



SYDNEY PRIVATE BUS ROUTES

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

Route Histories – Contract Region 4

(Hills district: Parramatta-Pennant Hills-Castle Hill-Rouse Hill)

Routes 590, 600-622, 625-628, 630-642, 644, 650-655, 657-660, 700, 702, 705, 706, 708-718, M60, M61, S8 & T60-66

(and 602X, 607X, 610X, 612X, 613X, 614X, 615X, 616X, 617X, 618X, 620N, 620X, 642X, 650X & 652X)

in the Sydney Region Route Number System

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

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

Sunