – To Rouse Hill via 606, then 601.
O – To Baulkham Hills Pool.
P – To Parramatta.
Q – Peak hours, mainly Parramatta-Castle Hill. Day, Parramatta-Baulkham Hills Pool 60*, Parramatta-Castle Hill 120.
R – To Rouse Hill (Mile End Rd).
S – Peak hours & day, Parramatta-Castle Hill 60*. Night, Parramatta-Baulkham Hills Hospital. Last trip extended to Kellyville. Plus short-working/s before first trip shown.
T – Day, Parramatta-Castle Hill 60. Night, Parramatta-Baulkham Hills Hospital. Last trip extended to Rouse Hill. Plus short-working/s before first trip shown.

11 May 2009

Parramatta – North Parramatta – Baulkham Hills routes

600, 601, 603, 604, 606, 607, 609

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
600: Parramatta-Castle Hill†	Fr P'matta 32C 72W	M-F	Castle Hill	5.15amP	Parramatta	5.40pmW	A	
			W Pennant Hls	6.39amP		12.10amC		
		Sat		6.15am		12.10am	30	
		Sun		8.00am		10.10pm	60	
601: Parramatta-Kellyville-Rouse Hill Town Centre	53	M-F	Rouse Hill TC	4.45am	Parramatta	10.40pm	60*	D
		Sat		6.24am		11.40pm	60	
		Sun		7.08am		9.40pm	60	
603: Parramatta-Castle Hill-Glenhaven (Carinda Dr)§	19CG Fr P'matta 49G 52B	M-F	Bannerman Rd	5.55amP	Parramatta	6.35pmB	E	
					Castle Hill	9.10pmG		
		Sat	Carinda Dr	7.51amP	Parramatta	4.55pmG	F	
					Castle Hill	8.25pmG		
		Sun		7.51amC		6.25pmG	60	
604: Parramatta-Baulkham Hills Pool-Castle Hill	44	M-F	Castle Hill	5.13am	Parramatta	7.00pm	60*	
		Sat		6.56am		6.00pm	60	
		Sun						
606: Parramatta-Winston Hills shops	35	M-F	Winston Hills	4.55am	Parramatta	11.05pm	60*	
		Sat		7.08am		11.25pm	60	
		Sun		8.08am		9.25pm	60	
609: Parramatta-North Parramatta	32 round trip	M-F	Nth Parramatta	6.00am	Parramatta	6.56pm	60*	
		Sat	Parramatta	8.49am	Nth Parramatta	5.03pm	60	
		Sun		10.00am		4.14pm	3 trips	

Average day frequencies along common route:

M-F Parramatta-North Parramatta (600, 601, 603, 604, 606, 609) 7 trips per hour.

Parramatta-Baulkham Hills (600, 601) 3 trips per hour

Sat Parramatta-North Parramatta (600, 601, 603, 604, 606, 609) 7 trips per hour.

Parramatta-Baulkham Hills (600, 601) 3 trips per hour.

Sun Parramatta-North Parramatta (600, 601, 606) 30, plus (609) 3 trips per day.

Parramatta-Baulkham Hills (600, 601) 30

* More frequent in peak hours.

† Selected peak hour trips extended to West Pennant Hills.

§ Extended to Glenhaven (Bannerman Rd) in peak hours.

A – Peak hours & night, Parramatta-Castle Hill. Day, Parramatta-Castle Hill 30. Plus peak hour trips extended to West Pennant Hills (morning from West Pennant Hills, afternoon from Parramatta).

B – To Glenhaven (Bannerman Rd).

C – To Castle Hill.

CG – From Castle Hill to Glenhaven (Carinda Dr).

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

E – Peak hours, Parramatta-Glenhaven (Bannerman Rd) (morning from Bannerman Rd, afternoon to Bannerman Rd).

Day, Parramatta-Glenhaven (Carinda Dr) 60. Night, Castle Hill-Glenhaven (Carinda Dr).

F – Day, Parramatta-Glenhaven (Carinda Dr) 60. Night, Castle Hill-Glenhaven (Carinda Dr).

G – To Glenhaven (Carinda Dr).

P – To Parramatta.

W – To West Pennant Hills.

7 March 2011

See M60.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
600: Parramatta-Castle Hill-West Pennant Hills	72	M-F	W Pennant Hls	6.40am	Parramatta	5.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from West Pennant Hills, afternoon from Parramatta).

Route 600

PARRAMATTA – CASTLE HILL – HORNSBY

Timeline

26 May 2019:

- Renumbered from M60, coincident with opening of Sydney Metro North West (Chatswood-Tallawong) line & as part of process of removing “M” & “T” prefixes from route numbers.
- Operated by Hillsbus (ComfortDelGro Corporation Ltd).
- Part of Contract Region 4.

10 March 2024: Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

3 March 2025: Split into:

- 590 Hornsby – Pennant Hills
- 600 Parramatta – Pennant Hills

Streets

Parramatta – Castle Hill – Pennant Hills – Hornsby

From 26 May 2019

From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, **Castle Hill** Interchange, Old Northern Rd, Castle Hill Rd, County Dr, Shepherds Dr, Macquarie Dr (**Cherrybrook**), Francis Greenway Dr, Boundary Rd, Pennant Hills Rd, Railway St to **Pennant Hills** Station, then Pennant Hills Rd (**Thornleigh, Normanhurst**), Pacific Hwy, Coronation St, Hornsby Interchange.

From Hornsby (Interchange) via Pacific Hwy, then reverse route to Parramatta Interchange.

Alteration

From 3 July 2020: Ex Parramatta from Victoria Rd via O’Connell St, Barney St, Church St. Reverse on return.

Parramatta – Castle Hill – Pennant Hills

Alteration

From 3 Marh 2025: Ex Parramatta from Pennant Hills Rd via Railway St to Pennant Hills Station. Reverse on return.

Timetable Summary

26 May 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Castle Hill-Hornsby	Fr P'matta 35C 57N 75H	M-F	Parramatta	5.30amH	Hornsby	10.20pmP	A	
					Parramatta	11.40amN		
		Sat		6.36amH	Hornsby	10.20pmP	B	
					Parramatta	11.40amN 3.40amC		
		Sun	Castle Hill	6.22amP	Hornsby	10.20pmP	D	
			Hornsby	7.30amP	Parramatta	11.38pmN		

* More frequent in peak hours.

A – Day, Parramatta-Hornsby 15*. Evening, Parramatta-Pennant Hills or Parramatta-Hornsby. After 9.15pm, from Parramatta to Pennant Hills. Extra trips Friday night, from Parramatta to Castle Hill (last trip 3.10am). Plus short-working/s before first trip & after last trip shown.

B – Day, Parramatta-Hornsby 20. After 9.15pm, from Parramatta to Pennant Hills. After 12.00mn, Parramatta-Castle Hill. Plus short-working/s before first trip shown.

C – To Castle Hill.

D – Early morning, from Castle Hill to Parramatta & from Castle Hill to Hornsby. Day, Parramatta-Hornsby 20. After 9.15pm, from Parramatta to Pennant Hills.

H – To Hornsby.

N – To Pennant Hills.

P – To Parramatta.

3 March 2025 (split of 600 into 590 & 600)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Castle Hill-Pennant Hills	52	M-F	Castle Hill	4.45amP	Pennant Hills	12.10amP	A	
			Parramatta	5.30amN				
		Sat	Pennant Hills	4.06amP	Parramatta	3.07amN	20	B
		Sun		4.06amP		11.35pmN	C	

A – Early morning, Castle Hill to Parramatta. Day, Parramatta-Pennant Hills 15*. Night, Parramatta-Pennant Hills. Service continuous on Friday night/Saturday morning.

B – Service continuous Saturday night/Sunday morning.

C – Early morning, Castle Hill to Parramatta & Castle Hill to Pennant Hills. Day, Parramatta-Pennant Hills 20.

N – To Pennant Hills.

P – To Parramatta.

Route 601

PARRAMATTA – KELLYVILLE – ROUSE HILL (various termini) via various routes

- **Extended from Rouse Hill (Mile End Rd) to Windsor (1988-2000)**

(The part of Mile End Rd, Rouse Hill where the original bus terminus was located, is now Aberdour Av.)

Timeline

30 May 1983:

- Parramatta – Rouse Hill (Mile End Rd) renumbered from part of 200 [1925 route number], as part of reorganisation & renumbering of 200 & 201 [1925 route number].
- Shares route from Parramatta to various points along Church St & Windsor Rd as far as Baulkham Hills with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

3 February 1988: Extended from Rouse Hill (Mile End Rd) to Windsor shops.

11 September 1988: Extended from Windsor shops to Windsor Station.

December 2004: Operator's name of this part of Westbus rebranded as Hillsbus, described as "a member of ComfortDelGro Cabcharge". By 9 September 2005, Hillsbus was incorporated as Hillsbus Co Pty Ltd.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%).

11 March 2007: Curtailed to operate Parramatta – Kellyville (loop via Acres Rd to Glenrowan Av) in connection with opening of Parramatta-Merriville Rd section of North West T-way. Service between Parramatta & Rouse Hill replaced by T64 & T65 and later also T66.

11 May 2009: Re-extended from Kellyville (Acres Rd) to Rouse Hill Town Centre, as a result of Ministry of Transport review of Contract Region 4.

2 April 2010: Times of service extended to Friday night/Saturday morning & Saturday night/Sunday morning under the Government-sponsored Hassle Free Nights Programme. Trips at these times ceased by 7 March 2011.

7 March 2011: Parramatta – Castle Hill trips during Metrobus hours (approx 6am – 8pm) replaced by M60. 600 retained for trips outside those hours and for selected peak hour trips, Parramatta – Castle Hill – Cherrybrook – West Pennant Hills.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an "umbrella branding" for ComfortDelGro's operations in NSW.

28 July 2019: As part of rearrangement of Hills district routes after settling-in period following opening of Metro Sydney North West (Chatswood-Tallawong) line on 26 May 2019:

- Rerouted via Hills Showground Station.
- Rerouted via Hezlett Rd & Withers Rd, replacing 603.
- Rerouted via Green Rd instead of Greenwood Rd & Acres Rd, in a swap between 601 & T64, replacing T64 (renumbered 664 from this date).
- Service between Parramatta & part of Kellyville (Windsor Rd north of Victoria Av) not replaced.

Early 2023: Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

Streets

Parramatta – Rouse Hill (Mile End Rd)

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Victoria Av, Showground Rd, Windsor Rd (**Kellyville**), Rouse Rd, Terry Rd to Rouse Hill Caravan Park, then Terry Rd, Rouse Rd, Windsor Rd, Panmure St, Adelphi St, Mile End Rd [now Aberdour Av] to Windsor Rd (Rouse Hill).

From Rouse Hill (Mile End Rd [now Aberdour Av] at Windsor Rd) via Windsor Rd, Showground Rd, Victoria Av, Windsor Rd (**Baulkham Hills**), Church St, George St, Smith St to Darcy St (Parramatta).

Trips terminating at Kellyville: Ex Parramatta from Windsor Rd via President Rd, Greenwood Rd, Acres Rd to Windsor Rd. Return via Windsor Rd.

Alterations

- *From 6 August 1984 (selected trips):* Direct via Windsor Rd instead of via Victoria Av.
- *From 15 September 1985 (opening of Church St Mall):* From Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.

Parramatta – Rouse Hill – Windsor shops

Alteration

From 3 February 1988: Extended/alterd from Kellyville (Windsor Rd/Mile End Rd) via President Rd, Greenwood Rd, Acres Rd, Windsor Rd, Macquarie St, Kable St to George St (Windsor). Return via Kable St, The Terrace, Fitzgerald St, Macquarie St, then reverse route.

Parramatta – Rouse Hill – Windsor Station

Alteration

From 11 September 1988: Extended from Windsor (Kable St) via The Terrace, Fitzgerald St, George St to Windsor Station. Return via George St, Fitzgerald St.

Parramatta – Rouse Hill (Mile End Rd)

From 20 March 2000

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Wrights Rd, Glenrowan Av, President Rd (**Kellyville**), Greenwood Rd, Acres Rd, Windsor Rd to Mile End Rd [now Aberdour Av] (Rouse Hill).

From Rouse Hill (Windsor Rd at Mile End Rd [now Aberdour Av]) via reverse route to Wrights Rd, then Windsor Rd (**Baulkham Hills**), Church St, George St, Smith St to Darcy St (Parramatta).

Rouse Hill Caravan Park diversion: Ex Parramatta from Windsor Rd/Rouse Rd (approaching Rouse Hill) via Rouse Rd, Terry Rd to Rouse Hill Caravan Park. Reverse on return.

Alterations

- **From 13 November 2000:** Extended from Rouse Hill (Windsor Rd/Mile End Rd) via Mile End Rd [now Aberdour Av], Adelphi St (clockwise loop), Mile End Rd to Windsor Rd. Return via Windsor Rd.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Approached Parramatta from Windsor Rd via Church St, Phillip St, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return.

Parramatta – Kellyville (loop via Acres Rd to Glenrowan Av)

From 11 March 2007

From Parramatta (new Interchange) via Argyle St, bus tunnel, Station St, Smith St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Victoria Av, Green Rd, Wrights Rd, Glenrowan Av, President Rd, Windsor Rd, Acres Rd, Greenwood Rd, President Rd, Glenrowan Av to Wrights Rd (Kellyville).

From Kellyville (Glenrowan Av at Wrights Rd) via Glenrowan Av, President Rd, Windsor Rd, Acres Rd, Greenwood Rd, President Rd, Glenrowan Av, Wrights Rd, then reverse route to Parramatta.

Parramatta – Rouse Hill Town Centre via Green Rd & Sanctuary Dr

From 11 May 2009

From Parramatta (new Interchange) via Argyle St, bus tunnel, Station St, Smith St, Macquarie St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Victoria Av, Green Rd, Wrights Rd, Glenrowan Av, President Rd, Greenwood Dr, Acres Rd (**Kellyville**), Windsor Rd, Samantha Riley Dr, Sanctuary Dr, Caddies Blvd, Rouse Hill Dr to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via reverse route to Church St, then George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Alteration

From 24 January 2015: From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.

Parramatta – Rouse Hill Town Centre via Windsor Rd, Hills Showground Station, Green Rd & Hezlett Rd

From 28 July 2019

From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Victoria Av, Carrington Rd, Doran Dr, De Clambe Dr (**Hills Showground Station**), Showground Rd, Green Rd (**Kellyville**), Samantha Riley Dr, Hezlett Rd, Withers Rd, Commercial Rd, Caddies Blvd, Rouse Hill Dr to Rouse Hill Town Centre. Reverse on return.

Alteration

From 3 July 2020: Ex Parramatta from Victoria Rd via O'Connell St, Barney St, Church St. Reverse on return.

Timetable Summary

Before 28 July 2019

See 600

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
601: Parramatta-Rouse Hill Town Centre via Green Rd	62	M-F	Rouse Hill TC	4.35am	Parramatta	11.40pm	15	
		Sat		6.23am		11.25pm	30	
		Sun		6.23am		9.25pm	60	

Route 602

BAULKHAM HILLS – WEST BAULKHAM HILLS■

Timeline

27 November 1983: Limited shopping service commenced by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

24 June 1996: Ceased without direct replacement.

Streets

From 27 November 1983

From Baulkham Hills (Old Northern Rd) via Seven Hills Rd, Jasper Rd, Glanmire Rd, Merindah Rd to Lukes Lane (West Baulkham Hills).

From West Baulkham Hills (Merindah Rd at Lukes Lane) via reverse route to Seven Hills Rd, then Old Northern Rd (Baulkham Hills).

Alterations

- **From 17 June 1985:** Ex Baulkham Hills from Glanmire Rd via Merindah Rd, Peel Rd, Leumeah Av, Chapel Lane, Merindah Rd, Glanmire Rd.
- **From 20 October 1986:** Ex Baulkham Hills from Chapel Lane via Crestwood Dr (anti-clockwise loop), Chapel Lane.

Timetable Summary

27 November 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Baulkham Hills-West Baulkham Hills	12	M-F	W Baulk Hills	8.53am	Baulkham Hls	2.40pm	2 trips	
		Sat						
		Sun						

Route 602

PARRAMATTA – CASTLE HILL – KELLYVILLE (Acres Rd)■

Timeline

24 June 1996:

- Commenced by Westbus Pty Ltd (Bosnjak family, proprietors), mainly over existing routes, replacing 603 between Castle Hill & Kellyville.
- Shared route from Parramatta to various points along Church St/Windsor Rd/Old Northern Rd as far as Castle Hill with other routes in the 600-607 range.

May 1999: Majority (57%) share of Westbus transferred to National Express Group.

20 March 2000: Ceased. Parramatta – Castle Hill already served by 600. Castle Hill – Kellyville replaced by 608 & 830.

Streets

From 24 June 1996

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Showground Rd, Kings Rd, Wrights Rd, Glenrowan Av, President Rd, Windsor Rd to Acres Rd (Kellyville).

From Kellyville (Acres Rd at Windsor Rd) via Acres Rd, Greenwood Rd, President Rd, then reverse route to Old Castle Hill Rd (**Castle Hill**), then McMullen Av, Old Northern Rd, Windsor Rd (**Baulkham Hills**), Church St, George St, Smith St to Darcy St (Parramatta).

Timetable Summary

24 June 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Castle Hill-Kellyville (Acres Rd)	47	M-F	Acres Rd	5.46am	Parramatta	11.45pm	60*	
		Sat		8.27am		11.45pm	120	
		Sun		9.18am		5.38pm	120	

* More frequent in peak hours.

Route 602

NORTH SYDNEY – ROUSE HILL Town Centre via M2 Hills Motorway & North West T-way

Route 602X

NORTH SYDNEY – ROUSE HILL Town Centre via Lane Cove Tunnel, M2 Hills Motorway & North West T-way

Timeline

19 March 2012:

- 602 weekday peak hour service commenced by ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%), trading as Hillsbus.
- Part of Contract Region 4.

28 January 2014: Rerouted via Lane Cove Tunnel & renumbered 602X.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an “umbrella branding” for ComfortDelGro’s operations in NSW.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019, 602X curtailed to run North Sydney – Bella Vista Station. Bella Vista – Rouse Hill replaced by 665 & Metro Sydney North West line.

Early 2023: Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

4 August 2024 (originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham): Ceased. Replaced by existing Sydney Metro service.

Streets

Route 602

North Sydney – Rouse Hill Town Centre

From 19 March 2012

From North Sydney (Blue St at Station) via Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Delhi Rd, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via reverse route to Pacific Hwy, then Berry St, Miller St to Pacific Hwy (North Sydney).

Route 602X

North Sydney – Rouse Hill Town Centre via Lane Cove Tunnel

From 28 January 2014

From North Sydney (Pacific Hwy at Miller St) via Pacific Hwy (**Crows Nest, St Leonards**), Lane Cove Tunnel, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via reverse route to Pacific Hwy, then Berry St, Miller St to Pacific Hwy (North Sydney).

North Sydney – Bella Vista Station

Alterations

- **From 28 July 2019:** Ex North Sydney from North West (Parramatta-Rouse Hill) T-way via Unaipon Av, Mawson Av to Bella Vista Station. Return via Mawson Av, Celebration Dr, Unaipon Av, North West (Parramatta-Rouse Hill) T-way.
- **From 17 November 2019:** Approached North Sydney from Lane Cove Tunnel via Pacific Hwy to Walker St. Unaltered on return.

Timetable Summary

19 March 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
602: North Sydney-Rouse Hill Town Centre	70	M-F	Rouse Hill TC	6.07am	North Sydney	6.12pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill Town Centre, afternoon from North Sydney).

28 January 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
602X: North Sydney-Rouse Hill Town Centre	65	M-F	Rouse Hill TC	6.01am	North Sydney	6.36pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill Town Centre, afternoon from North Sydney).

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
602X: North Sydney-Bella Vista Station	49	M-F	Bella Vista Stn	5.45am	North Sydney	7.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista Station, afternoon from North Sydney).

Route 603

PARRAMATTA – EAST BAULKHAM HILLS – CASTLE HILL – KELLYVILLE (Acres Rd) ■
PARRAMATTA – EAST BAULKHAM HILLS – CASTLE HILL – WEST CASTLE HILL –
GLENHAVEN – ROUSE HILL Town Centre via various routes

(Knightsbridge is a locality in West Castle Hill based around Knightsbridge shops & Ridgeway Dr.)

Timeline

30 May 1983:

- Parramatta – East Baulkham Hills – Baulkham Hills (Excelsior Av) renumbered from part of 200 [1925 route number], as part of reorganisation & renumbering of 200 & 201 [1925 route numbers].
- Shares route from Parramatta to various points along Church St & Windsor Rd as far as Baulkham Hills with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

27 November 1983: Extended from Baulkham Hills (Excelsior Av) to Castle Hill.

October 1984: Operator's name changed to Westbus Pty Ltd.

17 June 1985: Extended from Castle Hill to West Castle Hill. Service to West Castle Hill shared with 600 until 3 December 1994.

3 December 1994: Altered to run Parramatta – East Baulkham Hills – Castle Hill – Kellyville. Castle Hill – Knightsbridge replaced by extension of 604 (and selected trips on 600).

24 June 1996: Altered to run Parramatta – East Baulkham Hills – Rogans Hill. Castle Hill – Kellyville replaced by 602.

May 1999: Majority (57%) share of Westbus transferred to National Express Group.

13 November 2000: Extended from Rogans Hill to Knightsbridge, replacing 606 in that section (except on Sundays, when 606 continued to divert there).

December 2004: Operator's name of this part of Westbus rebranded as Hillsbus, described as "a member of ComfortDelGro Cabcharge". By 9 September 2005, Hillsbus was incorporated as Hillsbus Co Pty Ltd.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%).

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- Base service altered/extended as Parramatta – East Baulkham Hills – Castle Hill – Knightbridge – Glenhaven (Mills Rd/Carinda Dr).
- Peak hour trips extended in Glenhaven from Mills Rd/Carinda Dr to Bannerman Rd.
- Replaced 600 between Castle Hill & Rogans Hill and 636 in Glenhaven.
- Service to Tuckwell Rd replaced by 610. Service to Old Castle Hill Rd replaced by rerouted 637 & 638.

24 January 2015: Extended to run Parramatta – East Baulkham Hills – Castle Hill – Knightbridge – Glenhaven – Rouse Hill Town Centre.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an "umbrella branding" for ComfortDelGro's operations in NSW.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019:

- Rerouted via Samantha Riley Dr (replacing 643 & part of 610), Kellyville Station & Kellyville Ridge (new route).
- Previous peak hour trips on 643 maintained unaltered.
- Service in Hezlett Rd & Withers Rd replaced by rerouted 601.
- **Early 2023:** Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

Streets

Parramatta – East Baulkham Hills – Baulkham Hills (Excelsior Av)

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Cook St, Cross St, Cary St (**East Baulkham Hills**), Munro St, Edward St, Drayton Av to Excelsior Av (Baulkham Hills).

From Baulkham Hills (Excelsior Av) (at Drayton Av) via reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Parramatta – East Baulkham Hills – Castle Hill

Alteration

From 27 November 1983: Extended from East Baulkham Hills (Drayton Av) via Excelsior Rd, Woodhill St, Gray St, Church St, Old Northern Rd, Castle St to near Old Northern Rd (Castle Hill). Return via Castle St, Pennant St, Showground Rd, Old Northern Rd, then reverse route.

Parramatta – East Baulkham Hills – Castle Hill – West Castle Hill

Alterations

- **From 17 June 1985:** Extended from Castle Hill (Old Northern Rd) via Castle St, Carramar Rd, Tuckwell Rd, Gilbert Rd, Ridgecrop Dr to Excalibur Av (West Castle Hill). Return via Ridgecrop Dr, Gilbert Rd, Tuckwell Rd, Old Castle Hill Rd to Old Northern Rd.
- **From 15 September 1985 (opening of Church St Mall):** From Parramatta (Darcy St) via Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- **From 3 February 1988:** Extended in West Castle Hill via full circle (anti-clockwise) of Ridgecrop Dr.

Parramatta – East Baulkham Hills – Castle Hill – Kellyville (Acres Rd)

From 3 December 1994

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Cook St, Cross St, Cary St (**East Baulkham Hills**), Munro St, Edward St,

Drayton Av, Excelsior Rd, Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Eric Felton St, Pennant St, Showground Rd, Kings Rd, Wrights Rd, Glenrowan Av, President Rd, Windsor Rd to Acres Rd (Kellyville).

From Kellyville (Acres Rd at Windsor Rd) via Acres Rd, Greenwood Rd, President Rd, Glenrowan Av, Wrights Rd, Kings Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), McMullen Av, Old Northern Rd, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Parramatta – East Baulkham Hills – Castle Hill – Rogans Hill

Alteration

From 24 June 1996: Ex Parramatta from Old Castle Rd via Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd to Oakhill College (Rogans Hill). Return via Old Northern Rd, Windsor Rd.

Parramatta – East Baulkham Hills – Rogans Hill – Knightsbridge

From 13 November 2000

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Cook St, Cross St, Cary St (**East Baulkham Hills**), Munro St, Edward St, Drayton Av, Excelsior Rd, Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), McMullen Av, Old Northern Rd to Oakhill College (**Rogans Hill**), then Old Castle Hill Rd, First Farm Dr (west leg), Lynstock Av, Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (Knightsbridge).

From Knightsbridge (shops) via Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, Tuckwell Rd, Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd to Oakhill College (**Rogans Hill**), then Old Northern Rd, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Alteration

- **From 19 February 2006 (opening of new Parramatta Interchange):** Approached Parramatta from Windsor Rd via Church St, Phillip St, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return.

Parramatta – East Baulkham Hills – Rogans Hill – Glenhaven (Carinda Dr) (extended in peak hours to Bannerman Rd)

From 11 May 2009

From Parramatta (new Interchange) via Argyle St, bus tunnel, Station St, Smith St, Macquarie St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Cook St, Cross St, Cary St (**East Baulkham Hills**), Munro St, Edward St, Drayton Av, Excelsior Av, Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), McMullen Av, Old Northern Rd (**Rogans Hill**), Gilbert Rd, (second) Ridgecrop Dr, Linksley Av, Greenbank Dr, Grange Rd, Evans Rd, Glenhaven Rd, Carinda Dr to Mills Rd (Glenhaven).

From Glenhaven (Carinda Dr) (at Mills Rd) via reverse route to Old Northern Rd (**Castle Hill**), then Excelsior Av, then reverse route to Church St, then George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Glenhaven (Bannerman Rd) extension (peak hours): From Glenhaven (Carinda Dr/Mills Rd) via Mills Rd, Glenhaven Rd to Bannerman Rd (Glenhaven). Reverse on return.

Glenhaven (Greenbank Dr Loop) diversion: From Greenbank Dr/Linksley Av via Greenbank Dr (clockwise loop) back to Linksley Av.

Alteration

Circa 2010: Ex Parramatta from Excelsior Av via Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd. Ex Glenhaven from Gilbert Rd via Old Northern Rd, Castle Hill Interchange, Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd.

Parramatta – East Baulkham Hills – Rogans Hill – Glenhaven – Rouse Hill Town Centre via Hezlett Rd & Withers Rd

Alterations

- **From 24 January 2015:** Extended from Glenhaven (Evans Rd) via Glenhaven Rd, (first) Old Glenhaven Rd, Glenhaven Rd, Carinda Dr, Mills Rd, Glenhaven Rd, Samantha Riley Dr, Hezlett Rd, Withers Rd, Commercial Rd, Caddies Blvd, Rouse Hill Dr to Rouse Hill Town Centre. Reverse on return.
- **From 24 January 2015:** Approached Parramatta from Church St via Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel. Reverse on return.
- **From 3 February 2019 (opening of complete Castle Hill Interchange):** Ex Parramatta from Crane Rd via Castle Hill Interchange, McMullen Av, Old Northern Rd. Reverse on return.

Parramatta – East Baulkham Hills – Rogans Hill – Glenhaven – Kellyville Ridge – Rouse Hill Town Centre

Alterations

- **From 28 July 2019:** Ex Parramatta from Samantha Riley Dr via Decora Dr, Darani Av, Guragura St (**Kellyville Station**), Wuban Av, Decora Dr, Samantha Riley Dr, Newbury Av, Perfection Av (**Kellyville Ridge**), Merriville Rd, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre. Reverse on return (including clockwise travel around Kellyville Station loop).
- **From 3 July 2020:** Ex Parramatta from Victoria Rd via O'Connell St, Barney St, Church St. Reverse on return.

Timetable Summary

30 May 1983 - 11 May 2009

See 600

24 January 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Castle Hill-Glenhaven-Rouse Hill T/Ctr†	Fr R Hill 36C 69P	M-F	Rouse Hill TC	5.45am	Parramatta	6.35pm	60*	A
		Sat		7.36am		6.55pm	60	A
		Sun		8.05amC	Castle Hill	6.25pmR	60	

* More frequent in peak hours.

† Via Hezlett Rd & Withers Rd.

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

C – To Castle Hill.

P – To Parramatta.

R – To Rouse Hill Town Centre.

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Castle Hill-Glenhaven-Rouse Hill T/Centre†	94PR 10KS	M-F	Rouse Hill TC	5.45amP	Parramatta	6.30pmR	60*	A
		Sat		7.41amP		7.06pmR	60	B
		Sun		8.36amC	Castle Hill	6.25pmR	60	

* More frequent in peak hours.

† Via Kellyville Ridge.

A – More frequent peak hour service Kellyville Station – Kellyville (Samantha Riley Dr) [similar to replaced 643] (morning from Kellyville (Samantha Riley Dr), afternoon from Kellyville Station). Plus short-working/s after last trip shown.

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

C – To Castle Hill.

KS – Kellyville Station-Kellyville (Samantha Riley Dr).

P – To Parramatta.

PR – Parramatta-Rouse Hill Town Centre.

R – To Rouse Hill Town Centre.

Route 604

PARRAMATTA – BAULKHAM HILLS POOL – CASTLE HILL – ROUND CORNER, DURAL via Ravensbourne Cct

- **Extended from Castle Hill to Knightsbridge (1994-96)**

(Knightsbridge is a locality in West Castle Hill based around Knightsbridge shops & Ridgescrop Dr.)

Timeline

30 May 1983:

- Parramatta – Baulkham Hills Pool renumbered from part of 200 [1925 route number], as part of reorganisation & renumbering of 200 & 201 [1925 route numbers].
- Shares route from Parramatta to various points along Church St/Windsor Rd/Old Northern Rd as far as Castle Hill with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

18 November 1985: Rerouted in Baulkham Hills area in a rearrangement of 604 & 605.

3 December 1994: Extended from Baulkham Hills Pool to Knightsbridge via Castle Hill, replacing part of 603. Service to Knightsbridge shared with extension of 600 at night and all day Sundays until 24 June 1996.

24 June 1996:

- Curtailed to run Parramatta – Baulkham Hills Pool – Castle Hill.
- Rerouted between Winston Hills & Castle Hill in a rearrangement of 604, 605 & 606.
- Castle Hill – Knightsbridge replaced by 600.

May 1999: Majority (57%) share of Westbus transferred to National Express Group.

December 2004: Operator's name of this part of Westbus rebranded as Hillsbus, described as "a member of ComfortDelGro Cabcharge". By 9 September 2005, Hillsbus was incorporated as Hillsbus Co Pty Ltd.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%).

11 May 2009: Selected weekday inter-peak trips diverted via Woodberry Village to replace part of 606 as a result of Ministry of Transport review of Contract Region 4.

8 August 2011: Inter-peak diversion via Woodberry Village extended from Woodberry Village to Winston Hills shops.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an "umbrella branding" for ComfortDelGro's operations in NSW.

26 May 2019: Rerouted via Hills Showground Station upon opening of Sydney Metro North West (Chatswood-Tallawong) line.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019:

- Extended from Castle Hill to Round Corner, Dural via Ravensbourne Cct, replacing 644.
- Winston Hills shops diversion replaced by rerouting of 606.

Early 2023: Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

Streets

Parramatta – Baulkham Hills Pool

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Junction Rd, Watkins Rd, Arthur St, Seven Hills Rd, Jasper Rd, Palace Rd, Windsor Rd, Roxborough Park Rd, Cameron Av, Mileham Av to Baulkham Hills Pool.

From Baulkham Hills Pool (Mileham Av) via Mileham Av, Roxborough Park Rd, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Alterations

- **From 15 September 1985** (*opening of Church St Mall*): From Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return trip.
- **From 18 November 1985**: Ex Parramatta from Windsor Rd via Seven Hills Rd, Jasper Rd. Reverse route on return.

Parramatta – Baulkham Hills Pool – Castle Hill – Knightsbridge

Alteration

From 3 December 1994: Extended from Baulkham Hills Pool (Roxborough Park Rd) via Excelsior Av, Marie St, Parsonage Rd, Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (Knightsbridge). Return via Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, Tuckwell Rd, Old Castle Hill Rd, McMullen Av, Old Northern Rd, (**Castle Hill**), then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Parramatta – Baulkham Hills Pool – Castle Hill

From 24 June 1996

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Churchill Dr (**Winston Hills**), Willmott Av, Model Farms Rd, Asquith Av, Junction Rd, Arthur Rd, Watkins Rd, Copley Dr, Seven Hills Rd, Jasper Rd, Palace Rd, Windsor Rd, Roxborough Park Rd (**Baulkham Hills Pool**), Excelsior Av, Wiseman Rd, Parsonage Rd, Middleton Av, Carrington Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Eric Felton St, Pennant St, Showground Rd, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Alterations

- **By 2000**: Ex Castle Hill via Old Castle Hill Rd, Pennant St.
- **From 19 February 2006** (*opening of new Parramatta Interchange*): Approached Parramatta from Windsor Rd via Church St, Phillip St, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return.

Parramatta – Baulkham Hills Pool – Castle Hill (*selected trips diverted via Woodberry Village, later Winston Hills shops*)

Alterations

- **From 11 May 2009**: Ex Parramatta from Smith St via Macquarie St, Church St. Unaltered ex Castle Hill.
- **From 11 May 2009**
Winston Hills (Woodberry Village) diversion: From Willmott Av/Churchill Dr via Churchill Dr, Caroline Chisholm Dr, Hillcrest Av, Lanhams Rd, Nestor St, Caroline Chisholm Dr, Churchill Dr to Willmott Av.
- **Circa 2010**: Ex Parramatta from Showground Rd via Pennant St, Castle St, Old Castle Hill Rd.
- **From 8 August 2011**
Winston Hills shops diversion (*Woodberry Village diversion extended*): From Caroline Chisholm Dr/Hillcrest Av via Caroline Chisholm Dr to Winston Hills shops, then Langdon Rd, Buckleys Rd, Lanhams Rd, Hillcrest Av, Caroline Chisholm Dr.
- **From 24 January 2015**: From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.
- **From 3 February 2019**: Approached Castle Hill from Showground Rd via Old Northern Rd, Castle Hill Ring Road [Cecil St, Terminus St], Castle Hill Interchange. Return via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil St], Old Northern Rd.
- **From 26 May 2019** (*opening of Sydney Metro North West line*): Ex Parramatta from Carrington Rd via Doran Dr, De Clambe Dr (**Hills Showground Station**), Showground Rd. Reverse on return.

Parramatta – Baulkham Hills Pool – Castle Hill – Round Corner, Dural via Ravensbourne Cct

Alterations

- **From 28 July 2019**: Extended from Castle Hill Interchange via Old Northern Rd, McMullen Av, Old Castle Hill Rd, Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd, Old Northern Rd, Hastings Rd, New Line Rd, Sebastian Dr, Ravensbourne Cct (clockwise loop), Sebastian Dr, New Line Rd, Old Northern Rd to Round Corner, Dural. Return via Old Northern Rd, New Line Rd, Sebastian Dr, Ravensbourne Cct (clockwise loop), Sebastian Dr, New Line Rd, Hastings Rd, then reverse route to Castle Hill.

- **From 3 July 2020:** Ex Parramatta from Victoria Rd via O'Connell St, Barney St, Church St. Reverse on return.

Timetable Summary

30 May 1983 - 11 May 2009

See 600

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Baulkham Hls Pool-Castle Hill-Round Cnr, Dural	69	M-F	Round Corner	5.06am	Round Corner	10.01pm	60*	A
		Sat		6.55am	Parramatta	7.55pm	60	
		Sun						

* More frequent in peak hours.

A – Plus peak hour short-workings, Castle Hill-Jasper Rd, Baulkham Hills.

Route 605

PARRAMATTA – WINSTON HILLS (Old Windsor Rd)■

Timeline

30 May 1983:

- Renumbered from part of 200, as part of reorganisation & renumbering of 200 & 201 [1925 route numbers].
- Shared route from Parramatta to various points along Church St & Windsor Rd as far as Northmead with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

18 November 1985: Rerouted in Baulkham Hills area in a rearrangement of 604 & 605.

24 June 1996: Ceased in a rearrangement of 604, 605 & 606. Partly replaced by rerouted 604.

Streets

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Churchill Dr, Willmott Av, Model Farms Rd, Orchard Av, Belotti Av, Junction Rd, Caroline Chisholm Dr, Langdon Rd, Gibbon Rd to Old Windsor Rd (Winston Hills).

From Winston Hills (Old Windsor Rd at Gibbon Rd) via Old Windsor Rd, Caroline Chisholm Dr, Churchill Dr, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Alterations

- **From 15 September 1985 (opening of Church St Mall):** From Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- **From 18 November 1985:** Ex Parramatta from Windsor Rd via Junction Rd, Watkins Rd, Cropley Dr, Junction Rd, Langdon Rd, Gibbon Rd to Old Windsor Rd (Winston Hills). Return via Old Windsor Rd, Caroline Chisholm Dr, Junction Rd, Cropley Dr, Watkins Rd, Junction Rd, Windsor Rd.
- **From 3 December 1994:** Ex Parramatta from Windsor Rd via Churchill Dr, Willmott Av, Model Farms Rd, Asquith Av, Junction Rd. Reverse on return.

Timetable Summary

See 600

Route 605

ROUSE HILL Town Centre – NORTH KELLYVILLE (Celia Rd)

(North Kellyville terminus is now in Stringer Rd – at approximately same location as Celia Rd.)

Timeline

19 February 2017:

- Commenced by ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%), trading as Hillsbus, to new residential area.
- Part of Contract Region 4.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an “umbrella branding” for ComfortDelGro’s operations in NSW.

Early 2023: Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

Streets**From 19 February 2017**

From Rouse Hill (Town Centre) via Rouse Hill Dr, Caddies Blvd, Commercial Rd, Withers Rd, Barry Rd, Stringer Rd, Celia Rd to Ross Pl (North Kellyville).

From North Kellyville (Celia Rd) (at Ross Pl) via reverse route to Rouse Hill Dr, then Windsor Rd, White Hart Dr, Tempus St to Rouse Hill Town Centre.

Alterations:

- Circa 26 May 2019** (opening of Sydney Metro North West line): Approached Rouse Hill from Windsor Rd to Rouse Hill Interchange.
- By 2024:** Approached North Kellyville from Stringer Rd via Barakee Cr, Ross Pl, Stringer Rd to Barakee Cr. Return via Stringer Rd.

Timetable Summary**19 February 2017**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rouse Hill Town Centre-North Kellyville (Celia Rd)	20	M-F	Celia Rd	7.00am	Rouse Hill TC	7.35pm	60	
		Sat		8.00am		7.35pm	60	
		Sun		9.00am		6.35pm	60	

26 May 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rouse Hill Town Centre-North Kellyville (Celia Rd)	13	M-F	Celia Rd	5.51am	Rouse Hill TC	10.05pm	30	
		Sat		7.49am		7.35pm	60	
		Sun		8.49am		6.35pm	60	

20 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rouse Hill Town Ctr-North Kellyville (Stringer Rd)	13	M-F	Stringer Rd	5.20am	Rouse Hill TC	11.05pm	30*	
		Sat		7.50am		7.35pm	60	
		Sun		8.50am		6.35pm	60	

* More frequent in peak hours.

30 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rouse Hill Town Ctr-North Kellyville (Stringer Rd)	14	M-F	Stringer Rd	4.50am	Rouse Hill TC	11.05pm	30*	
		Sat		6.50am		10.50pm	60	
		Sun		7.50am		10.35pm	60	

* More frequent in peak hours.

Route 606

PARRAMATTA – WINSTON HILLS – CASTLE HILL■

(Knightsbridge is a locality in West Castle Hill based around Knightsbridge shops & Ridgecrop Dr.)

Timeline

30 May 1983:

- Parramatta – Winston Hills – Castle Hill mainly a new route, commenced as part of reorganisation & renumbering of 200 & 201 [1925 route numbers], giving a full-time service to new residential areas.
- Shared route from Parramatta to various points along Church St & Windsor Rd as far as Northmead with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

18 November 1985: Rerouted via Churchill Dr instead of Kleins & Moxhams Rds, when Moxhams Rd bridge closed to bus traffic. Service to Kleins Rd area replaced by extended 609.

24 June 1996: Rerouted between Winston Hills & Castle Hill in a rearrangement of 604, 605 & 606. Service to Parsonage Rd & Middleton Av area replaced by 604.

May 1999: Majority (57%) share of Westbus transferred to National Express Group.

20 March 2000:

- Rerouted via Showground Rd direct (instead of Victoria & Carrington Rds).
- Rerouted via Knightsbridge shops to cover parts of 600 & 602.

13 November 2000: Knightsbridge diversion operated on Sundays only. Service to Knightsbridge on other days replaced by 603.

December 2004: Operator's name of this part of Westbus rebranded as Hillsbus, described as "a member of ComfortDelGro Cabcharge". By 9 September 2005, Hillsbus was incorporated as Hillsbus Co Pty Ltd.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%).

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- Altered to Parramatta – Winston Hills shops (*see next entry*).
- Service between Winston Hills and Castle Hill replaced by T60.
- Service between Woodberry Village and Castle Hill replaced by selected weekday inter-peak diversion of 604.
- Sunday service to Knightsbridge replaced by 603.

Streets

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd, Nestor St, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Merindah Rd, Windsor Rd, Excelsior Av, Parsonage Rd, Middleton Av, Fishburn Cr, Hughes Av, Dawes Av, Middleton Av, Carrington Rd, Showground Rd, Old Northern Rd, Castle St to near Old Northern Rd (Castle Hill).

From Castle Hill (Castle St at Old Northern Rd) via Castle St, Pennant St, Showground Rd, then reverse route to Kleins Rd, then Briens Rd, Windsor Rd, Church St, George St, Smith St to Darcy St (Parramatta).

Alterations

- **From 15 September 1985 (opening of Church St Mall):** From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- **From 18 November 1985:** Ex Parramatta from Windsor Rd via Churchill Dr, Caroline Chisholm Dr, Voltaire Rd, Lanhams Rd. Reverse on return.
- **By 3 December 1994:** Ex Parramatta from Parsonage Rd via Middleton Av, Carrington Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return via Old Castle Hill Rd, Eric Felton St, Pennant St, Showground Rd, then reverse route to Parsonage Rd.
- **From 24 June 1996:** Ex Parramatta from Merindah Rd via Chapel Lane, Crestwood Rd, McKillop Dr, Barina Downs Rd, Windsor Rd, Showground Rd, Victoria Rd, Carrington Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return via Old Castle Hill Rd, Eric Felton St, Pennant St, Showground Rd, then reverse route to Merindah Rd.

- **From 20 March 2000:** Ex Parramatta from Barina Downs Rd via Windsor Rd, Showground Rd, Gilbert Rd, Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, Tuckwell Rd, Old Castle Hill Rd, Eric Felton St, Pennant St, Castle St, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return via Old Castle Hill Rd, Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, then reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).
- **From 13 November 2000:** Ex Parramatta from Voltaire Rd via Lanhams Rd, Reilleys Rd, Barnetts Rd, Oakes Rd, Lanhams Rd, Hillcrest Av, Caroline Chisholm Dr.
- **From 13 November 2000:** Ex Parramatta from Barina Downs Rd via Windsor Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return via Old Castle Hill Rd, Pennant St, Showground Rd, Windsor Rd.
- **From 13 November 2000**
Knightsbridge diversion (Sundays): Ex Parramatta from Showground Rd/Gilbert Rd via Gilbert Rd, Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, Tuckwell Rd, Old Castle Hill Rd, Pennant St, (?), Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return from Castle Hill via Old Castle Hill Rd, Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (anti-clockwise loop), Gilbert Rd.
- **From 19 February 2006** (opening of new Parramatta Interchange): Approached Parramatta from Windsor Rd via Church St, Phillip St, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return.

Timetable Summary

See 600

Route 606

PARRAMATTA – WINSTON HILLS Shops via Redbank Rd, Northmead

Timeline

11 May 2009:

- Altered route, as a result of Ministry of Transport review of Contract Region 4.
- Replaced part of 609 between North Parramatta & Northmead.
- Operated by ComfortDelGro Cabcharge Pty Ltd, a joint venture of ComfortDelGro Corporation Ltd (a Singapore company, 51%) & Cabcharge Pty Ltd (Australian, 49%), trading as Hillsbus.

April 2017:

- ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation Ltd, following withdrawal of Cabcharge from the joint venture in February 2017.
- CDC NSW established as an “umbrella branding” for ComfortDelGro’s operations in NSW.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019, rerouted in Winston Hills via Buckleys Rd instead of Caroline Chisholm Dr, replacing Winston Hills shops diversion of 604. 706 provides service in Caroline Chisholm Dr.

Early 2023: Hillsbus rebranded as CDC NSW Region 4 Pty Ltd.

Streets

From 11 May 2009

From Parramatta (new Interchange) via Argyle St, bus tunnel, Station St, Smith St, Macquarie St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Briens Rd, Redbank Rd, Glenn Av, Hammers Rd (**Northmead**), Old Windsor Rd, Oakes Rd, Barnetts Rd, Reilleys Rd, Lanhams Rd, Nestor St, Caroline Chisholm Dr to Winston Hills shops.

From Winston Hills (Caroline Chisholm Dr at shops) via reverse route to Church St, then George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Alterations

- **From 24 January 2015:** From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.
- **From 28 July 2019:** Ex Parramatta from Lanhams Rd via Buckleys Rd, Langdon Rd to Winston Hills shops. Reverse on return.
- **From 17 November 2019:** Approached Winston Hills shops from Langdon Rd via Caroline Chisholm Dr. Reverse on return.

- **From 3 July 2020:** Ex Parramatta from Victoria Rd via O'Connell St, Barney St, Church St. Reverse on return.

Timetable Summary

See 600

Route 607

PARRAMATTA – WINSTON HILLS (Woodberry Village)■

- **Extended to Winston Hills shops (selected trips, 2000)**

(Woodberry Village terminal loop has been known as Oakes Rd Loop from 1985.)

Timeline

30 May 1983:

- Parramatta – Winston Hills (Woodberry Village) renumbered from part of 200, as part of reorganisation & renumbering of 200 & 201 [1925 route numbers].
- Shared route from Parramatta to various points along Church St & Windsor Rd as far as Northmead with other routes in the 600-607 range.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

18 November 1985:

- Rerouted via Churchill Dr when Moxhams Rd bridge closed to bus traffic.
- Service to Redbank & Kleins Rds area replaced by extended 609.
- Winston Hills (Woodberry Village) terminal loop then known as Oakes Rd Loop.

May 1999: Majority share of Westbus transferred to National Express Group.

20 March 2000: Weekday off-peak & Saturday trips extended from Oakes Rd in a loop via Winston Hills shops.

13 November 2000: 606 & 607 rearranged in Winston Hills area, such that 606 became only full time route in Winston Hills area & 607 followed same route but ran in peak hours only to terminate at Crestwood (*see next entry*). 607 partly replaced by 706.

Streets

Parramatta – Winston Hills (Woodberry Village)

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Briens Rd, Redbank Rd, Glenn Av, Hammers Rd (**Northmead**), Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd (**Woodberry Village, Winston Hills**), Oakes Rd, Barnetts Rd, Reilleys Rd, Moxhams Rd, Kleins Rd, Hammers Rd, Glenn Av, Redbank Rd, Briens Rd, Windsor Rd, Church St, George St, Smith St to Darcy St (Parramatta).

Winston Hills (Chisholm Centre) diversion (*Saturday mornings*): Ex Parramatta from Reilleys Rd via Willmot Av, Churchill Dr, Caroline Chisholm Dr, Voltaire Rd to Lanhams Rd.

Alterations

- **From 15 September 1985** (*opening of Church St Mall*): From Parramatta (Darcy St) via Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- **From 18 November 1985:** Ex Parramatta from Windsor Rd via Churchill Dr, Caroline Chisholm Dr, Voltaire Rd, Lanhams Rd (**Woodberry Village, Winston Hills**), Oakes Rd, Barnetts Rd, Reilleys Rd, Moxhams Rd, Lanhams Rd, Voltaire Rd, Caroline Chisholm Dr, Churchill Dr, Windsor Rd.

Parramatta – Winston Hills (Woodberry Village) (selected trips extended to Winston Hills shops)

Alteration

From 20 March 2000 (off-peak & Saturday trips):

Winston Hills shops extension: From Winston Hills (Woodberry Village, Lanhams Rd) via Buckleys Rd, Langdon Rd, Caroline Chisholm Dr (**Winston Hills shops**), Hillcrest Av, Lanhams Rd, Oakes Rd.

Timetable Summary

See 600

Route 607

PARRAMATTA – WINSTON HILLS – CRESTWOOD

Timeline

13 November 2000: 606 & 607 rearranged in Winston Hills area, such that 606 became only full time route in Winston Hills area & 607 followed most of the same route, but ran in peak hours only. Operated by Westbus Pty Ltd (National Express Group).

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 March 2007: Ceased in connection with opening of Parramatta-Merriville Rd section of North West T-way. Replaced by 606 & T62.

Streets

From 13 November 2000

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Churchill Dr, Voltaire Rd, Lanhams Rd, Reilleys Rd, Barnetts Rd Oakes Rd, Lanhams Rd (**Winston Hills**), Caroline Chisholm Dr, Langdon Rd, Baulkham Hills Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Merindah Rd, Chapel Lane, Benwerrin Av, Chapel Lane to Seven Hills Rd (Crestwood)

From Crestwood (Chapel Lane at Seven Hills Rd) via reverse route to Church St, then George St, Smith St to Darcy St (Parramatta).

Alteration

From 19 February 2006 (opening of new Parramatta Interchange): Approached Parramatta from Windsor Rd via Church St, Phillip St, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return.

Timetable Summary

13 November 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Crestwood	44	M-F	Crestwood	4.58am	Parramatta	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Crestwood, afternoon from Parramatta).

11 May 2009

See 600

Route 607N

CITY (Queen Victoria Building) – TALLAWONG Station via Lane Cove Tunnel, M2 Hills Motorway & North West T-way (late night service) ■

("N" in route number denotes "night service".)

(Tallawong Station was located in the suburb of Rouse Hill until Tallawong was declared a suburb by Blacktown City Council on 6 November 2020.)

Timeline

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019, new Friday & Saturday late night, midnight-to-dawn, route commenced by Hillsbus (ComfortDelGro Corporation), replacing equivalent trips on 607X. Part of Contract Region 4.

18 October 2021: Replaced by additional trips on 607X (City (Queen Victoria Building) – Bella Vista Station) & by existing N92.

Streets

From 28 July 2019

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way, Celebration Dr (**Bella Vista Station**), Mawson Av, Unaipon Av, North West (Parramatta-Rouse Hill) T-way (**Rouse Hill Town Centre**), Schofields Rd, Tallawong Rd, Themeda Av, Aristida St, Implexa Pde to Tallawong Station.

From Tallawong Station (Implexa Pde) via Cudgegong Rd, Schofields Rd, North West (Parramatta-Rouse Hill) T-way, Unaipon Av, Mawson Av (**Bella Vista Station**), Celebration Dr, Unaipon Av, North West (Parramatta-Rouse Hill) T-way, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Market St (Queen Victoria Building, City).

Timetable Summary

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Bldg)-Tallawong Stn	61	M-F						
		Sat	Tallawong Stn	12.52am	Q Vic Bldg	4.00am	MDs	
		Sun		12.52am		4.00am	MDs	

MDs – Late night, midnight-to-dawn, service.

Route 607X

CITY (various termini) – ROUSE HILL Town Centre via Lane Cove Tunnel, M2 Hills Motorway & North West T-way

Timeline

7 December 2011: New supplementary, pre-Christmas route, City (Railway Square) – Rouse Hill Town Centre, commenced by Hillsbus (ComfortDelGro Cabcharge). Operated *from* City only on selected afternoons/nights. Part of Contract Region 4.

3 January 2012: Upgraded to a full-time two-way route, except for peak hours, when 617X continued to run.

30 April 2012: Further upgraded to run in peak hours as well, while fewer trips ran on 617X.

4 October 2015: City termini altered to Queen Victoria Building as a result of light rail construction in George St, City/new CBD bus network.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019:

- Curtailed to run City (Queen Victoria Building) – Bella Vista Station. Bella Vista – Rouse Hill replaced by 665 & Metro Sydney North West line.
- Friday & Saturday late night, midnight-to-dawn, trips renumbered 607N & extended to run City (Queen Victoria Building) – Tallawong Station.

18 October 2021: Hours of service increased to midnight-to-dawn early Saturday & Sunday mornings, replacing 607N between City (Queen Victoria Building) & Bella Vista Station.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

City (Railway Square) – Rouse Hill Town Centre

From 7 December 2011

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Drutt St, George St to Railway Square (City).

Alteration

From 21 May 2012: From City (Lee St, Railway Square) via George St. Unaltered on return.

City (Queen Victoria Building) – Rouse Hill Town Centre

Alteration

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

City (Queen Victoria Building) – Bella Vista Station

From 28 July 2019

Alteration: Ex City (Queen Victoria Building) from North West (Parramatta-Rouse Hill) T-way via Unaipon Av, Mawson Av to Bella Vista Station. Return via Mawson Av, Celebration Dr, Unaipon Av, North West (Parramatta-Rouse Hill) T-way.

Timetable Summary

3 January 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)-Rouse Hill Town Centre	72	M-F	Railway Sq	9.32am	Railway Sq	11.45pm	60	A
		Sat	Rouse Hill TC	6.50am		2.02am	60	
		Sun		7.50am		10.02pm	60	

A – Ran during off-peak & at night. Plus 1 early morning trip from Rouse Hill Town Centre.

17 June 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)-Rouse Hill Town Centre	61	M-F	Rouse Hill TC	5.17am	Railway Sq	11.45pm	30*	A
		Sat		6.53am		2.10am	60	
		Sun		7.53am		10.10pm	60	

* More frequent in peak hours.

A – Extra trips Friday night (last trip from Railway Square 1.45am).

27 February 2016

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)-Rouse Hill Town Centre	63	M-F	Rouse Hill TC	4.13am	Q Vic Bldg	12.55am	20*	A
		Sat		6.21am		3.25am	B	
		Sun		6.51am		11.55pm	B	

* More frequent in peak hours.

A – Extra trips Friday night (last trip 3.25am from City (Queen Victoria Building)).

B – Morning, from Rouse Hill Town Centre 15, from City (Queen Victoria Building) 30. Afternoon, from Rouse Hill Town Centre 30, from City (Queen Victoria Building) 15.

28 July 2019

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)-Bella Vista Station	47	M-F	Bella Vista Stn	4.30am	Q Vic Bldg	12.45am	20*	A
		Sat		4.30am		1.00am	20	
		Sun		5.00am		12.00mn	20	

* More frequent in peak hours.

A – Extra trip Friday night.

18 October 2021

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)-Bella Vista Station	43	M-F	Bella Vista Stn	4.30am	Q Vic Bldg	1.00am	20*	A
		Sat		4.15am		3.00am	15	B
		Sun		4.15am		12.30mn	15	B

* More frequent in peak hours.

A – Extra trips Friday night, making service continuous on Friday night/Saturday morning.

B – Service continuous on Saturday night/Sunday morning.

Route 608

CASTLE HILL – ROUSE HILL – WINDSOR

Timeline

20 March 2000: Castle Hill – Rouse Hill – Windsor commenced by Westbus Pty Ltd (National Express Group), replacing 601 between Rouse Hill (Mile End Rd) & Windsor & 602 between Castle Hill & Kellyville (Acres Rd).

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 March 2007: Altered in Kellyville/Beaumont Hills area in connection with opening of Parramatta-Merriville Rd section of North West T-way.

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- Curtailed to run Rouse Hill Town Centre – Windsor. Service between Castle Hill and Rouse Hill Town Centre replaced by 610.
- Rerouted direct via Windsor Rd instead of Beaumont Hills. Service in Beaumont Hills area replaced by 610 & T64.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

Castle Hill – Rouse Hill – Windsor

From 20 March 2000

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Pennant St, Showground Rd, Kings Rd, Wrights Rd (**Kellyville**), Green Rd, Poole Rd [now Samantha Riley Dr], Hezlett Rd, Withers Rd, Mungerie Rd, The Parkway, Brampton Dr (**Beaumont Hills**), Mungerie Rd, Withers Rd, Commercial Rd, Hermitage Av, Monaco Av, Bentley Av, Hermitage Av, Commercial Rd, Withers Rd, Mile End Rd [now Clower Av], Adelphi St (anti-clockwise loop), Mile End Rd [now Aberdour Av] (**Rouse Hill**), Windsor Rd, Macquarie St, Kable St, The Terrace, Fitzgerald St, George St to Windsor Station.

From Windsor (Station forecourt) via George St, Fitzgerald St, Macquarie St, Windsor Rd, then reverse route to Withers Rd, then Commercial Rd, Hermitage Av, Monaco Av, Bentley Av, Hermitage Av, Commercial Rd, Withers Rd, Mungerie Rd, The Parkway, Brampton Dr (**Beaumont Hills**), Mungerie Rd, Withers Rd, Hezlett Rd, James Mileham Dr, Marella Av, Green Rd, Wrights Rd (**Kellyville**), Kings Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

Alterations

By 13 November 2000:

- Ex Castle Hill from Green Rd via Marella Av, James Mileham Dr. Unaltered on return.
- Ex Castle Hill from Hezlett Rd via Withers Rd, Mungerie Rd, Brampton Dr, The Parkway, Mungerie Rd, Withers Rd, Bentley Av, Wellgate Av, Withers Rd. Ex Windsor from Mile End Rd via Withers Rd, Bentley Av, Wellgate Av, Withers Rd, Mungerie Rd, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd.

From 11 March 2007

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via (?), Old Northern Rd, Showground Rd, Kings Rd, Wrights Rd (**Kellyville**), Green Rd, Marella Av, James Mileham Dr, Samantha Riley Dr, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd, Bentley Av, Wellgate Av, Withers Rd, Mile End Rd, Clower Av, Adelphi St, Mile End Rd (**Rouse Hill**), Windsor Rd, Macquarie St, (?), George St to Windsor Station.

From Windsor (Station forecourt) via George St, (?), Macquarie St, then reverse route to Mile End Rd (**Rouse Hill**), then Withers Rd, Bentley Av, Wellgate Av, Withers Rd, then reverse route to Old Northern Rd, then Old Castle Hill Rd to Castle Towers shops (Castle Hill).

Rouse Hill Town Centre – Windsor

From 11 May 2009

From Rouse Hill (Town Centre) via Windsor Rd, Macquarie St, Kable St, The Terrace, Fitzgerald St, George St to Windsor Station. Reverse on return.

By October 2013

From Rouse Hill (Town Centre) via Windsor Rd, Macquarie St, Fitzgerald St, The Terrace, Kable St, Macquarie St, Hawkesbury Valley Way, George St to Windsor Interchange.

From Windsor (Interchange) via George St, Hawkesbury Valley Way, Macquarie St, Fitzgerald St, The Terrace, Kable St, Macquarie St, Windsor Rd to Rouse Hill Town Centre.

Alteration

By 18 March 2019: Approached Rouse Hill Town Centre from Windsor Rd via Commercial Rd, Caddies Blvd, Rouse Hill Dr. Reverse on return.

Timetable Summary

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Castle Hill-Rouse Hill-Windsor	50	M-F	Windsor	9.40am	Castle Hill	1.40pm	60	A
		Sat						
		Sun						

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

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rouse Hill Town Centre-Windsor	23	M-F	Windsor	6.00am	Rouse Hill TC	6.35pm	120*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 609

PARRAMATTA – LAKE PARRAMATTA

- **Extended from Parramatta to Westmead Hospital (2000-09)**
- **Extended from Lake Parramatta to Northmead (1985-2009)**

(Lake Parramatta terminus was renamed North Parramatta as from 11 May 2009 timetable.)

Timeline

30 May 1983: Parramatta – Lake Parramatta renumbered from part of 200, as part of reorganisation & renumbering of 200 & 201 [1925 route numbers]. Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

18 November 1985: Extended from Lake Parramatta to Northmead (Redbank Rd), replacing parts of 606 & 607, when Moxhams Rd bridge was closed to bus traffic.

May 1999: Majority share of Westbus transferred to National Express Group.

20 March 2000: Through-routed with new 712, Parramatta Wharf – Westmead Hospital – Northmead, to form a combined bi-directional loop, Parramatta – Lake Parramatta – Northmead – Westmead Hospital – Parramatta.

13 November 2000: Altered to Westmead Hospital – Parramatta – Lake Parramatta – Northmead (no longer a loop), replacing 712 between Parramatta & Westmead Hospital.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- Curtailed to run Parramatta – North Parramatta (North Parramatta terminal loop same as Lake Parramatta as at 1983).
- Service between North Parramatta & Northmead replaced by rerouted 606.
- Service between Parramatta & Westmead Childrens Hospital replaced by rerouted 711.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

Parramatta – Lake Parramatta

From 30 May 1983

From Parramatta (Darcy St at Station) via Darcy St, Church St, Factory St, Castle St, Iron St (**North Parramatta**), Prince St, Gloucester Av (**Lake Parramatta**), Bourke St, Iron St, Castle St, Factory St, Church St, George St, Smith St to Darcy St (Parramatta).

Alteration

From 15 September 1985 (opening of Church St Mall): From Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.

Parramatta – Lake Parramatta – Northmead

From 18 November 1985

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Factory St, Castle St, Iron St (**North Parramatta**), Prince St, Gloucester Av, Bourke St (**Lake Parramatta**), Iron St, Barney St, Windsor Rd, Church St, Boundary Rd, Kleins Rd, Hammers Rd (**Northmead**), Glenn Av, Redbank Rd, Briens Rd, Church St, Barney St, Prince St, Gloucester Av, Bourke St, Iron St, Castle St, Factory St, Church St, George St, Smith St to Darcy St (Parramatta).

From 20 March 2000

Trips ex Parramatta continued from Redbank & Briens Rds via 712. Trips to Parramatta ex 712 from Redbank & Briens Rds via Redbank Rd, Glenn Av, Hammers Rd, Kleins Rd, Briens Rd (609 & 712 were shown in timetable as overlapping in Northmead area).

Westmead Hospital – Parramatta – Lake Parramatta – Northmead

From 13 November 2000

From Westmead Hospital (Children's Hospital, Hawkesbury Rd) via Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St, Wentworth St, Parkes St, Station St, Darcy St (**Parramatta**), then same as route from 18 November 1985 to **Lake Parramatta & Northmead**, then return to Smith St, then Darcy St (**Parramatta**), Church St, Argyle St, Park Pde, Alexandra Pde, Hawkesbury Rd to Westmead Children's Hospital.

Alteration

From 19 February 2006 (opening of new Parramatta Interchange): Approached Parramatta from Park Pde via Argyle St to new Interchange (Argyle St). Reverse on return.

Parramatta – North Parramatta

From 11 May 2009

From Parramatta (new Interchange) via Argyle St, bus tunnel, Station St, Smith St, Macquarie St, Church St, Factory St, Castle St, Iron St, Prince St, Gloucester Av, Bourke St (**North Parramatta**), Iron St, Castle St, Factory St, Church St, George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Alterations

From 24 January 2015: From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.

From 3 July 2020: Ex Parramatta from Victoria Rd via O'Connell St, Albert St, Pennant Hills Rd, Castle St. Reverse on return.

Timetable Summary

See 600

Route 610

CITY (various termini) – CASTLE HILL – KELLYVILLE – ROUSE HILL Town Centre via M2 Hills Motorway■

Also:

- **City (Railway Square) – Castle Hill – Knightsbridge (peak hours, 2000-09)**
- **City (Wynyard) – Castle Hill (Tuckwell Rd) via Victoria Rd (1996-97)**

Route 610N

CITY (Queen Victoria Building) – CASTLE HILL – NORWEST Station via Lane Cove Tunnel & M2 Hills Motorway (late Friday & Saturday night, midnight-to-dawn, service) ■

("N" in route number denotes "night service".)

Route 610X

CITY (various termini) – CASTLE HILL – KELLYVILLE – ROUSE HILL (various termini) via Lane Cove Tunnel & M2 Hills Motorway

Also:

- **City (Railway Square) – Knightsbridge (peak hours, 2007-09)**
(Knightsbridge is a locality in West Castle Hill based around Knightsbridge shops & Ridgecrop Dr.)

Timeline

29 April 1996: 610 new weekday express route, City (Wynyard) – Castle Hill shops (extended to Castle Hill (Tuckwell Rd) in peak hours) via Victoria Rd, commenced by Westbus Pty Ltd (Bosnjak family, proprietors), in anticipation of opening of M2 Hills Motorway.

28 May 1997:

- Rerouted via M2 Hills Motorway upon its opening.
- City terminus altered to Railway Square.

22 June 1998: Days of service of City (Railway Square) – Castle Hill extended to Saturdays & Sundays.

May 1999: Majority share of Westbus transferred to National Express Group.

20 March 2000: Weekday peak hour trips extended from Castle Hill (Tuckwell Rd) to Knightsbridge shops.

28 August 2000: New route commenced, City (Railway Square) – Castle Hill – Kellyville.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 March 2007: City (Railway Square) – Kellyville extended from Kellyville to Rouse Hill (Adelphi St) in connection with opening of Parramatta-Merriville Rd section of North West T-way.

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 610X.

25 September 2007:

- 610 & 610X extended from Rouse Hill (Adelphi St) to Rouse Hill Town Centre, coinciding with the opening of Rouse Hill Town Centre.
- 610 City (Railway Square) – Castle Hill shared with 619 from 25 February 2008 to 20 December 2010, when 619 was truncated to run Macquarie Park – Castle Hill.

11 May 2009: Service to Knightsbridge transferred to 652X as a result of Ministry of Transport review of Contract Region 4.

20 December 2010:

- 610/610X timetable rearranged such that City (Railway Square) – Castle Hill via M2 Hills Motorway & Lane Cove Tunnel trips during “Metrobus” hours (approx 6am to 8pm) renumbered M61.
- 610 remained for City (Railway Square) – Rouse Hill Town Centre trips in the off-peak & at weekends, and (until 4 October 2015) occasional City – Castle Hill trips outside “Metrobus” hours.
- City (Railway Square) – Castle Hill service shared between M61 (via Lane Cove Tunnel), 610 (via Epping Rd, Lane Cove) & 610X (via Lane Cove Tunnel).

4 October 2015: City termini of 610 & 610X altered to Queen Victoria Building as a result of light rail construction in George St, City/new CBD bus network.

19 February 2017: 610X trips entirely between City (Queen Victoria Building) & Castle Hill renumbered M61 (route unchanged, as M61 & 610X were identical between these points). 610X remains for trips between City (Queen Victoria Building) & destinations west of Castle Hill (as far as Rouse Hill Town Centre).

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

26 May 2019: M61 renumbered 610X, coincident with opening of Sydney Metro North West (Chatswood-Tallawong) line, making all trips City (Queen Victoria Building) – Castle Hill – Rouse Hill Town Centre (or peak hour short-workings to intermediate termini) via M2 Hills Motorway either 610 (via Lane Cove) or 610X (via Lane Cove Tunnel).

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019:

- 610 ceased. Between City & Castle Hill replaced by 610X. Between Castle Hill & Rouse Hill replaced by extended 633.
- 610X curtailed to run City (Queen Victoria Building) – Castle Hill (extended to Kellyville (James Mileham Dr) in peak hours).
- 610X replaced 610 between City (Queen Victoria Building) & Castle Hill.
- Friday & Saturday late night, midnight-to-dawn trips replaced by 610N.

23 August 2020: 610N trips curtailed to run City (Queen Victoria Building) – Castle Hill & renumbered 610X upon introduction of new N92. Service from City to Hills Showground & Norwest Metro stations replaced by new N92.

18 October 2021: 610X curtailed to run City (Queen Victoria Building) – Castle Hill at all times. (Castle Hill – Kellyville (James Mileham Dr) replaced by existing 601, 626, 632, 633 & 715, together with connections to other bus routes & Sydney Metro North West (Chatswood-Tallawong) line.)

10 March 2024: Hillsbus rebranded as CDC NSW R4.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*): Weekend frequency increased to make route “frequent”.

Streets

Route 610

City (Wynyard) – Castle Hill (Tuckwell Rd) via Victoria Rd

From 29 April 1996

From City (Wynyard) (York St at Margaret St) via York St, Druiett St*, Western Distributor*, Bank St*, Victoria Rd*, James Ruse Dr*, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd, Tuckwell Rd to Gilbert Rd (Castle Hill).

From Castle Hill (Tuckwell Rd at Gilbert Rd) via Tuckwell Rd, Old Castle Hill Rd, McMullen Av, Old Northern Rd, Windsor Rd (**Baulkham Hills**), James Ruse Dr*, Victoria Rd*, Miller St*, Western Distributor*, Bathurst St*, George St to Wynyard (City).

(* Not specified in timetable, but likely route.)

City (Railway Square) – Castle Hill (Tuckwell Rd)

From 28 May 1997

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd, Tuckwell Rd to Gilbert Rd (Castle Hill).

From Castle Hill (Tuckwell Rd at Gilbert Rd) via Tuckwell Rd, Old Castle Hill Rd, McMullen Av, Old Northern Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

City (Railway Square) – Castle Hill – Knightsbridge

Alteration

From 20 March 2000: Extended from Tuckwell Rd via Gilbert Rd, Ridgecrop Dr (anti-clockwise loop). Return via Gilbert Rd to Tuckwell Rd.

City (Railway Square) – Castle Hill – Kellyville

Alterations

- *From 28 August 2000:* From City (Railway Square) via Pitt St, Rawson Pl, George St, Druitt St, Clarence St. Unaltered on return.
- *From 28 August 2000:* Extended from Castle Hill (Tuckwell Rd) via Gilbert Rd, Showground Rd, Kings Rd, Wrights Rd, Glenrowan Av, President Rd, Greenwood Rd, Acres Rd to Windsor Rd (Kellyville). Reverse on return.
- *From circa 2007:* Ex City from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

City (Railway Square) – Castle Hill – Kellyville – Rouse Hill (Adelphi St)

Alterations

From 11 March 2007: Extended from Castle Hill (Tuckwell Rd) via Gilbert Rd, Showground Rd, Victoria Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd, Milford Dr, Mile End Rd, Clower Av, Aberdour Av, Adelphi St to Mile End Rd (Rouse Hill). Reverse on return.

City (Railway Square) – Castle Hill – Kellyville – Rouse Hill Town Centre

Alteration

From 25 September 2007: Extended from Rouse Hill (Adelphi St) via Mile End Rd, Windsor Rd to Rouse Hill Town Centre. Reverse on return.

From 11 May 2009

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Delhi Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Showground Rd, Victoria Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd, Mile End Rd, Clower Av, Aberdour Av, Adelphi St, Mile End Rd, Windsor Rd to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via reverse route to Old Castle Hill Rd, then McMullen Av, Old Northern Rd (**Castle Hill**), then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alterations

- *Circa 2010:* Ex City from Old Northern Rd via Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd. Return from McMullen Av via Castle Hill Interchange, Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd.
- *From 21 May 2012:* To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (Queen Victoria Building) – Castle Hill – Kellyville – Rouse Hill Town Centre Alterations

- **From 4 October 2015** (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from York St at Queen Victoria Building via Druitt St, Clarence St.
- **From 3 February 2019** (opening of complete Castle Hill Interchange): Ex City (Queen Victoria Building) from Crane Rd via Castle Hill Interchange, Old Northern Rd, McMullen Av, Old Castle Hill Rd. Reverse on return.

Route 610N

From 28 July 2019

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, **Castle Hill** Interchange, Old Northern Rd, McMullen Av, Pennant St, Showground Rd, De Clambe Dr (**Hills Showground Station**), Doran Dr, Carrington Rd, Victoria Av, Windsor Rd, Norwest Blvd to Norwest Station.

From Norwest Station (Norwest Blvd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to north of Market St (Queen Victoria Building, City).

Route 610X

City (Railway Square) – Rouse Hill (Adelphi St)

From 16 April 2007

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Showground Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd, Mile End Rd, Clower Av, Aberdour Av, Adelphi St, Mile End Rd, to Adelphi St (Rouse Hill).

From Rouse Hill (Adelphi St) (at Mile End Rd) via reverse route to Old Castle Hill Rd, then McMullen Av, Old Northern Rd (**Castle Hill**), then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

City (Railway Square) – Knightsbridge

From 16 April 2007

Same as City (Railway Sq) – Rouse Hill (Adelphi St) to Tuckwell Rd/Gilbert Rd, then Gilbert Rd, Ridgescrop Dr (anti-clockwise loop?) to Knightsbridge shops. Return via Ridgescrop Dr (anti-clockwise loop?), Gilbert Rd to Tuckwell Rd.

City (Railway Square) – Rouse Hill Town Centre

Alteration

From 25 September 2007: Extended from Rouse Hill (Adelphi St) via Mile End Rd, Windsor Rd to Rouse Hill Town Centre. Reverse on return.

From 11 May 2009

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Showground Rd, Victoria Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd, Mile End Rd, Clower Av, Aberdour Av, Adelphi St, Mile End Rd, Windsor Rd to Rouse Hill Town Centre.

From Rouse Hill (Town Centre) via reverse route to Old Castle Hill Rd, then McMullen Av, Old Northern Rd (**Castle Hill**), then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alterations

- **Circa 2010:** Ex City from Old Northern Rd via Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd. Return from McMullen Av via Castle Hill Interchange, Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd.
- **From 21 May 2012:** To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (Queen Victoria Building) – Rouse Hill Town Centre

Alterations

- **From 4 October 2015** (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from York St at Queen Victoria Building via Druitt St, Clarence St.
- **From 3 February 2019** (opening of complete Castle Hill Interchange): Ex City (Queen Victoria Building) from Crane Rd via Castle Hill Interchange, Old Northern Rd, McMullen Av, Old Castle Hill Rd. Reverse on return.

City (Queen Victoria Building) – Castle Hill (extended to Kellyville (James Mileham Dr) in peak hours)

Alteration

From 28 July 2019: Ex City (Queen Victoria Building) from James Mileham Dr to Samantha Riley Dr (Kellyville). Reverse on return.

City (Queen Victoria Building) – Castle Hill

From 18 October 2021

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Castle Hill Interchange.

From Castle Hill (Interchange) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to north of Market St (Queen Victoria Building, City).

Timetable Summary

29 April 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610: City (Wynyard)-Castle Hill shops†	Fr Wyn 60C 77T	M-F	Tuckwell Rd	6.00am	Wynyard	6.30pm	A	
		Sat						
		Sun						

† Extended to Castle Hill (Tuckwell Rd) in peak hours.

A – Peak hours, City (Wynyard)-Castle Hill (Tuckwell Rd). Day, City (Wynyard)-Castle Hill shops 60.

C – To Castle Hill shops.

T – To Castle Hill (Tuckwell Rd).

28 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610: City (Railway Square)-Castle Hill shops†	Fr Rly Sq 53C 68T	M-F	Tuckwell Rd	6.13am	Railway Sq	8.55pm	A	
		Sat						
		Sun						

† Extended to Castle Hill (Tuckwell Rd) in peak hours.

A – Peak hours, City (Railway Square)-Castle Hill (Tuckwell Rd). Day, City (Railway Square)-Castle Hill shops 60.

C – To Castle Hill shops.

T – To Castle Hill (Tuckwell Rd).

10 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610: City (Railway Square)-Castle Hill shops†	Fr Rly Sq 56C 72T	M-F	Tuckwell Rd	6.09amS	Railway Sq	6.35pmT 11.05pmC	A	
		Sat	C/Hill shops	6.52amS		11.05pmC	60	
		Sun		8.50amS		7.05pmC	60	

† Extended to Castle Hill (Tuckwell Rd) in peak hours.

A – Peak hours, City (Railway Square)-Castle Hill (Tuckwell Rd). Day, City (Railway Square)-Castle Hill shops 30.

Night, City (Railway Square)-Castle Hill.

C – To Castle Hill shops.

S – To City (Railway Square).

T – To Castle Hill (Tuckwell Rd).

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610: City (Railway Square)-Castle Hill-Rouse Hill (Adelphi St)	Fr Rly Sq 61C 69T 100R	M-F	Tuckwell Rd	5.04amS	Railway Sq	10.10pmR 11.20pmC	30*	A
			Adelphi St	6.54amS				
		Sat		7.35amS		1.05amR 2.05amC	60	B
		Sun	Castle Hill	8.02amS		6.05pmR 7.05pmC	60	D
			Adelphi St	9.35amS				

* More frequent in peak hours.

A – Peak hours, mainly City (Railway Square)-Knightsbridge. Day, City (Railway Square)-Rouse Hill 30*. Night, City (Railway Square)-Castle Hill or Rouse Hill (Adelphi St). Extra trips Friday night (last trip from City (Railway Square) 2.20amR).

B – Plus short-working/s, City (Railway Square)-Castle Hill, before first trip shown.

C – To Castle Hill shops.

D – Early morning, from Castle Hill to City (Railway Square). Day, City (Railway Square)-Rouse Hill (Adelphi St) 60. Last trip City (Railway Square)-Castle Hill.

R – To Rouse Hill (Adelphi St).

S – To City (Railway Square).

T – To Castle Hill (Tuckwell Rd).

11 May 2009

City (Railway Sq) – Castle Hill via M2 routes

610, 610X, 619

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
610: City (Railway Square)-Castle Hill-Rouse Hill Town Centre via M2	Fr Rly Sq 61C 97R	M-F	Castle Hill	4.57amS	Railway Sq	11.01pmR	30*	A
			Railway Sq	6.15amR				
		Sat		7.24amS		2.05amR	60	B
		Sun		8.21amS		8.05pmR	60	B
610X: City (Railway Square)-Castle Hill-Rouse Hill Town Centre†	70SC	M-F	Castle Hill	6.20amS	Q Vic Bldg	4.28pmR	Ph	
			Rouse Hill TC	6.31amQ	Railway Sq	6.15pmC		
		Sat						
		Sun						
619: City (Railway Square)-Macquarie Centre-Castle Hill	Fr C Hill 33M 70S	M-F	Castle Hill	6.12amM	Railway Sq	9.01pmC	D	
			Railway Sq	7.45amC				
		Sat	Castle Hill	7.30amS	Castle Hill	5.30pmC	60	
		Sun		9.30amS	Railway Sq	6.30pmC	60	

Average day frequencies along common route:

M-F City (Railway Square)-Castle Hill (610, 619) 15.

Sat City (Railway Square)-Castle Hill (610, 619) 30.

Sun City (Railway Square)-Castle Hill (610, 619) 30.

* More frequent in peak hours.

† Via Lane Cove Tunnel & M2 Hills Motorway.

A – Extra trips Friday night (last trip from City (Railway Square) 2.40amR). Plus short-working/s after last trip shown.

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

C – To Castle Hill shops.

D – Peak hours, Macquarie Centre-Castle Hill. Day, City (Railway Sq)-Castle Hill 30.

M – To Macquarie Centre.

Ph – Peak hours only (morning from Castle Hill, Rouse Hill or intermediate termini, afternoon from City (Queen Victoria Building or Railway Sq) mainly to Castle Hill, but 1 trip extended to Rouse Hill & other selected trips to intermediate termini).

Q – To City (Queen Victoria Building).

R – To Rouse Hill Town Centre.

S – To City (Railway Square).

SC – City (Railway Sq)-Castle Hill

20 December 2010

City (Railway Sq) – Castle Hill via M2 routes

610, 610X, M61

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
610: City (Railway Square)-Castle Hill-Rouse Hill Town Centre	Fr Rly Sq 61C 97R	M-F	Tuckwell Rd	4.57amS	Railway Sq	11.01pmR	A	
			Railway Sq	6.15amR				
		Sat	Rouse Hill TC	7.24amS		2.06amR	60	B
				8.21amS		8.05pmR	60	B
610X: City (Rly Sq)-Castle Hill-Rouse Hill Town Centre†	67SC	M-F	Rouse Hill TC	6.31amS	Railway Sq	8.36pmR	Ph	
		Sat	Castle Hill	5.35amS		10.21pmR	MNs	
		Sun	Railway Sq	10.05pmC		11.05pmR	Ns	
M61: City (Railway Square)-Castle Hill†	61	M-F	Castle Hill	6.00amS	Railway Sq	7.55pmC	15*	
		Sat		7.30amS		7.40pmC	20	
		Sun		7.30amS		7.40pmC	20	

610X trips solely between City (Railway Square) & Castle Hill and M61 trips were identical.

Average day frequencies along common route:

M-F City (Railway Square)-Castle Hill (610, 610X, M61) 6 trips per hour.

Sat City (Railway Square)-Castle Hill (610, 610X, M61) 4 trips per hour.

Sun City (Railway Square)-Castle Hill (610, 610X, M61) 4 trips per hour.

* More frequent in peak hours.

† Via Lane Cove Tunnel & M2 Hills Motorway.

A – Peak hours (morning from City (Railway Square) to Rouse Hill Town Centre, plus selected trips extended to start from intermediate termini; afternoon, from Rouse Hill Town Centre to City (Railway Square)). Day, City (Railway Square)-Rouse Hill Town Centre 30. Night, City (Railway Square)-Castle Hill. Plus short working/s after last trip shown.

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

C – To Castle Hill.

MNs – Early morning & late night service, mainly City (Railway Square)-Castle Hill.

Ns – Night service, from City (Railway Square) to either Castle Hill or Rouse Hill Town Centre.

Ph – Peak hours (morning from Rouse Hill Town Centre or intermediate termini, afternoon from City (Railway Sq)).

R – To Rouse Hill Town Centre.

S – To City (Railway Square).

SC – City (Railway Square)-Castle Hill.

4 October 2015

City (Queen Victoria Building) – Castle Hill via M2 routes

610, 610X, M61

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
610: City (Queen Victoria Bldg)-Castle Hill-Rouse Hill Town Centre via M2	Fr QVB 53C 88R	M-F	Tuckwell Rd	4.57amQ	Q Vic Bldg	10.25pmR	A	
			Q Vic Bldg	6.20amR				
		Sat	Rouse Hill TC	7.24amQ		2.10amR	B	
		Sun		6.08amQ		11.10pmR	D	
610X: City (Queen Victoria Building)-Castle Hill-Rouse Hill Town Centre†	Fr QVB 57C 97R	M-F	Castle Hill	4.37amQ	Q Vic Bldg	12.50pmR	PNs	
			Rouse Hill TC	6.22amQ				
		Sat	Castle Hill	4.00amQ		2.10amR 3.40amC	20/40	
		Sun		4.00amQ		11.10pmR	20/40	
M61: City (Queen Victoria Building)-Castle Hill†	47	M-F	Castle Hill	6.00am	Q Vic Bldg	7.04pm	15*	
		Sat		7.30am		7.50pm	20	
		Sun		7.30am		7.50pm	20	

610X trips solely between City (Queen Victoria Building) & Castle Hill and M61 trips were identical.

Average day frequencies along common route:

M-F City (Queen Victoria Building)-Castle Hill (610, M61) 6 trips per hour.

Sat City (Queen Victoria Building)-Castle Hill (610, 610X, M61) 10.

Sun City (Queen Victoria Building)-Castle Hill (610, 610X, M61) 10.

† Via Lane Cove Tunnel & M2 Hills Motorway.

A – Peak hours & night, City (Queen Victoria Building)-Rouse Hill Town Centre & various short-workings. Day, City (Queen Victoria Building)-Rouse Hill Town Centre 30.

B – Early morning & night, City (Queen Victoria Building)-Rouse Hill Town Centre. Day, City (Queen Victoria Building)-Rouse Hill Town Centre 60.

C – To Castle Hill.

D – Day, City (Queen Victoria Building)-Rouse Hill Town Centre 60. Night, City (Queen Victoria Building)-Rouse Hill Town Centre.

PNs – Peak hours (morning *to* City (Queen Victoria Building), afternoon *from* City (Queen Victoria Building)). Extra trips Friday night (last trip 3.10amC from City (Queen Victoria Building)).

Q – To City (Queen Victoria Building).

R – To Rouse Hill Town Centre.

19 February 2017

City (Queen Victoria Building) – Castle Hill via M2 routes

610, 610X, M61

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
610: City (QVB)-Castle Hill-Rouse Hill Town Ctr via M2	92	M-F	Rouse Hill TC	8.07am	Q Vic Bldg	10.25pm	30	A
		Sat		6.06am		11.10pm	60	
		Sun		7.08am		9.10pm	60	
610X: City (Queen Victoria Building)-Castle Hill-Rouse Hill Town Centre†	Fr QVB 57C 97R	M-F	Kellyville	5.00am	Q Vic Bldg	10.55pm	Ph	
			Rouse Hill TC	6.22am				
		Sat		8.31am		2.10am	60	
		Sun		6.12pm		12.10am	Ns	
M61: City (Queen Victoria Building)-Castle Hill†	48	M-F	Castle Hill	4.07am	Q Vic Bldg	12.10am	15*	B
		Sat		4.00am		3.40am	10	D
		Sun		4.00am		11.40pm	10	

Average day frequencies along common route:

M-F City (Queen Victoria Building)-Castle Hill (610, M61) 6 trips per hour.

Sat City (Queen Victoria Building)-Castle Hill (610, 610X, M61) 10.

Sun City (Queen Victoria Building)-Castle Hill (610, M61) 10.

* More frequent in peak hours.

† Via Lane Cove Tunnel & M2 Hills Motorway.

A – Plus early morning trip, 4.57am from Castle Hill (Tuckwell Rd) to City (Queen Victoria Building).

B – Extra trips Friday night, making service continuous on Friday night/Saturday morning.

C – To Castle Hill.

D – Service continuous on Saturday night/Sunday morning.

Ns – Night service.

Ph – Early morning, from Kellyville (Samantha Riley Dr) to City (Queen Victoria Building) plus City (Queen Victoria Building)-Rouse Hill Town Centre (both directions). Peak hours & night service (both directions).

R – To Rouse Hill Town Centre.

26 May 2019

City (Queen Victoria Building) – Castle Hill via M2 routes

610, 610X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
610: City (QVB)-Castle Hill-Rouse Hill Town Ctr via M2	92	M-F	Q Vic Bldg	6.20am	Q Vic Bldg	10.25pm	30	A
		Sat	Rouse Hill TC	6.07am		11.10pm	60	
		Sun		7.05am		9.10pm	60	
610X: City (Queen Victoria Building)-Castle Hill-Rouse Hill Town Centre†	Fr QVB 57C 97R	M-F	Kellyville	5.00amQ	Q Vic Bldg	12.50amR	B	
			Rouse Hill TC	6.24amQ				
		Sat	Q Vic Bldg	4.10amC 6.10amR		2.10amR 3.40amC	D	
		Sun	Castle Hill	4.00amQ	Q Vic Bldg	12.10amR	E	
			Rouse Hill TC	6.14pmQ				

Average day frequencies along common route:

M-F City (Queen Victoria Building)-Castle Hill (610X) 6 trips per hour.

City (Queen Victoria Building)-Rouse Hill (610) 30.

Sat City (Queen Victoria Building)-Castle Hill (610X) 10.

City (Queen Victoria Building)-Rouse Hill (610, 610X) 30.

Sun City (Queen Victoria Building)-Castle Hill (610X) 10.

City (Queen Victoria Building)-Rouse Hill (610) 60.

† Via Lane Cove Tunnel & M2 Hills Motorway.

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

B – Peak hours, City (Queen Victoria Building)-Castle Hill, Kellyville or Rouse Hill. Day, City (Queen Victoria Building)-Castle Hill 15. Night, City (Queen Victoria Building)-Castle Hill or Rouse Hill. Extra trips Friday night, City (Queen Victoria Building)-Castle Hill or Rouse Hill. Plus short-working/s before first trip shown. Service continuous on Friday night/Saturday morning.

C – To Castle Hill.

D – Day, City (Queen Victoria Building)-Castle Hill 10, City (Queen Victoria Building)-Rouse Hill 60. Night. City (Queen Victoria Building)-Castle Hill. Late night, City (Queen Victoria Building)-Castle Hill or Rouse Hill. Service continuous on Saturday night/Sunday morning.

E – Day, City (Queen Victoria Building)-Castle Hill 10. Night. City (Queen Victoria Building)-Castle Hill or Rouse Hill.

R – To Rouse Hill Town Centre.

Q – To City (Queen Victoria Building).

28 July 2019

City (Queen Victoria Building) – Castle Hill via M2 routes

610N, 610X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610N: City (Queen Victoria Bldg)-Norwest Station	54	M-F						
		Sat	Norwest Stn	1.15am	Q Vic Bldg	4.20am	MDs	
		Sun		1.15am		4.10am	MDs	
610X: City (Queen Victoria Building)-Castle Hill†	Fr QVB 46C 66J	M-F	Castle Hill	4.05amQ	Q Vic Bldg	8.15pmJ 12.45amC	A	
			J/Mileham Dr	5.20amQ				
		Sat	Castle Hill	5.00amQ		1.10amC	15	
		Sun		5.00amQ		12.10amC	15	

† Extended to Kellyville (James Mileham Dr) in peak hours.

A – Peak hours, City (Queen Victoria Building)-Castle Hill & City (Queen Victoria Building)-Kellyville (James Mileham Dr). Day, City (Queen Victoria Building)-Castle Hill 15. Extra trip Friday night.

C – To Castle Hill.

J – To Kellyville (James Mileham Dr).

MDs – Midnight-to-dawn service.

Q – To City (Queen Victoria Building).

18 October 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610X: City (Queen Victoria Building)- Castle Hill	42	M-F	Castle Hill	4.05am	Q Vic Bldg	12.40am	10	A
		Sat		4.27am		3.40am	15	B
		Sun		4.29am		12.10am	15	B

* More frequent in peak hours.

A – Extra trips Friday night, making service continuous on Friday night/Saturday morning.

B – Service continuous on Saturday night/Sunday morning.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
610X: City (Queen Victoria Building)- Castle Hill	42	M-F	Castle Hill	4.00am	Q Vic Bldg	12.45am	10*	A
		Sat		4.00am		3.45am	10	B
		Sun		4.30am		12.15am	10	B

* More frequent in peak hours.

A – Extra trips Friday night, making service continuous on Friday night/Saturday morning.

B – Service continuous on Saturday night/Sunday morning.

Route 611

CASTLE HILL – NORTH KELLYVILLE – KELLYVILLE (Acres Rd) ■

Timeline

27 November 1983:

- Mainly school service, Castle Hill – North Kellyville – Kellyville (Acres Rd), given number in Sydney Region Route Number System.
- Had been numbered part of 200 [1925 route number] prior to 30 May 1983, then unnumbered until numbered 611 by this date.
- Operated by Parramatta Bus Co (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus Pty Ltd.

By 3 December 1994: Curtailed to run Kellyville (Green Rd/Wrights Rd) – North Kellyville – Kellyville (Acres Rd).

By 28 May 1997 (after 24 June 1996): Renumbered 618.

Streets

Castle Hill – North Kellyville – Kellyville (Acres Rd)

From 27 November 1983

From Castle Hill (Castle St at Old Northern Rd) via Castle St, Pennant St, Showground Rd, Victoria Rd, Wrights Rd, Green Rd, Poole Rd [now Samantha Riley Dr], Foxall Rd, Withers Rd, Barry Rd, Stringer Rd, Celia Rd to Ross Pl (North Kellyville), then Celia Rd, Stringer Rd, Barry Rd, Withers Rd, Hezlett Rd, Acres Rd to Windsor Rd (Kellyville).

From Kellyville (Acres Rd at Windsor Rd) via reverse route to Showground Rd, then Old Northern Rd, Castle St to near Old Northern Rd (Castle Hill).

Kellyville (Green Rd/Wrights Rd) – North Kellyville – Kellyville (Acres Rd)

By 3 December 1994

From Kellyville (Green Rd/Wrights Rd) via Green Rd, Poole Rd [now Samantha Riley Dr], Foxall Rd, Withers Rd, Barry Rd, Stringer Rd, Celia Rd to Ross Pl (North Kellyville), then Celia Rd, Stringer Rd, Barry Rd, Withers Rd, Hezlett Rd, Poole Rd [now Samantha Riley Dr], Windsor Rd to Acres Rd (Kellyville). Reverse on return.

Timetable Summary

27 November 1983

School trips on school days. Short-workings of full route during school holidays.

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kellyville (Green Rd)-North Kellyville-Kellyville (Acres Rd)	25	M-F	Green Rd	9.26am	Acres Rd	3.08pm	1 trip	A
		Sat						
		Sun						

A – Plus school trips.

Route 611

MACQUARIE PARK – BLACKTOWN via M2 Hills Motorway

Also:

- **Milsons Point – Blacktown direct via M2 Hills Motorway (peak hours, 1997)**

Timeline

28 May 1997: New routes commenced by Westbus Pty Ltd (Bosnjak family, proprietors), upon opening of M2 Hills Motorway:

Macquarie Centre – Blacktown (every day, including peak hours)

Milsons Point – Blacktown (peak hours only).

10 November 1997: Milsons Point – Blacktown ceased, leaving route as Macquarie Centre – Blacktown.

May 1999: Majority share of Westbus transferred to National Express Group.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

20 December 2010:

- Extended to run Macquarie Park – Blacktown.
- Rerouted further east along M2 instead of via Epping Station in anticipation of closure of Epping bus-only M2 entry/exit ramp.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

From 28 May 1997

Milsons Point – Macquarie Park – Blacktown

From Milsons Point (Alfred St at Station) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Pembroke St (**Epping**), Cambridge St, M2 Hills Motorway, Abbott Rd, Seven Hills Rd [now Prospect Hwy], **Seven Hills** Interchange, Seven Hills Rd, Wall Park Av, Blacktown Rd, Newton Rd, Patrick St, bus bridge, Blacktown Interchange.

From Blacktown (Interchange) via reverse route to Wall Park Av, then Seven Hills Rd [now Prospect Hwy], Terminus Rd, **Seven Hills** Interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Abbott Rd, M2 Hills Motorway, Beecroft Rd (**Epping**), Epping Rd, then reverse route to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Macquarie Centre – Blacktown

From Macquarie Centre (bus terminal) via Herring Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St (**Epping**), Cambridge St, M2 Hills Motorway, Abbott Rd, Seven Hills Rd [now Prospect Hwy], **Seven Hills** Interchange, Seven Hills Rd, Wall Park Av, Blacktown Rd, Newton Rd, Patrick St, bus bridge, Blacktown Interchange.

From Blacktown (Interchange) via reverse route to Balaclava Rd, then Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal.

Macquarie Park – Blacktown

From 20 December 2010

From Macquarie Park (Waterloo Rd at Eden Park Dr) via Waterloo Rd, Herring Rd, M2 Hills Motorway, Abbott Rd, Prospect Hwy, **Seven Hills** Interchange, Prospect Hwy, Wall Park Av, Blacktown Rd, Newton Rd, Patrick St, Westpoint tunnel, bus bridge, Blacktown Interchange.

From Blacktown (Interchange) via reverse route to Wall Park Av, then Prospect Hwy, Terminus Rd, **Seven Hills** Interchange, Terminus Rd, Prospect Hwy, Abbott Rd, M2 Hills Motorway, Christie St, Talavera Rd, Herring Rd, Waterloo Rd to Eden Park Dr (Macquarie Park).

Timetable Summary

28 May 1997

Macquarie Centre or Milsons Point – Blacktown via M2 Motorway routes

611

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-Epping-Blacktown	39	M-F	Blacktown	6.12am	Macquarie Ctr	9.00pm	30*	
		Sat		9.45am		5.55pm	30	A
		Sun		9.45am		5.55pm	60	A
Milsons Point-Epping-Blacktown	71	M-F	Blacktown	6.26pm	Milsons Point	5.20pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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

Ph – Peak hours only (both directions)

10 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-Epping-Blacktown	41	M-F	Blacktown	6.10am	Macquarie Ctr	5.35pm	30	A
		Sat		8.41am		5.27pm	60	B
		Sun	Seven Hills	8.53amE	Epping	5.29pmS	60	

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

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

E – To Epping.

S – To Seven Hills.

20 May 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-Epping-Blacktown	49	M-F	Blacktown	5.49am	Macquarie Ctr	9.10pm	30	
		Sat		8.30am		5.30pm	60	
		Sun						

27 January 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Blacktown	Fr Macq Pk 30S 40B	M-F	Blacktown	5.52amM	Macquarie Pk	6.48pmB 9.04pmS	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours & day, Macquarie Park-Blacktown 30*. Night, from Macquarie Park to Seven Hills.

B – To Blacktown.

M – To Macquarie Park.

S – To Seven Hills.

1 August 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Blacktown	43	M-F	Blacktown	5.08am	Macquarie Pk	10.40pm	30*	
		Sat		7.08am		9.06pm	60	
		Sun		8.08am		6.06pm	60	

* More frequent in peak hours.

18 October 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Blacktown	42	M-F	Blacktown	4.45am	Macquarie Pk	11.40pm	15*	
		Sat		6.17am		12.05am	15	
		Sun		7.02am		10.05pm	15	

* More frequent in peak hours.

Route 612

MILSONS POINT – CASTLE HILL – KELLYVILLE (various termini) via M2 Hills

Motorway■

Also:

- **Macquarie Centre – Castle Hill – Knightsbridge via M2 Hills Motorway (1997)**
- **Milsons Point – Castle Hill – Knightsbridge via M2 Hills Motorway (1997)**
- **Milsons Point – Castle Hill (Tuckwell Rd) via Epping Rd (1996-97)**

Route 612X

MILSONS POINT – CASTLE HILL – KELLYVILLE (Riley T-way Station) via Lane Cove Tunnel & M2 Hills Motorway

(Knightsbridge is a locality in West Castle Hill based around Knightsbridge shops & Ridgecrop Dr.)

Timeline

29 April 1996: 612 Milsons Point – Castle Hill (Tuckwell Rd) via Epping Rd weekday peak hour service commenced by Westbus Pty Ltd (Bosnjak family, proprietors) in anticipation of opening of M2 Hills Motorway.

28 May 1997: Upon opening of M2 Hills Motorway:

- Rerouted via M2 Hills Motorway & extended from Castle Hill (Tuckwell Rd) to Knightsbridge shops.
- Rearranged as:
 - Milsons Point – Knightsbridge (peak hours)
 - Macquarie Centre – Knightsbridge (every day, including peak hours).

10 November 1997:

- Times of service reduced to peak hours.
- Curtailed to run Milsons Point – Castle Hill (Tuckwell Rd).

May 1999: Majority (57%) share of Westbus transferred to National Express Group (a British multinational public transport company).

28 August 2000: Extended to run Milsons Point – Kellyville (Acres Rd).

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 March 2007: Extended to run Milsons Point – Riley T-way Station, in connection with opening of Parramatta-Merriville Rd section of North West T-way.

28 January 2014: Rerouted via Lane Cove Tunnel & renumbered 612X.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: Curtailed to run Milsons Point – Castle Hill (some trips North Sydney – Castle Hill), as part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019. Castle Hill – Kellyville replaced by 626.

17 November 2019: All trips curtailed to run North Sydney – Castle Hill.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

30 November 2025: Curtailed to run North Sydney – Baulkham Hills. Service between Baulkham Hills & Castle Hill provided by existing 600 & 610X

Streets

Route 612

Milsons Point – Castle Hill (Tuckwell Rd) via Epping Rd

From 29 April 1996

From Milsons Point (Alfred St at Station) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Beecroft Rd (**Epping**), Carlingford Rd, Pennant Hills Rd, North Rocks Rd (**North Rocks**), Barclay Rd, Renown Rd, Park Rd, Cook St, Cary St, Munro St, Edward St, Old Northern Rd, Old Castle Hill Rd, Tuckwell Rd to Gilbert Rd (Castle Hill).

From Castle Hill (Tuckwell Rd at Gilbert Rd) via Tuckwell Rd, Old Castle Hill Rd, McMullen Av, Old Northern Rd, then reverse route to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Milsons Point – Castle Hill – Knightsbridge via M2 Hills Motorway (peak hours)

From 28 May 1997

From Milsons Point (Alfred St at Station) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, (Pembroke St ?), Langston Pl (**Epping**), Cambridge St, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (anti-clockwise loop) (Knightsbridge).

From Knightsbridge (shops) via Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, then reverse route to M2 Hills Motorway, then Beecroft Rd, Epping Rd, Longueville Rd (**Lane Cove**), Pacific Hwy, Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Alteration

From 10 November 1997: Ex Milsons Point, to terminate at Tuckwell Rd/Gilbert Rd. Reverse on return.

Macquarie Centre – Castle Hill – Knightsbridge via M2 Hills Motorway

From 28 May 1997

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, (Pembroke St ?), Langston Pl (**Epping**), Cambridge St, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Ridgecrop Dr (anti-clockwise loop) (Knightsbridge).

From Knightsbridge (shops) via Ridgecrop Dr (anti-clockwise loop), Gilbert Rd, then reverse route to M2 Hills Motorway, then Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

Milsons Point – Castle Hill – Kellyville (Acres Rd) via M2 Hills Motorway

Alteration

From 28 August 2000: Extended ex Milsons Point from Tuckwell Rd via Gilbert Rd, Showground Rd, Kings Rd, Wrights Rd, Glenrowan Av, President Rd, Greenwood Rd, Acres Rd to Windsor Rd (Kellyville). Reverse on return.

Milsons Point – Castle Hill – Kellyville (Riley T-way Station) via M2 Hills Motorway

Alterations

- *From 11 March 2007:* Extended from Castle Hill (Showground Rd) via Victoria Rd [now Green Rd], Wrights Rd, then same route to Acres Rd, then Windsor Rd, Samantha Riley Dr to Riley T-way Station (Kellyville). Reverse on return.
- *Circa 2010:* Ex City from Old Northern Rd via Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd. Return from McMullen Av via Castle Hill Interchange, Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd.

Route 612X

Milsons Point – Castle Hill – Kellyville (Riley T-way Station)

From 28 January 2014

From Milsons Point (Alfred St at Station) via Alfred St, Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road

[Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd (**Castle Hill**), Tuckwell Rd, Gilbert Rd, Showground Rd, Green Rd, Wrights Rd, Glenrowan Av, President Rd, Greenwood Rd, Acres Rd, Windsor Rd, Samantha Riley Dr to Riley T-way Station (Kellyville).

From Kellyville (Riley T-way Station) via reverse route to Old Castle Hill Rd, then McMullen Av, Old Northern Rd (**Castle Hill**), Crane Rd, then reverse route to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Alteration

From 3 February 2019 (opening of complete Castle Hill Interchange): Ex Milsons Point from Crane Rd via Castle Hill Interchange, Old Northern Rd, McMullen Av, Old Castle Hill Rd. Reverse on return.

Milsons Point – Castle Hill

Alteration

From 28 July 2019: Ex Milsons Point to terminate at Castle Hill Interchange. Reverse on return.

North Sydney – Castle Hill

Alteration

From 17 November 2019: Ex Castle Hill from Lane Cove Tunnel via Pacific Hwy to Walker St (North Sydney). Return from North Sydney (Pacific Hwy at Miller St) via reverse route.

North Sydney – Baulkham Hills

From 30 November 2025

From North Sydney (Pacific Hwy between Walker St & Miller St) via Pacific Hwy (**Crows Nest, St Leonards**), Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd to Seven Hills Rd (**Baulkham Hills**). Reverse on return.

Timetable Summary

29 April 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612: Milsons Point-Castle Hill (Tuckwell Rd)	90	M-F	Tuckwell Rd	6.42am	Milsons Point	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Castle Hill (Tuckwell Rd), afternoon from Milsons Point).

28 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612: Macquarie Centre-Castle Hill-Knightsbridge	Fr Knights 41E 49M	M-F	Knightsbridge	6.16amE 7.58amM	Macquarie Ctr	4.38pmK 6.41pmT	A	
					Epping	11.35pmT		
		Sat		7.07amM	Macquarie Ctr	6.25pmK	B	
					Epping	11.35pmT		
		Sun		8.07amM	Macquarie Ctr	6.25pmK	60	
612: Milsons Point-Castle Hill-Knightsbridge	85	M-F	Knightsbridge	7.01am	Milsons Point	5.35pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Knightsbridge-Epping. Day, Knightsbridge-Macquarie Centre 60*. Afternoon peak hour, Macquarie Centre-Castle Hill (Tuckwell Rd). Night, Epping-Castle Hill (Tuckwell Rd). Plus short-working/s before first trip shown.

B – Day, Knightsbridge-Macquarie Centre 60. Night, Epping-Castle Hill (Tuckwell Rd).

E – To Epping.

K – To Knightsbridge.

M – To Macquarie Centre.

Ph – Peak hours only (morning from Knightsbridge, afternoon from Milsons Point). Plus short-working/s before first trip shown.

T – To Castle Hill (Tuckwell Rd).

10 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612: Milsons Point-Castle Hill (Tuckwell Rd)	82	M-F	Tuckwell Rd	6.35am	Milsons Point	6.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Castle Hill (Tuckwell Rd), afternoon from Milsons Point).

28 August 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612: Milsons Point-Kellyville (Acres Rd)	80	M-F	Acres Rd	6.11am	Milsons Point	6.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Kellyville (Acres Rd), afternoon from Milsons Point). Plus afternoon short-working/s to Milsons Point.

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612: Milsons Point-Kellyville (Riley T-way)	88	M-F	Riley T-way	5.55am	Milsons Point	6.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

25 February 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612: Milsons Point-Kellyville (Riley T-way)	88	M-F	Riley T-way	5.40am	Milsons Point	8.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Plus short-working/s, Milsons Point-Castle Hill, including before first trip shown.

28 January 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612X: Milsons Point- Kellyville (Riley T-way)	88	M-F	Riley T-way	5.40am	Milsons Point	8.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Plus short-working/s, Milsons Point-Castle Hill, including before first trip shown.

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612X: Milsons Point-Castle Hill	Fr C Hill 46N 49M	M-F	Castle Hill	5.30amN 6.05amM	Milsons Point	8.00pmC	Ph	
		Sat						
		Sun						

C – To Castle Hill.

M – To Milsons Point.

N – To North Sydney.

Ph – Peak hours only (morning from Castle Hill to either North Sydney or Milsons Point, afternoon from either Milsons Point or North Sydney to Castle Hill).

30 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
612X: North Sydney-Baulkham Hills	39	M-F	Baulkham Hills	5.52am	North Sydney	7.05pm	Ph	
		Sat						
		Sun						

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

Route 613

CITY (Railway Square) – BELLA VISTA (various termini) via M2 Hills Motorway■

Route 613X

CITY (various termini) – BELLA VISTA (Norwest Business Park) via Lane Cove Tunnel & M2 Hills Motorway

(Bella Vista (Celebration Dr) terminus is in Norwest Business Park.)

Timeline

10 November 1997: 613 peak hour service, City (Railway Square) – Bella Vista (Norwest Blvd/Brookhollow Dr), commenced by Westbus Pty Ltd (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

23 July 2001: Bella Vista terminus altered to Norwest Blvd/Lexington Dr.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 May 2009: Extended in Bella Vista from Norwest Blvd/Lexington Dr to Norwest Business Park as a result of Ministry of Transport review of Contract Region 4.

20 July 2009: 613X trips additional to existing 613 commenced, City (Railway Square) – Bella Vista (Celebration Dr) via Lane Cove Tunnel. Shared most of route with 613.

12 November 2012: 613 ceased when all trips rerouted via Lane Cove Tunnel & renumbered 613X.

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

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

Route 613

City (Railway Square) – Bella Vista (Norwest Blvd)

From 10 November 1997

From City (Railway Square) (Pitt St) via Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Old Windsor Rd, Seven Hills Rd, Chapel Lane, Crestwood Dr, Saxonvale Rd, Bella Vista Dr, Reston Grange, Norwest Blvd to Brookhollow Av (Bella Vista).

From Bella Vista (Norwest Blvd at Brookhollow Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alterations

- **From 23 July 2001:** Ex City (Railway Square) from Reston Grange via Norwest Blvd to Lexington Dr (Bella Vista). Reverse on return.
- **From circa 2007:** Ex City (Railway Square) from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

City (Railway Square) – Bella Vista (Norwest Business Park)

Alterations

- **From 11 May 2009:** Extended/alterd from Bella Vista (Norwest Blvd) via Edgewater Dr, Brighton Dr, Celebration Dr to Lexington Dr (Norwest Business Park, Bella Vista). Reverse on return.
- **From 21 May 2012:** To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

Route 613X

City (Railway Square) – Bella Vista (Norwest Business Park)

From 20 July 2009

From City (Railway Square) (Pitt St) via Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Old Windsor Rd, Seven Hills Rd, Chapel Lane, Crestwood Dr, Saxonvale Rd, Bella Vista Dr, Reston Grange, Norwest Blvd to Brookhollow Av (Bella Vista).

From Bella Vista (Norwest Blvd at Brookhollow Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alteration

From 21 May 2012: To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (York St or Clarence St) – Bella Vista (Norwest Business Park)

Alterations

From 4 October 2015:

- (As a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from Clarence St at King St via Clarence St.
- Bella Vista terminus slightly curtailed to Edgewater Dr/Brighton Dr.

Timetable Summary

10 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
613: City (Railway Sq)-Bella Vista (Norwest Blvd)	73	M-F	Norwest Blvd	7.02am	Railway Sq	5.28pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

1 August 2011

613, 613X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
613: City (Rly Sq)-Bella Vista (Norwest Business Park)	88	M-F	Norwest	6.10am	Railway Sq	5.45pm	Ph	
		Sat						
		Sun						
613X: City (Rly Sq)-Bella Vista (Norwest Business Park)	70	M-F	Norwest	5.50am	Railway Sq	4.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista (Norwest Business Park), afternoon from City (Railway Square)).

12 November 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
613X: City (Railway Sq)-Bella Vista (Lexington Dr)	69	M-F	Lexington Dr	5.50am	Railway Sq	5.52pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista (Lexington Dr), afternoon from City (Railway Square)).

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
613X: City (York or Clarence Sts)-Bella Vista (Edgewater Dr)	69	M-F	Lexington Dr	5.50am	Clarence St	6.24pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista (Lexington Dr), afternoon from City (Railway Square)).

30 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
613X: City (York or Clarence Sts)-Bella Vista (Edgewater Dr)	57-72	M-F	Reston Gr	6.03am	Clarence St	6.24pm	Ph	
			Edgewater Dr	6.51am				
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista, afternoon from City (Railway Square)). Bella Vista terminus generally alternately at Reston Gr & Edgewater Dr.

Route 614

CITY (Railway Square) – BAULKHAM HILLS – BELLA VISTA (Barina Downs Rd) via M2 Hills Motorway

Also:

- City (Wynyard) – Baulkham Hills (Lukes Lane) via Victoria Rd (1997-99)

Route 614X

CITY (various termini) – BAULKHAM HILLS – BELLA VISTA (Barina Downs Rd) via Lane Cove Tunnel & M2 Hills Motorway

Timeline

28 May 1997: 614 peak hour service City (Wynyard) – Baulkham Hills (Lukes Lane) via Victoria Rd commenced by Westbus Pty Ltd (Bosnjak family, proprietors).

By 27 April 1999:

- Rerouted via M2 Hills Motorway.
- City terminus altered to Railway Square.

May 1999: Majority share of Westbus transferred to National Express Group.

20 March 2000: Altered/extended to run City (Railway Square) – Baulkham Hills (various termini) & rearranged as:

Morning peak hour:

From Baulkham Hills (Seven Hills Rd/Chapel Lane) to City (Railway Square) via Crestwood & Seven Hills Rd

From Baulkham Hills (Seven Hills Rd/Baulkham Hills Rd) to City (Railway Square) via Churchill Dr.

Afternoon peak hour:

From City (Railway Square) to Baulkham Hills (Seven Hills Rd/Chapel Lane) via both Churchill Dr & Crestwood

28 August 2000: Extended & rearranged as a single route (morning & afternoon peak hours), City (Railway Square) – Bella Vista (Barina Downs Rd) via Churchill Dr.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 614X.

12 November 2012: All remaining trips rerouted via Lane Cove Tunnel & renumbered 614X.

4 October 2015: City termini of 614X altered to York St at Market St (arriving) or Clarence St at King St (departing) as a result of light rail construction in George St, City/new CBD bus network.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: 614X curtailed to run City (York St or Clarence St) – Baulkham Hills (Chapel Lane/Mackillop Dr) as part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019. Service to remainder of route provided by 660 (T60 renumbered).

10 March 2024: Hillsbus rebranded as CDC NSW R4.

30 November 2025: Curtailed to run City (York St or Clarence St) – Baulkham Hills (Astoria Park Rd).

Streets

Route 614

City (Wynyard) – Baulkham Hills (Lukes Lane) via Victoria Rd

From 28 May 1997

From City (Wynyard) (York St at Margaret St) via York St, Druitt St, Western Distributor, Bank St, Victoria Rd, James Ruse Dr, Windsor Rd, Churchill Dr, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Seven Hills Rd, Merindah Rd to Lukes Lane (Baulkham Hills).

From Baulkham Hills (Merindah Rd at Lukes Lane) via reverse route to Victoria Rd, then Miller St, Western Distributor, Bathurst St, George St to Wynyard (City).

City (Railway Square) – Baulkham Hills (Lukes Lane) via M2 Hills Motorway

By 27 April 1999

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Windsor Rd, Churchill Dr, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Seven Hills Rd, Merindah Rd to Lukes Lane (Baulkham Hills).

From Baulkham Hills (Merindah Rd at Lukes Lane) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

City (Railway Square) – Baulkham Hills (various termini) via M2 Hills Motorway

From 20 March 2000

Morning from Chapel Lane & Seven Hills Rd via Crestwood & Seven Hills Rd

From Baulkham Hills (Chapel Lane & Seven Hills Rd) via Chapel Lane, Kanangra Av, Merindah Rd, Seven Hills Rd, Windsor Rd, M2 Hills Motorway, Epping Rd, Longueville Rd (**Lane Cove**), Gore Hill Fwy, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, George St to Railway Square (City).

Morning from Seven Hills Rd/Baulkham Hills Rd via Churchill Dr

From Baulkham Hills (Seven Hills Rd/Baulkham Hills Rd) via Baulkham Hills Rd, Gooden Dr, Langdon Rd, Caroline Chisholm Dr (**Winston Hills**), Churchill Dr, Windsor Rd, M2 Hills Motorway, Epping Rd, Longueville Rd (**Lane Cove**), Gore Hill Fwy, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, George St to Railway Square (City).

Afternoon from City (Railway Sq) via both Churchill Dr & Crestwood

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Windsor Rd, Churchill Dr, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Seven Hills Rd, Merindah Rd, Kanangra Av, Chapel Lane to Seven Hills Rd (West Baulkham Hills).

City (Railway Square) – Bella Vista (Barina Downs Rd) via M2 Hills Motorway

From 28 August 2000

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Windsor Rd, Seven Hills Rd, Merindah Rd, Kanangra Av, Chapel Lane, MacKillop Dr, Barina Downs Rd to Reston Grange (Bella Vista).

From Bella Vista (Barina Downs Rd) (at Reston Grange) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alterations

- **From circa 2007:** Ex City (Railway Square) from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.
- **By 11 March 2007:** Ex City (Railway Square) from Merindah Rd via Chapel Lane (*not* Kanangra Rd). Reverse on return.
- **From 11 May 2009:** Ex City (Railway Square) from Merindah Rd via Kanangra Av, Chapel Lane. Reverse on return.
- **From 21 May 2012:** To depart City (Railway Square) from Lee St via George St. Unaltered on return.

Route 614X

City (Railway Square) – Bella Vista (Barina Downs Rd) via M2 Hills Motorway

From 28 August 2000

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, King St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd, Caroline Chisholm Dr, Langdon Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Merindah Rd, Kanangra Av, Chapel Lane, Mackillop Dr, Barina Downs Rd to Reston Grange (Bella Vista).

From Bella Vista (Barina Downs Rd) (at Reston Grange) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alterations

From 21 May 2012: To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (York St or Clarence St) – Bella Vista (Barina Downs Rd)

Alteration

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

City (York St or Clarence St) – Crestwood (Chapel Lane/Mackillop Dr)

Alteration

From 26 May 2019: Ex City (Clarence St) to terminate at Baulkham Hills (Chapel Lane/Mackillop Dr). Reverse on return.

City (York St or Clarence St) – Crestwood (Astoria Park Rd)

Alteration

From 30 November 2025: Ex City (Clarence St) to terminate at Baulkham Hills (Seven Hills Rd, Astora Park Rd). Reverse on return.

Timetable Summary

10 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
614: City (Wynyard)-Baulkham Hills (Lukes Lane)	73	M-F	Lukes Lane	7.02am	Wynyard	5.28pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Baulkham Hills (Lukes Lane), afternoon from City (Wynyard)).

20 March 2000

**City (Railway Square) – Baulkham Hills (Seven Hills Rd) routes
614**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Morning trips from Baulkham Hills								
614: Baulkham Hills (Chapel La/Seven Hls Rd) <i>to</i> City (Rly Sq)†	72	M-F	Chapel La	6.47am	Chapel La	7.20am	Ph1	
		Sat						
		Sun						
614: Baulkham Hills (B/Hills Rd/Seven Hls Rd) <i>to</i> City (Rly Sq)‡	66	M-F	B/Hills Rd	6.48am	B/Hills Rd	7.20am	Ph1	
		Sat						
		Sun						
Afternoon trips from City (Railway Sq)								
614: City (Rly Sq) <i>to</i> Baulkham Hills (Chapel La/7Hls Rd)§	75	M-F	Railway Sq	4.58pm	Railway Sq	5.28pm	Ph2	
		Sat						
		Sun						

† Via Crestwood & Seven Hills Rd.

‡ Via Churchill Dr.

§ Via both Churchill Dr & Crestwood, combining two morning peak hour routes.

Ph1 – Morning peak hour only (from Baulkham Hills).

Ph2 – Afternoon peak hour only (from City (Railway Sq)).

11 March 2007 (effective for 614X from 16 April 2007)

**City (Railway Square) – Bella Vista (Barina Downs Rd Rd) routes
614, 614X**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
614: City (Railway Square)-Bella Vista (Barina Downs Rd)	81	M-F	Barina Dns Rd	6.28am	Railway Sq	6.15pm	Ph	
		Sat						
		Sun						
614X: City (Railway Square)-Bella Vista (Barina Downs Rd)	81	M-F	Barina Dns Rd	6.38am	Railway Sq	5.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista (Barina Downs Rd), afternoon from City (Railway Square)).

12 November 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
614X: City (Railway Square)-Bella Vista (Barina Downs Rd)	82	M-F	Barina Dns Rd	5.00am	Railway Sq	6.17pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista (Barina Downs Rd), afternoon from City (Railway Square)).

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
614X: City (York St or Clarence St)-Crestwood†	52	M-F	Mackillop Dr	5.00am	Clarence St	7.20pm	Ph	
		Sat						
		Sun						

† Crestwood (Chapel Lane/Mackillop Dr).

Ph – Peak hours only (morning from Crestwood (Chapel Lane/Mackillop Dr), afternoon from City (Clarence St)).

30 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
614X: City (York St or Clarence St)-Baulkham Hills (Astoria Park Rd)	40-50	M-F	Winst Hls Mall	5.30amY	Clarence St	7.00pmB	Ph	
			Astoria Pk Rd	5.00amY				
		Sat						
		Sun						

B – To Baulkham Hills (Astoria Park Rd).

Ph – Peak hours only (morning from Baulkham Hills/Winston Hills, afternoon from City (Clarence St)). Outer terminus at either Winston Hills Mall or Baulkham Hills (Astoria Park Rd) alternately.

Y – To City (York St).

Route 615

CITY (Railway Square) – KELLYVILLE – ROUSE HILL (Mile End Rd) via M2 Hills Motorway

CITY (Railway Square) – KELLYVILLE (Riley T-way Station) via M2 Hills Motorway

- Extended from Kellyville to South Windsor (1997)

Also:

- City (Wynyard) – Winston Hills – Kellyville (Acres Rd) via Victoria Rd (1996-97)

Route 615X

CITY (Railway Square) – KELLYVILLE (Riley T-way Station) via Lane Cove Tunnel & M2 Hills Motorway

CITY (various termini) – NORTH KELLYVILLE (Stringer Rd) via Lane Cove Tunnel & M2 Hills Motorway

Timeline

29 April 1996: 615 weekday peak hour service, City (Wynyard) – Winston Hills – Kellyville (Acres Rd) via Victoria Rd, commenced by Westbus Pty Ltd (Bosnjak family, proprietors), in anticipation of opening of M2 Hills Motorway.

28 May 1997: Upon opening of the M2 Hills Motorway:

- Rerouted via M2 Hills Motorway upon its opening, instead of Victoria Rd.
- City terminus altered to Railway Square.
- Extended from Kellyville to South Windsor.
- Rerouted via Baulkham Hills instead of Winston Hills. Service to Winston Hills replaced by 614.

10 November 1997: Curtailed to run:

Morning peak hour: From Rouse Hill (Mile End Rd to City (Railway Square)

Afternoon peak hour: From City (Railway Square) to Kellyville (Acres Rd).

22 June 1998: Afternoon peak trips re-extended City (Railway Square) – Rouse Hill (Mile End Rd).

May 1999: Majority share of Westbus transferred to National Express Group.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 March 2007: Kellyville terminus altered to Riley T-way Station in connection with opening of Parramatta-Merriville Rd section of North West T-way.

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 615X.

12 November 2012: All remaining trips rerouted via Lane Cove Tunnel & renumbered 615X.

28 January 2014: 615X rerouted & extended to run City (Railway Square) – North Kellyville (new residential area) instead of Kellyville (Riley T-way).

4 October 2015: City termini of 615X altered to York St or Clarence St as part of new CBD bus network, as a result of light rail construction in George St, City/new CBD bus network.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

Route 615

City (Wynyard) – Winston Hills – Kellyville (Acres Rd) via Victoria Rd

From 29 April 1996

From City (Wynyard) (York St at Margaret St) via York St, Druitt St*, Western Distributor*, Bank St*, Victoria Rd*, James Ruse Dr*, Windsor Rd, Churchill Dr, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Merindah Rd, Windsor Rd, President Rd, Greenwood Rd, Acres Rd to Windsor Rd (Kellyville).

From Kellyville (Acres Rd at Windsor Rd) via reverse route to Victoria Rd*, then Miller St*, Western Distributor*, Bathurst St*, George St to Wynyard (City).

(Not specified in timetable, but likely route.)*

City (Railway Square) – Kellyville – Rouse Hill – South Windsor via M2 Hills Motorway

From 28 May 1997

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Wrights Rd, Glenrowan Rd, President Rd, Greenwood Rd, Acres Rd (**Kellyville**), Windsor Rd (**Rouse Hill**), Macquarie St (**Windsor**), George St to Thorley St (South Windsor).

From South Windsor (George St at Thorley St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

City (Railway Square) – Kellyville – Rouse Hill (Mile End Rd) via M2 Hills Motorway Alterations

- **From 10 November 1997:** Curtailed to commence from Rouse Hill (Windsor Rd at Mile End Rd) in morning and to terminate at Kellyville (Acres Rd at Windsor Rd) in afternoon.
- **From 22 June 1998 (afternoon trips):** Re-extended from Kellyville via Windsor Rd to Rouse Hill (Windsor Rd at Mile End Rd).
- **By 28 August 2000:** Ex City from Windsor Rd via President Rd, Greenwood Rd (instead of Wrights Rd & Glenrowan Rd). Reverse on return.
- **By 23 July 2001:** Reverted to previous route, ie, ex City from Windsor Rd via Wrights Rd, Glenrowan Rd, President Rd, Greenwood Rd. Reverse on return.

City (Railway Square) – Kellyville – Rouse Hill (Adelphi St) via M2 Hills Motorway Alterations

- **By 20 May 2002:** Ex City from Windsor Rd at Mile End Rd via Mile End Rd, Adelphi St to Mile End Rd. Return from Mile End Rd/Adelphi St via Mile End Rd, Windsor Rd.
- **From circa 2007:** Ex City from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

City (Railway Square) – Kellyville (Riley T-way Station) via M2 Hills Motorway Alterations

- **From 11 March 2007:** Ex City from Acres Rd via Windsor Rd, Samantha Riley Dr to Riley T-way Station (Kellyville). Reverse on return.
- **From 21 May 2012:** To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

Route 615X

City (Railway Square) – Kellyville (Riley T-way)

From 16 April 2007

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, King St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Wrights Rd, Glenrowan Rd, President Rd, Greenwood Rd, Acres Rd, Windsor Rd, Samantha Riley Dr to Riley T-way Station (Kellyville).

From Kellyville (Riley T-way Station) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alteration

From 21 May 2012: From City (Railway Square, Lee St) via George St. Unaltered arriving Railway Square.

City (Railway Square) – North Kellyville (Stringer Rd)

From 28 January 2014

From City (Railway Square) (Lee St) via George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Wrights Rd, Glenrowan Rd, President Rd, Greenwood Rd, Acres Rd (**Kellyville**), Windsor Rd, Samantha Riley Dr, Hezlett Rd, Withers Rd, Barry Rd, Stringer Rd to Bruce Pl (North Kellyville).

From North Kellyville (Stringer Rd) (at Bruce Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

City (York St or Clarence St) – North Kellyville (Stringer Rd)

Alterations

- From 4 October 2015** (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from Clarence St at King St via Clarence St.
- By 7 November 2016:** Extended in North Kellyville from Bruce Pl via Stringer Rd to Timbarra Av. Reverse on return.

Timetable Summary

29 April 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615: City (Wynyard)-Kellyville (Acres Rd)	85	M-F	Acres Rd	6.30am	Wynyard	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Kellyville (Acres Rd), afternoon both directions).

28 May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615: City (Railway Square)-Rouse Hill-South Windsor	97	M-F	South Windsor	6.06amS	Railway Sq	5.25pmW 5.47pmR	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Windsor, afternoon from City (Railway Square) to either Rouse Hill (Mile End Rd) or South Windsor).

R – To Rouse Hill (Mile End Rd).

S – To City (Railway Square).

W – To South Windsor.

22 June 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615: City (Railway Square)-Rouse Hill (Mile End Rd)	81	M-F	Mile End Rd	6.29am	Railway Sq	5.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill (Mile End Rd), afternoon from City (Railway Square), plus short-workings in afternoon).

11 March 2007 (effective for 615X from 16 April 2007)

615, 615X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615: City (Railway Square)-Kellyville (Riley T-way)	101	M-F	Riley T-way	5.55am	Railway Sq	6.10pm	Ph	
		Sat						
		Sun						
615X: City (Railway Square)-Kellyville (Riley T-way)	101	M-F	Riley T-way	6.05am	Railway Sq	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Kellyville (Riley T-way), afternoon from City (Railway Square or Town Hall)).

12 November 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615X: City (Railway Square)-Kellyville (Riley T-way)	83	M-F	Riley T-way	5.31am	Railway Sq	6.13pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Kellyville (Riley T-way), afternoon from City (Railway Square)).

28 January 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615X: City (Railway Square)-North Kellyville (Stringer Rd)	Fr Rly Sq 72K 84N	M-F	Acres Rd	5.35amR	Railway Sq	6.13pmN	Ph	
			Stringer Rd	6.00amR		6.53pmK		
		Sat						
		Sun						

K – To Kellyville (Acres Rd).

N – To North Kellyville (Stringer Rd).

Ph – Peak hours only (morning from Kellyville (Acres Rd), afternoon from City (Railway Sq) to Kellyville (Acres Rd)). Selected trips extended to run City (Railway Sq)-North Kellyville (Stringer Rd).

R – To City (Railway Square).

20 February 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
615X: City (York St or Clarence St)-North K'ville (Stringer Rd)	Fr City 79K 94N	M-F	Stringer Rd	5.03am	Clarence St	7.50pm	Ph	
		Sat						
		Sun						

K – To Kellyville (Acres Rd).

N – To North Kellyville (Stringer Rd).

Ph – Peak hours only (morning from North Kellyville (Stringer Rd), afternoon from City (Clarence St)). Some trips ran City (Clarence St)-Kellyville (Acres Rd) only.

Route 616

CITY (Railway Square) – KELLYVILLE RIDGE – ROUSE HILL Town Centre via M2 Hills Motorway & North West T-way

Route 616X

CITY (various termini) – KELLYVILLE RIDGE via Lane Cove Tunnel, M2 Hills Motorway & North West T-way

- **Extended from Kellyville Ridge to Rouse Hill Town Centre (2007-12)**

Timeline

11 March 2007: In connection with opening of Parramatta-Merriville Rd section of North West T-way:

- 616 City (Railway Square) – Kellyville Ridge renumbered from 735 (Contract Region 1).
- Rerouted via North West T-way instead of Old Windsor Rd.
- Transferred from Busways Blacktown to Hillsbus (ComfortDelGro Cabcharge).
- Part of Contract Region 4.

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 616X.

26 November 2007: Extended to run City (Railway Sq) – Kellyville Ridge – Rouse Hill Town Centre.

12 November 2012:

- Curtailed to run City (Railway Square) – Kellyville Ridge.
- All remaining trips rerouted via Lane Cove Tunnel & renumbered 616X.

4 October 2015: City termini of 616X altered to York St at Market St (arriving) or Clarence St at King St (departing) as a result of light rail construction in George St, City/new CBD bus network.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

Route 616

City (Railway Square) – Kellyville Ridge

From 11 March 2007

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Delhi Rd, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way, Norwest Blvd, Greenhill Dr, Meurants Lane, Glenwood Park Dr (east leg), Forman Av (**Glenwood**), Glenwood Park Dr (west leg), Sorrento Dr, Sunnyholt Rd, Quakers Hill Pkwy, Sentry Dr, Stanhope Pkwy (**Stanhope Gardens**), Conrad Rd, Merriville Rd to Perfection Av (Kellyville Ridge).

From Kellyville Ridge (Merriville Rd at Perfection Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

City (Railway Square) – Kellyville Ridge – Rouse Hill Town Centre

Alterations

- ***From 26 November 2007:*** Ex City from M2 Hills Motorway via Westlink M7, North West (Parramatta-Rouse Hill) T-way. Reverse on return.
- ***From 26 November 2007:*** Extended from Kellyville Ridge via Merriville Rd, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre. Reverse on return.
- ***From 21 May 2012:*** To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

Route 616X

City (Railway Square) – Kellyville Ridge

From 16 April 2007

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way, Norwest Blvd, Greenhill Dr, Meurants Lane, Glenwood Park Dr (east leg), Forman Av (**Glenwood**), Glenwood Park Dr (west leg), Sorrento Dr, Sunnyholt Rd, Quakers Hill Pkwy, Sentry Dr, Stanhope Pkwy (**Stanhope Gardens**), Conrad Rd, Merriville Rd to Perfection Av (Kellyville Ridge).

From Kellyville Ridge (Merriville Rd at Perfection Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druiitt St, George St to Railway Square (City).

Alteration

From 21 May 2012: To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (Railway Square) – Kellyville Ridge

From 12 November 2012

From City (Railway Square) (Lee St) via George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way, Norwest Blvd, Greenhill Dr, Meurants Lane, Glenwood Park Dr (east leg), Forman Av (**Glenwood**), Glenwood Park Dr (west leg), Sorrento Dr, Sunnyholt Rd, Quakers Hill Pkwy, Sentry Dr, Stanhope Pkwy (**Stanhope Gardens**), Conrad Rd, Merriville Rd to Perfection Av (Kellyville Ridge).

From Kellyville Ridge (Merriville Rd at Perfection Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druiitt St, George St to Railway Square (City).

City (York St or Clarence St) – Kellyville Ridge

Alteration

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

Timetable Summary

11 March 2007 (effective for 616X from 16 April 2007)

616, 616X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
616: City (Railway Square)-Kellyville Ridge	94	M-F	Kellyville Rdg	6.10am	Railway Sq	6.10pm	A	
		Sat						
		Sun						
616X: City (Railway Square)-Kellyville Ridge	94	M-F	Kellyville Rdg	6.30am	Railway Sq	5.50pm	A	
		Sat						
		Sun						

A – Peak hours only (both directions).

1 August 2011

616, 616X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
616: City (Railway Sq)-Kellyville Ridge-Rouse Hill Town Ctr	93	M-F	Rouse Hill TC	6.01am	Railway Sq	7.15pm	Ph	
		Sat						
		Sun						
616X: City (Railway Sq)-Kellyville Ridge-Rouse Hill Town Ctr	75	M-F	Rouse Hill TC	5.01am	Railway Sq	7.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill Town Centre, afternoon from City (Railway Square)).

12 November 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
616X: City (Railway Square)-Kellyville Ridge	89	M-F	Kellyville Rdg	4.59am	Railway Sq	7.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Kellyville Ridge, afternoon from City (Railway Square)).

Route 617

KELLYVILLE Station – BEAUMONT HILLS – ROUSE HILL (Adelphi St)

Timeline

26 May 2019: New, mainly peak hour, route commenced by Hillsbus (ComfortDelGro Corporation) upon opening of Sydney Metro North West (Chatswood-Tallawong) line. Shared Kellyville-Rouse Hill (Adelphi St) with 617X until 28 July 2019. **Part of Contract Region 4.**

28 July 2019: Hours of service increased to daytime weekdays, replacing 617X, as part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

From 26 May 2019

From Kellyville (Guragura St at Station) via Darani Av, Decora Dr, Samantha Riley Dr, Brampton Dr, The Parkway (Beaumont Hills), Mungerie Rd, Withers Rd, Milford Dr, Mile End Rd, Clower Av, Aberdour Av, Adelphi St to Panmure St (Rouse Hill).

From Rouse Hill (Adelphi St) (at Panmure St) via reverse route to Decora Dr, then Wuban Av, Guragura St to Kellyville Station.

Timetable Summary

26 May 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kellyville Station-Rouse Hill (Adelphi St)	23	M-F	Kellyville Stn	6.00am	Adelphi St	7.00pm	A	
		Sat						
		Sun						

A – Morning peak hour, from Kellyville Station to Rouse Hill (Adelphi St). Day, Kellyville Station-Rouse Hill (Adelphi St) 30. Afternoon peak hour, from Rouse Hill (Adelphi St) to Kellyville Station.

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kellyville Station-Rouse Hill (Adelphi St)	23	M-F	Adelphi St	5.10am	Kellyville Stn	9.00pm	30*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 617X

CITY (various termini) – ROUSE HILL (Adelphi St) via Lane Cove Tunnel, M2 Hills Motorway, North West T-way & Withers Rd

Also:

- **City (Railway Square) – Rouse Hill (Adelphi St) via Epping Rd (2007)**

Timeline

11 March 2007: In connection with opening of Parramatta-Merriville Rd section of North West T-way:

- City (Railway Square) – Rouse Hill (Adelphi St) via Epping Rd weekday peak hour service commenced by Hillsbus (ComfortDelGro Cabcharge).
- Ran via Epping Rd until Lane Cove Tunnel opened on 16 April 2007.
- Has shared City – Kellyville (Riley T-way) with 607X since 3 January 2012.
- Has shared Beaumont Hills (Samantha Riley Dr)-Rouse Hill (Adelphi St) with 617 since 26 May 2019
- **Part of Contract Region 4.**

16 April 2007: Rerouted via Lane Cove Tunnel.

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

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019:

- Ceased.
- Between Rouse Hill & Kellyville replaced by 617.
- Remainder replaced by Sydney Metro North West (Chatswood-Tallawong) line.

Streets

City (Railway Square) – Rouse Hill (Adelphi St) via Epping Rd

From 11 March 2007

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, North West (Parramatta-Rouse Hill) T-way, Samantha Riley Dr, Brampton Dr (**Beaumont Hills**), The Parkway, Mungerie Rd, Withers Rd, Milford Dr, Mile End Rd, Clower Av, Aberdour Av, Adelphi St to Mile End Rd (Rouse Hill).

From Rouse Hill (Adelphi St) (at Mile End Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druiett St, George St to Railway Square (City).

City (Railway Square) – Rouse Hill (Adelphi St) via Lane Cove Tunnel

Alteration

- **From 16 April 2007:** Rerouted via Lane Cove Tunnel in both directions instead of Longueville Rd & Epping Rd.
- **From 21 May 2012:** To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (York St or Clarence St) – Rouse Hill (Adelphi St)

Alteration

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

Timetable Summary

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Rouse Hill (Adelphi St)	101	M-F	Adelphi St	5.45am	Railway Sq	6.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill (Adelphi St), afternoon from City (Railway Sq)).

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Rouse Hill (Adelphi St)	89	M-F	Adelphi St	5.45am	Railway Sq	6.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill (Adelphi St), afternoon from City (Railway Sq)).

19 February 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St or Clarence St)-Rouse Hill (Adelphi St)	72	M-F	Adelphi St	5.13am	Railway Sq	7.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rouse Hill (Adelphi St), afternoon from City (Railway Sq)).

Route 618

CASTLE HILL – KELLYVILLE – NORTH KELLYVILLE – ROUSE HILL (Mile End Rd)■

Timeline

By 28 May 1997 (after 24 June 1996): Mainly school service, Kellyville (Green Rd/Wrights Rd) – North Kellyville – Kellyville (Acres Rd), renumbered from 611. Operated by Westbus Pty Ltd (Bosnjak family, proprietors).

May 1999: Majority share of Westbus transferred to National Express Group.

By 20 March 2000: Limited additional service ran Kellyville – Rouse Hill (Mile End Rd) via Withers Rd.

By 20 May 2002: Altered/extended to run Castle Hill – Kellyville – Rouse Hill Caravan Park via Brampton Dr as an all-day weekday service, largely replacing reduced service on 830. North Kellyville then only served by selected morning trips. Afternoon service to North Kellyville then presumably became school services.

December 2004: Operator's name of this part of Westbus altered to Hillsbus.

1 January 2005: Became part of Contract Region 4.

August 2005: Hillsbus transferred to ComfortDelGro Cabcharge joint venture.

11 March 2007: In connection with opening of Parramatta-Merriville Rd section of North West T-way:

- Ceased, but partly replaced by extension of 610 from Kellyville to Rouse Hill (Adelphi St) & partly by extension of 741 from Stanhope Gardens to Castle Hill.
- Complete service to North Kellyville altered in status to a school route.

Streets

Kellyville (Green Rd/Wrights Rd) – North Kellyville – Kellyville (Acres Rd)

By 28 May 1997 (after 24 June 1996)

From Kellyville (Green Rd/Wrights Rd) via Green Rd, Poole Rd [now Samantha Riley Dr], Foxall Rd, Withers Rd, Barry Rd, Stringer Rd, Celia Rd to Ross Pl (**North Kellyville**), then Celia Rd, Stringer Rd, Barry Rd, Withers Rd, Hezlett Rd, Poole Rd [now Samantha Riley Dr], Windsor Rd to Acres Rd (Kellyville). Reverse on return.

Kellyville (Acres Rd) – Rouse Hill (Mile End Rd) via Withers Rd

By 20 March 2000

From Kellyville (Windsor Rd at Acres Rd) via Windsor Rd, Poole Rd [part now Samantha Riley Dr], Hezlett Rd, Withers Rd, Mungerie Rd, The Parkway, Brampton Dr (**Beaumont Hills**), Mungerie Rd, Withers Rd, Wellgate Av, Hermitage Av, Monaco Av, Bentley Av, Hermitage Av, Wellgate Av, Withers Rd, Mile End Rd to Adelphi St (Rouse Hill).

From Rouse Hill (Mile End Rd at Adelphi St) via Mile End Rd, Withers Rd, Wellgate Av, Hermitage Av, Monaco Av, Bentley Av, Hermitage Av, Wellgate Av, Withers Rd, Mungerie Rd, The Parkway, Brampton Dr (**Beaumont Hills**), Mungerie Rd, Withers Rd, Hezlett Rd, Poole Rd [part now Samantha Riley Dr], Windsor Rd to Acres Rd (Kellyville).

Alteration

By 13 November 2000: From Withers Rd via Bentley Av, Wellgate Av to Withers Rd.

Castle Hill – Kellyville – Rouse Hill Caravan Park

From 20 May 2002

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Pennant St, Showground Rd, Kings Rd, Wrights Rd, Glenrowan Av, President Rd, Greenwood Rd, Acres Rd (**Kellyville**), Windsor Rd, Poole Rd [Samantha Riley Dr], Brampton Dr [part temporary access, now Iwan Pl?] (**Beaumont Hills**), Mungerie Rd, Withers Rd, Bentley Av, Wellgate Av, Withers Rd, Mile End Rd, Adelphi St, Mile End Rd, Windsor Rd, Rouse Rd, Terry Rd to Rouse Hill Caravan Park.

From Rouse Hill Caravan Park (Terry Rd) via Terry Rd, Rouse Rd, Windsor Rd, Mile End Rd, Adelphi St, Mile End Rd, Withers Rd, Bentley Av, Wellgate Av, Withers Rd, Mungerie Rd, then reverse route to Showground Rd, then Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

Morning trips to/via North Kellyville: From Withers Rd/Barry Rd via Barry Rd, Stringer Rd, Celia Rd to Ross Pl, then via reverse route.

Timetable Summary

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kellyville (Acres Rd)-Rouse Hill (Mile End Rd)	24	M-F	Mile End Rd	7.08am	Acres Rd	4.35pm	2 trips	A
		Sat						
		Sun						

A – Plus school trips.

12 August 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Castle Hill-Rouse Hill Caravan Park	34	M-F	R/Hill Cvan Pk	6.33am	Castle Hill	4.25pm	60	
		Sat						
		Sun						

Route 618

CITY (various termini) – BELLA VISTA (Norwest Business Park) via M2 Hills Motorway

Route 618X

CITY (Queen Victoria Building) – BELLA VISTA (Norwest Business Park) via Lane Cove Tunnel, M2 Hills Motorway

Timeline

11 May 2009:

- 618 weekday peak hour service, City (Queen Victoria Building) – Bella Vista (Norwest Business Park), serving new employment area, commenced by Hillsbus (ComfortDelGro Cabcharge), as a result of Ministry of Transport review of Contract Region 4.
- Has shared part of route with 628 from 12 November 2012.

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

7 November 2016: Rerouted via Lane Cove Tunnel & renumbered 618X.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: 618X replaced by Metro as part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019.

Streets

Route 618

City (Queen Victoria Building) – Bella Vista (Norwest Business Park)

From 11 May 2009

From City (Queen Victoria Building) (George St at) via Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Delhi Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Norwest Blvd, Lexington Dr to Celebration Dr (Norwest Business Park, Bella Vista).

From Bella Vista (Norwest Business Park) (Lexington Dr at Celebration Dr) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (York St or Queen Victoria Building) – Bella Vista (Norwest Business Park)

Alteration

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

Route 618X

From 7 November 2016

From City (Queen Victoria Building) (York St) via Druiett St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Norwest Blvd, Lexington Dr to Celebration Dr (Norwest Business Park, Bella Vista).

From Bella Vista (Norwest Business Park) (Lexington Dr at Celebration Dr) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to north of Market St (City).

Timetable Summary

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
618: City (QVB)-Bella Vista (Norwest Business Park)	67	M-F	Q Vic Bldg	6.55am	Norwest B/Pk	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Queen Victoria Building), afternoon from Bella Vista (Norwest Business Park)).

1 August 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
618: City (QVB)-Bella Vista (Norwest Business Park)	67	M-F	Q Vic Bldg	6.25am	Norwest	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Queen Victoria Building), afternoon from Bella Vista (Norwest Business Park)).

7 November 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
618X: City (QVB)-Bella Vista (Norwest Business Park)	67	M-F	Q Vic Bldg	5.40am	Norwest	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Queen Victoria Building), afternoon from Bella Vista (Norwest Business Park)).

Route 619

CITY (Railway Square) – MACQUARIE PARK – CASTLE HILL – ROUSE HILL Town Centre via M2 Hills Motorway

Timeline

25 February 2008:

- Macquarie Park – Castle Hill (peak hours) & City (Railway Square) – Macquarie Centre – Castle Hill (all other times) commenced by Hillsbus (ComfortDelGro Cabcharge).
- Shared most of route with 610 & 610X.
- Part of Contract Region 4.

20 December 2010: Curtailed to run Macquarie Park – Castle Hill via M2 Hills Motorway at all times, as a result of introduction of M61, which provided additional trips between Castle Hill and the City.

17 June 2013: Extended to run Macquarie Park – Castle Hill – Rouse Hill Town Centre via Memorial Av (new residential area).

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

26 May 2019: Rerouted via Hills Showground Station upon opening of Sydney Metro North West (Chatswood-Tallawong) line.

28 July 2019: Curtailed to run Macquarie Park – Castle Hill as part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019. Castle Hill – Rouse Hill replaced by extended 651.

17 November 2019: Days/hours of service reduced to a peak hour service.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*): Ceased. Replaced by existing Sydney Metro service or existing 610X, 611 & 612X in combination.

Streets

City (Railway Square) – Macquarie Park – Castle Hill

From 25 February 2008

From City (Railway Square) (Pitt St) via George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Lane Cove Rd, Waterloo Rd (**Macquarie Park**), Herring Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via McMullen Av, Old Northern Rd, Windsor Rd (**Baulkham Hills**), M2 Hills Motorway, Christie Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alterations

- **From 9 November 2009:** Ex Castle Hill from Talavera Rd via Herring Rd, Waterloo Rd.
- **Circa 2010:** Approached Castle Hill from Old Northern Rd via Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd to Castle Towers shops. Return from Castle Hill Interchange via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd.

Macquarie Park – Castle Hill

From 20 December 2010

From Macquarie Park (Waterloo Rd at Station) via Waterloo Rd, Herring Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Interchange) via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd, Windsor Rd (**Baulkham Hills**), M2 Hills Motorway, Christie Rd, Talavera Rd, Herring Rd, Waterloo Rd to Macquarie Park Station.

Macquarie Park – Castle Hill – Rouse Hill Town Centre

Alterations

- **From 17 June 2013:** Extended from Castle Hill (Old Castle Hill Rd) via Pennant St, Showground Rd, Carrington Rd, Victoria Av, Green Rd, President Rd (**Kellyville**), Windsor Rd, Memorial Av, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre. Return via reverse route to Pennant St, then Castle St, Old Castle Hill Rd, McMullen Av, Old Northern Rd.
- **From 3 February 2019** (*opening of complete Castle Hill Interchange*): Ex Macquarie Park from Crane Rd via Castle Hill Interchange, Old Northern Rd, McMullen Av, Pennant St. Reverse on return.
- **From 26 May 2019** (*opening of Sydney Metro North West line*): Ex Macquarie Park from Showground Rd via De Clambe Dr, Doran Dr (**Hills Showground Station**), Carrington Rd. Reverse on return.

Macquarie Park – Castle Hill

From 28 July 2019

From Macquarie Park (Waterloo Rd at Station) via Waterloo Rd, Herring Rd, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Castle Hill Interchange.

From Castle Hill (Interchange) via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], then reverse route to M2 Hills Motorway, then Christie Rd, Talavera Rd, Herring Rd, Waterloo Rd to Macquarie Park Station.

Timetable Summary

11 May 2009

See 610

20 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Castle Hill	33	M-F	Castle Hill	6.12am	Macquarie Pk	9.40pm	30	
		Sat		8.20am		6.05pm	60	
		Sun		9.20am		7.05pm	60	

17 June 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Castle Hill-Rouse Hill Town Centre	Fr Macq 35C 60R	M-F	Rouse Hill TC	5.38amM	Macquarie Pk	8.45pmR	A	
		Sat		6.55amM		6.08pmR	B	
		Sun		8.55amM	Macquarie Pk	6.11pmR	60	

A – Macquarie Park-Castle Hill 30, Macquarie Park-Rouse Hill Town Centre 60. Plus short-working/s after last trip shown.

B – Day, Macquarie Park-Rouse Hill Town Centre 60. Night, Castle Hill-Rouse Hill Town Centre.

C – To Castle Hill.

M – To Macquarie Park.

R – To Rouse Hill Town Centre.

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Castle Hill	33	M-F	Castle Hill	5.30am	Macquarie Pk	10.30pm	30*	
		Sat		7.10am		10.35pm	60	
		Sun		8.10am		8.35pm	60	

* More frequent in peak hours.

17 November 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Castle Hill	33	M-F	Castle Hill	5.30am	Macquarie Pk	8.28pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Castle Hill, afternoon from Macquarie Park).

Route 620

CITY (various termini) – CHERRYBROOK – DURAL (Old Northern Rd) via M2 Hills Motorway■

Route 620N

CITY (various termini) – DURAL (Old Northern Rd) via Lane Cove Tunnel, M2 Hills Motorway & New Line Rd direct■

(“N” in route number denoted via New Line Rd direct.)

See below for details of later Route 620N City (Kent St) – Cherrybrook via Lane Cove Tunnel & M2 Hills Motorway (late night, midnight-to-dawn service), where “N” in route number denoted night service.

Route 620X

CITY (various termini) – CHERRYBROOK – ROUND CORNER, DURAL via Lane Cove Tunnel & M2 Hills Motorway

Timeline

4 March 2002: 620 City (Queen Victoria Building) – Cherrybrook – Dural (Old Northern Rd) commenced by Harris Park Transport (Moore family, proprietors) under the “City Bus Direct” name.

22 December 2004: Transferred to Hillsbus (National Express Group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

1 January 2005: Became part of Contract Region 4.

28 January 2005: Transferred to State Transit Authority of NSW (trading as Sydney Buses) when Hillsbus unable to continue operation.

25 September 2005: Retransferred to Hillsbus (ComfortDelGro Cabcharge), following negotiations between Government & Hillsbus (after its transfer from National Express Group to ComfortDelGro Cabcharge in August 2005).

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 620X.

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- City departure terminus of 620 & 620X altered to Bathurst St.
- Curtailed to run City (Queen Victoria Building or Bathurst St) – Cherrybrook – Dural (James Henty Dr).
- Operated during peak hours only,
- 620 & 620X shared most of route with 621 (which provided a full-time service to the same area).

18 May 2009: 620 & 620X re-extended from Dural (James Henty Dr) to Dural bus depot, as a result of complaints following Ministry of Transport review.

14 September 2009:

- Most morning peak hour & all afternoon peak hour trips rerouted via Lane Cove Tunnel & re numbered 620X.
- New late night services on Friday & Saturday nights provided on 620X.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

17 June 2013:

- Peak hour 620N (via New Line Rd direct) commenced, being:
 - Morning peak hour:*** Renumbered from 620X trips which already ran direct via New Line Rd.
 - Afternoon peak hour:*** Additional trips.
- City terminus for trips arriving between 6am & 10am weekdays altered to Market St. City departure terminus in afternoon at Bathurst St.

10 November 2014: The few remaining 620 trips rerouted via Lane Cove Tunnel and renumbered 620X.

4 October 2015: City termini of 620N & 620X altered to Kent St/Napoleon St (arriving) & Kent St/Druitt Pl (departing) as a result of light rail construction in George St, City/new CBD bus network.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019:

- Days/hours of service of 620X reduced to peak hours only.
- 620N (where “N” denoted via New Line Rd) replaced by 620X.
- Friday & Saturday late night, midnight-to-dawn, trips renumbered 620N (where “N” denoted night service) & altered to run City (Queen Victoria Building) – Cherrybrook (Purchase Rd/New Line Rd) *[see following entry]*.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

3 March 2025: Curtailed to run City (Kent St) – Cherrybrook (Purchase Rd) (selected trips extended to Dural (James Henty Dr). 622, 642X & 604 continued to run to Old Northern Rd, Dural.

30 November 2025: Curtailed to run City (Kent St) – Cherrybrook (Purchase Rd) – all trips.

Streets

Route 620

City (Queen Victoria Building) – Cherrybrook – Dural (Old Northern Rd)

From 4 March 2002

From City (Queen Victoria Building) (George St) via Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Pennant Hills Rd, Church St, Cardinal Av, Victoria Rd, New Line Rd, Shepherds Dr, Eldridge St (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr to Thomas Wilkinson Av, then James Henty Dr, New Line Rd to Old Northern Rd (Dural).

From Dural (Old Northern Rd) (at New Line Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Selected trips: Direct via New Line Rd (*not* via Shepherds Dr, Eldridge Rd, Purchase Rd).

Alteration

By 2006: Ex City from Shepherds Dr via Purchase Rd (*not* via Eldridge St). Reverse on return.

City (Queen Victoria Building or Bathurst St) – Cherrybrook – Dural (James Henty Dr)

From 11 May 2009

From City (Bathurst St) (at George St) via George St, Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Delhi Rd, M2 Hills Motorway, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr, Macquarie Dr, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr to Thomas Wilkinson Av (Dural).

From Dural (James Henty Dr/Thomas Wilkinson Av) via Thomas Wilkinson Av, Jenner Rd, New Line Rd, Purchase Rd, then via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building or Bathurst St) – Cherrybrook – Dural (Old Northern Rd)

Alteration

From 18 May 2009: Extended from Dural (James Henty Dr/Thomas Wilkinson Av) via James Henty Dr, New Line Rd to Old Northern Rd (Dural bus depot entrance). Return from Dural bus depot entrance (New Line Rd at Old Northern Rd) via New Line Rd, James Henty Dr, Thomas Wilkinson Av, Jenner Rd, New Line Rd.

City (Market St, Queen Victoria Building or Bathurst St) – Cherrybrook – Dural (Old Northern Rd)

Alteration

From 18 February 2013 (trips arriving the City between 6am & 10am weekdays): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to Pitt St (City). Trips to City at other times and trips ex City unaltered.

Route 620N

City (Market St or Bathurst St) – Dural (Old Northern Rd) via New Line Rd direct

From 17 June 2013

From City (Bathurst St at George St) via George St, Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd (**West Pennant Hills**), James Henty Dr to Thomas Wilkinson Av, then James Henty Dr, New Line Rd to depot entrance at Old Northern Rd (Dural).

From Dural (bus depot entrance, New Line Rd at Old Northern Rd) via New Line Rd, James Henty Dr, Thomas Wilkinson Av, Jenner Rd, New Line Rd, Victoria Rd, then via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to Pitt St (City).

City (Kent St) – Dural (Old Northern Rd) via New Line Rd direct

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Route 620X

City (Queen Victoria Building) – Cherrybrook – Round Corner, Dural

From 16 April 2007

From City (Queen Victoria Building) (George St) via Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Pennant Hills Rd, Church St, Cardinal Av, Victoria Rd, New Line Rd, Shepherds Dr, Eldridge St (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr to Thomas Wilkinson Av, then James Henty Dr, New Line Rd to Old Northern Rd (Dural).

From Dural (Old Northern Rd) (at New Line Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Alteration

By 2006: Ex City from Shepherds Dr via Purchase Rd (*not* via Eldridge St). Reverse on return.

City (Queen Victoria Building) – Cherrybrook – Dural (James Henty Dr)

From 11 May 2009

From City (Bathurst St) (at George St) via George St, Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr, Macquarie Dr, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr to Thomas Wilkinson Av (Dural).

From Dural (James Henty Dr/Thomas Wilkinson Av) via Thomas Wilkinson Av, Jenner Rd, New Line Rd, Purchase Rd, then via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building or Bathurst St) – Cherrybrook – Dural (Old Northern Rd)

Alterations

- *From 18 May 2009:* Extended from Dural (James Henty Dr/Thomas Wilkinson Av) via James Henty Dr, New Line Rd to Old Northern Rd (Dural bus depot entrance). Return from Dural bus depot entrance (New Line Rd at Old Northern Rd) via New Line Rd, James Henty Dr, Thomas Wilkinson Av, Jenner Rd, New Line Rd.
- *From 18 February 2013 (trips arriving the City between 6am & 10am weekdays):* Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – Cherrybrook – Dural (Old Northern Rd)

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

City (Kent St) – Cherrybrook (Purchase Rd) (selected trips extended to Dural (James Henty Dr))

Alteration

From 3 March 2025: Ex City (Kent St) via same route to Purchase Rd (Cherrybrook High School). Selected trips extended via New Line Rd, James Henty Dr to Hickory Pl (Dural). Reverse on return.

City (Kent St) – Cherrybrook (Purchase Rd)

Alteration

From 30 November 2025: Extension from Cherrybrook (Purchase Rd) to Dural (James Henty Dr) ceased.

Timetable Summary

4 March 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
620: City (Queen Victoria Bldg)-Dural (Old Northern Rd)	60	M-F	O/Northern Rd	5.57am	Q Vic Bldg	7.10pm	A	
		Sat						
		Sun						

A – Peak hour & limited off-peak service.

9 September 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
620: City (Queen Victoria Bldg)-Dural (Old Northern Rd)	60	M-F	O/Northern Rd	6.00am	Q Vic Bldg	8.30pm	A	
		Sat						
		Sun						

A – All day service. 17 trips from Dural (Old Northern Rd), 18 trips from City (Queen Victoria Building). Plus 3 short-workings to City (Queen Victoria Building).

11 May 2009

City (Queen Victoria Building or Bathurst St) – Cherrybrook – Dural routes

620, 620X, 621

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
620: City (QVB or Bathurst St)-Dural (James Henty Dr)	65	M-F	Jas Henty Dr	5.51am	Bathurst St	7.10pm	Ph	
		Sat						
		Sun						
620X: City (QVB or Bathurst St)-Dural (James Henty Dr)	63	M-F	Jas Henty Dr	6.21am	Bathurst St	6.45pm	Ph	
		Sat						
		Sun						
621: City (Queen Vic Bldg or Bathurst St)-Cherrybrook-Castle Hill	Fr Castle Hill 64M 79Q	M-F	Castle Hill	6.26amM 8.41amQ	Bathurst St	7.30pmC 10.00pmD	60*	A
		Sat		8.08amQ		6.35pmC	60	B
		Sun		8.08amM	Macquarie Ctr	6.07pmC	60	B

* More frequent in peak hours.

A – Peak hours, Macquarie Park-Castle Hill. Day, City (Queen Victoria Building or Bathurst St)-Castle Hill. Night, City (Queen Victoria Building or Bathurst St)-Dural (James Henty Dr).

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

C – To Castle Hill.

D – To Dural (James Henty Dr).

M – To Macquarie Park.

Ph – Peak only (morning from Dural (James Henty Dr) or Cherrybrook, afternoon from City (Bathurst St)).

Q – To City (Queen Victoria Building).

4 October 2015

City (Kent St) – Cherrybrook – Dural routes

620N, 620X, 621

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
620N: City (Kent St)-Dural (depot entrance)†	51	M-F	Depot entrance	6.40am	Kent St	7.08pm	Ph1	
		Sat						
		Sun						
620X: City (Kent St)-Dural (depot entrance)	63	M-F	Depot entrance	5.25am	Kent St	7.18pm	Ph2	
		Sat	Jas Henty Dr	9.23pm		2.37am	Ns	
		Sun						
621: City (Kent St)-Cherrybrook-Castle Hill	Fr Castle Hill 52M 78K	M-F	Castle Hill	6.30amM	Kent St	10.04pmC	A	
			Kent St	8.04amC				
		Sat		8.13am		8.50pm	60	
		Sun		8.13am		6.50pm	60	

† Via New Line Rd direct.

* More frequent in peak hours.

A – Peak hours, Macquarie Park-Castle Hill. Day, City (Kent St)-Castle Hill 60. Night, City (Kent St)-Dural (depot entrance)

C – To Castle Hill.

D – To Dural (depot entrance).

K – To City (Kent St).

M – To Macquarie Park.

Ns – Night service.

Ph1– Peak hours only (morning from Dural (depot entrance), afternoon from City (Kent St)).

Ph2 – Peak hours only (morning from Dural (depot entrance) or Cherrybrook, afternoon from City (Kent St)). Extra trips Friday night (last trip 2.40am from City (Kent St)).

Q – To City (Queen Victoria Building).

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
620X: City (Kent St)-Dural (depot entrance)†	Fr Kent St 55C 69D	M-F	O/Northern Rd	4.55am	Kent St	7.20pmD 7.35pmC	Ph	
		Sat						
		Sun						

† New Line Rd at Old Northern Rd.

C – To Cherrybrook (Purchase Rd/Forest Glen).

D – To Dural (bus depot entrance, New Line Rd at Old Northern Rd).

Ph – Peak hours only (morning, most trips from Dural (bus depot entrance, New Line Rd at Old Northern Rd); afternoon, alternate trips City (Kent St)-Cherrybrook (Purchase Rd/Forest Glen) & City (Kent St)-Dural (bus depot entrance, New Line Rd at Old Northern Rd).

3 March 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
620X: City (Kent St)-Cherrybrook (Purchase Rd)†		M-F	Purchase Rd	5.31amK	Kent St	7.45pmJ	Ph	
			Jas Henty Dr	5.58amK		8.45pmP		
		Sat						
		Sun						

† Selected trips extended to Dural (James Henty Dr).

J – To Dural (James Henty Dr).

K – To City (Kent St).

P – To Cherrybrook (Purchase Rd).

Ph – Peak hours only (morning from Cherrybrook (Purchase Rd), afternoon, from City (Kent St)). Selected trips extended to/from Dural (James Henty Dr).

30 November 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
620X: City (Kent St)-Cherrybrook (Purchase Rd)		M-F	Purchase Rd	5.42am	Kent St	8.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Cherrybrook (Purchase Rd), afternoon, from City (Kent St)).

Route 620N

CITY (Kent St) – CHERRYBROOK via Lane Cove Tunnel & M2 Hills Motorway (late night, midnight-to-dawn, service) ■

(“N” in route number denotes “night service”.)

Timeline

28 July 2019: As part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019, new Friday & Saturday late night, midnight-to-dawn, route commenced by Hillsbus (ComfortDelGro Corporation), replacing equivalent trips on 620X. **Part of Contract Region 4.**

23 August 2020: Replaced by new Nightride N92.

Streets

From 28 July 2019

From City (Kent St) (at Druitt Pl) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Pennant Hills Rd, Castle Hill Rd, Franklin Rd, Bradfield Pde (**Cherrybrook Station**), Castle Hill Rd, County Dr, Shepherds Dr, New Line Rd, Francis Greenway Dr (complete loop), Macquarie Dr, Shepherds Dr, Purchase Rd to New Line Rd (Cherrybrook).

Timetable Summary

28 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Kent St)-Cherrybrook	52	M-F						
		Sat	Kent St	1.30am	Kent St	4.30am	MDs	
		Sun		1.00am		4.00am	MDs	

MDs – Late night, midnight-to-dawn service, **from** City (Kent St) only.

Route 621

CITY (Queen Victoria Building) – NORTH ROCKS – NORTH PARRAMATTA via M2 Hills Motorway ■

Timeline

11 June 2002: Weekday peak hour & limited off-peak service commenced by Harris Park Transport (Moore family) under the “City Bus Direct” name.

8 October 2004: Ceased without replacement.

Streets

From 11 June 2002

From City (Queen Victoria Building) (George St) via Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Pennant Hills Rd, Aiken Rd, Oakes Rd, North Rocks Rd (**North Rocks**), Church St to Albert St (North Parramatta).

From North Parramatta (Church St at Albert St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Timetable Summary

11 June 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 Parramatta	52	M-F	Nth Parramatta	6.54am	Q Vic Bldg	6.05pm	4 trips	A
		Sat						
		Sun						

A – Morning from North Parramatta, afternoon from City (Queen Victoria Building).

Route 621

CITY (various termini) – MACQUARIE PARK – CHERRYBROOK – CASTLE HILL via M2 Hills Motorway

11 May 2009: As a result of Ministry of Transport review of Contract Region 4:

- New route commenced by Hillsbus (ComfortDelGro Cabcharge):
Macquarie Park – Castle Hill (peak hours & Sundays)
City (Queen Victoria Building or Bathurst St) – Castle Hill (other times).
- Replaced 620 (other than in peak periods, when 620 continued to run).
- Replaced Castle Hill – Cherrybrook part of 626.
- Shares City – Cherrybrook with 620 & 620X.

By 14 September 2009: Sunday service extended to run City (Queen Victoria Building or Bathurst St) – Castle Hill.

4 October 2015: City termini altered to Kent St/Napoleon St (arriving) & Kent St/Druitt Pl (departing) as a result of light rail construction in George St, City/new CBD bus network.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

28 July 2019: Ceased as part of rearrangement of Hills District routes after settling-in period of Metro Sydney North West (Chatswood-Tallawong) line following its opening on 26 May 2019. Replaced partly by Metro line & connecting 626 & partly by peak hour 620X.

Streets

City (Queen Victoria Building or Bathurst St) – Cherrybrook – Castle Hill

From 11 May 2009

From City (Bathurst St) (at George St) via George St, Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Lane Cove Rd, Waterloo Rd, Herring Rd (**Macquarie Park**), M2 Hills Motorway, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr (complete loop), Macquarie Dr, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd, David Rd, Gough Dr, Gowrie Dr, Gough Dr, Hilliard Dr to Mowll Village Kiosk (**Anglican Retirement Villages**), then Hilliard Dr, Western Rd, James Cook Dr, Clarke Dr, Old Northern Rd, Terminus St, Crane Rd, Old Northern Rd to Castle Hill Interchange.

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via McMullen Av, Old Northern Rd, then reverse route to M2 Hills Motorway, then Christie Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Alteration

From 9 November 2009: Ex Castle Hill from Talavera Rd via Herring Rd, Waterloo Rd.

City (Kent St) – Cherrybrook – Castle Hill

Alterations

- **From 4 October 2015** (as a result of light rail construction in George St, City/new CBD bus network):
Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].
- **From 3 February 2019** (opening of complete Castle Hill Interchange): From Castle Hill Interchange via Old Northern Rd.

Timetable Summary

See 620X

Route 622

CITY (Queen Victoria Building) – OATLANDS (Burnside shopping village) via M2 Hills Motorway & Pennant Hills Rd

Timeline

22 April 2002: Weekday peak hour & limited off-peak service commenced by Harris Park Transport (Moore family) under the “City Bus Direct” name.

8 October 2004: Ceased without replacement.

Streets

From 22 April 2002

From City (Queen Victoria Building) (George St) via Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, Dunrossil St, Pennant Hills Rd (**Carlingford**), Moseley St, Jenkins Rd, Pennant Hills Rd, Glencoe Av, Strathalbyn Dr, Blackwood Pl to Burnside shopping village (Oatlands).

From Oatlands (Strathalbyn Dr at Burnside Reserve) via Strathalbyn Dr, Blackwood Pl, Glencoe Av, Pennant Hills Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Timetable Summary

22 April 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)-Oatlands (Burnside shops)	48	M-F	Burnside shops	6.00am	Q Vic Bldg	7.05pm	8 trips	A
		Sat						
		Sun						

A – Morning from Oatlands (Burnside shopping village), afternoon from City (Queen Victoria Building).

Route 622

MILSONS POINT – CHERRYBROOK – DURAL (Old Northern Rd) via M2 Hills Motorway

Timeline

14 September 2009: Peak hour route commenced by Hillsbus (ComfortDelGro Cabcharge). **Part of Contract Region 4.**

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017. Operator still traded as Hillsbus.

10 March 2024: Hillsbus rebranded as CDC NSW R4.

Streets

From 14 September 2009

From Milsons Point (Alfred St at Station) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Delhi Rd, M2 Hills Motorway, Pennant Hills Rd, Cardinal Av, Victoria Rd, New Line Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd (**West Pennant Hills**), James Henty Dr to Thomas Wilkinson Av, then James Henty Dr, New Line Rd to depot entrance at Old Northern Rd (Dural).

From Dural (bus depot entrance, New Line Rd at Old Northern Rd) via New Line Rd, James Henty Dr, Thomas Wilkinson Av, Jenner Rd, New Line Rd, Purchase Rd, then reverse route to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Timetable Summary

14 September 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Dural (Old Northern Rd)	78	M-F	O/Northern Rd	6.12am	Milsons Point	6.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dural (Old Northern Rd), afternoon from Milsons Point).

Route 623

PARRAMATTA – NORTH ROCKS – BEECROFT via various routes

Also:

- **Beecroft – West Pennant Hills (Range Rd) (peak hours)**

Timeline

June 1997:

- Renumbered from 181 [1925 route number]:
 - Parramatta – Beecroft via Copeland Rd‡
 - Parramatta – Beecroft via Murray Farm Rd‡
 - Parramatta – Beecroft via combined route between North Rocks & Beecroft‡
 - Parramatta – North Rocks via Statham Rd (selected trips)
 - Pennant Hills – West Pennant Hills (Range Rd) (mainly peak hours)

‡ Together formed a daily daytime service.

- Sunday service provided by combined 623/625, Parramatta – North Rocks – Pennant Hills.
- Operated by Harris Park Transport (Moore family, proprietors).

22 December 2004: Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

1 January 2005: May have temporarily become part of Contract Region 4.

28 January 2005:

- Transferred to State Transit Authority of NSW, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.
- Became part of Contract Region 7.

25 September 2005:

- State Transit Authority of NSW confirmed as permanent operator.
- Sunday service on 623/625 replaced by 623.

4 November 2007: As part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Curtailed/altered to run:
 - Beecroft – Carlingford (Oakes Rd Loop) (M-F service) (extended to North Rocks in off-peak)
 - Beecroft – West Pennant Hills (Range Rd) became a peak hour diversion of Beecroft – Carlingford (Oakes Rd Loop) trips.
- Service between Parramatta & North Rocks via North Rocks Rd replaced by new 549.
- Service along Statham Rd replaced by extended 546.

12 October 2009:

- Times of service reduced to peak hours.
- Renumbered 553.

Streets

As at 1997

Parramatta – North Rocks – Beecroft

June 1997

Via Copeland Rd

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Eaton Rd, Karlool Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

From Beecroft (Wongala Cr at Station) via Copeland Rd, then reverse route to Victoria Rd, then Church St, George St, Smith St to Parramatta old Interchange.

Via Murray Farm Rd

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Orchard Rd, Murray Farm Rd, Kirkham St, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

From Beecroft (Wongala Cr at Station) via Beecroft Rd, then reverse route to Victoria Rd, then Church St, George St, Smith St to Parramatta old Interchange.

Via combined route

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Eaton Rd, Karloon Rd, Pennant Hills Rd, North Rocks Rd, Orchard Rd, Murray Farm Rd, Kirkham St, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

From Beecroft (Wongala Cr at Station) via Beecroft Rd, then reverse route to Victoria Rd, then Church St, George St, Smith St to Parramatta old Interchange.

Parramatta – North Rocks via Statham Rd

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd, Statham Av, North Rocks Rd to Westfield (North Rocks).

From North Rocks (North Rocks Rd at Westfield) via reverse route to Church St, then George St, Smith St to Parramatta old Interchange.

Beecroft – West Pennant Hills (Range Rd) (*peak hours*)

From Beecroft (Wongala Cr at Station) via Copeland Rd, Karloon Rd, Eaton Rd, Oakes Rd, Eaton Rd, Stanton Rd, Range Rd (**West Pennant Hills**), Westmore Dr, Eaton Rd, Oakes Rd, Eaton Rd, Karloon Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

From Pennant Hills (Railway St at Station) via reverse route to Church St, then George St, Smith St to Parramatta old Interchange.

As at 2007

Beecroft – Carlingford (Oakes Rd Loop) (*extended to North Rocks in off-peak*)

From 4 November 2007

From Beecroft (Wongala Cr at Station) via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Oakes Rd (**Carlingford**), Eaton Rd, Karloon Rd, Eaton Rd, Pennant Hills Rd, then reverse route to Beecroft Rd, then Hannah St, Wongala Cr to Beecroft Station.

West Pennant Hills (Range Rd) diversion: From Eaton Rd/Oakes Rd via Oakes Rd, Eaton Rd, Stanton Dr, Range Rd, Westmore Dr, Eaton Rd, Oakes Rd to Eaton Rd.

North Rocks extension (*off-peak*): From Carlingford (Murray Farm Rd/Oakes Rd) via Oakes Rd, North Rocks Rd to Westfield shops (North Rocks). Return via Pembury Av, New North Rocks Rd, North Rocks Rd, Oakes Rd to Murray Farm Rd.

Timetable Summary

June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
623: Parramatta-North Rocks-Beecroft via various routes	Fr P'matta 20N 35B	M-F	Parramatta	5.52amB	Beecroft	6.58pmP	A	
					Parramatta	5.55pmN		
		Sat		7.10amB	Beecroft	5.17pmP	C	
		Sun						D
623/625: Parramatta-North Rocks-Pennant Hills	34	M-F						E
		Sat						E
		Sun	Parramatta	9.30am	Pennant Hills	3.34pm	3 trips	

A – From Parramatta:

- 33 trips to North Rocks shops (4 via Statham Av, remainder via North Rocks Rd)
- 26 trips to various points in the North Rocks/West Pennant Hills area (beyond North Rocks shops, but short of Beecroft Station) – approx. 30 frequency.
- 23 trips to Beecroft Station via Murray Farm Rd and/or Copeland Rd.

Similar for trips in reverse direction.

Selected trips also ran to or via West Pennant Hills (Range Rd).

Plus short-working/s after last trip shown.

B – To Beecroft.

C – From Parramatta:

- 15 trips to North Rocks shops (3 via Statham Av, remainder via North Rocks Rd)
- 7 trips to various points in the North Rocks/West Pennant Hills area (beyond North Rocks shops, but short of Beecroft Station) – approx. 60 frequency.
- 5 trips to Beecroft Station via Murray Farm Rd and/or Copeland Rd.

Similar for trips in reverse direction.

Selected trips also ran to or via West Pennant Hills (Range Rd).

D – Service provided by combined 623/625.

E – Parramatta-North Rocks via North Rocks Rd service provided by 623.

N – To North Rocks.

P – To Parramatta.

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Beecroft-Carlingford (Oakes Rd Loop)†	Fr Beec 35BCr 21N	M-F	Beecroft	6.47amC 9.10amN	North Rocks Beecroft	3.37pmB 7.07pmC	A	
		Sat						
		Sun						

† Extended to North Rocks in off-peak.

A – Peak hours, Carlingford (Oakes Rd Loop). Off-peak, Beecroft-North Rocks 60.

B – To Beecroft.

BCr – Beecroft-Carlingford (Oakes Rd Loop)-Beecroft round trip.

C – To Carlingford (Oakes Rd Loop).

N – To North Rocks.

Combined Routes 623/625

PARRAMATTA – NORTH ROCKS – PENNANT HILLS■

Timeline

June 1997: Combined Sunday service on 623 & 625 renumbered from parts of 101 & 181 [1925 route numbers]. Operated by Harris Park Transport (Moore family, proprietors).

22 December 2004: Transferred to Hillsbus (National Express Group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

1 January 2005: May have temporarily become part of Contract Region 4.

28 January 2005:

- Transferred from Hillsbus (National Express Group) to State Transit in caretaker mode, when Hillsbus unable to continue operation of ex-Harris Park Transport's routes.
- Part of Contract Region 7.

25 September 2005: Ceased when 625 transferred to Hillsbus (ComfortDelGro Cabcharge) & State Transit confirmed as permanent operator of 623, following negotiations between Government & Hillsbus (after its transfer from National Express Group to ComfortDelGro Cabcharge in August 2005). Combined 623/625 trips curtailed to run Parramatta – North Rocks & renumbered 623.

Streets

From June 1997

From Parramatta (Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Railway St to Pennant Hills Station.

From Pennant Hills (Railway St at Station) via reverse route to Church St, then George St, Smith St to Parramatta Interchange.

Timetable Summary

See 623

Route 624

PARRAMATTA – CARLINGFORD – EPPING

Timeline

June 1997: Renumbered from 165 [1925 route number]. Operated by Harris Park Transport (Moore family, proprietors).

22 December 2004: Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

1 January 2005: Temporarily became part of Contract Region 4.

28 January 2005:

- Transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.
- Part of Contract Region 7.

25 September 2005: State Transit confirmed as permanent operator.

4 November 2007: Renumbered 548, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes.

Streets

From June 1997

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd (**Carlingford**), Marsden Rd, Tomah St, Willoughby St, Ryde St, Boronia Av, Kent St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at Station) via Carlingford Rd, Rawson St, Bridge St, then reverse route to Church St (approaching Parramatta), then George St, Smith St to Parramatta old Interchange.

Oatlands (Prindle St) diversion: Ex Parramatta from Pennant Hills Rd via Gollan Av, Gowen Brae Av, Prindle St, Charles St, Bettington Rd to Pennant Hills Rd. Reverse on return.

Teloepa (Tintern Av) diversion: Ex Parramatta from Pennant Hills Rd via Tintern Av, Robert St, Adderton Rd to Pennant Hills Rd. Reverse on return.

Timetable Summary

June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	30	M-F	Parramatta	5.36am	Parramatta	9.20pm	60*	
		Sat		6.00am	Epping	7.00pm	60	
		Sun		8.00am		5.55pm	50	

* More frequent in peak hours.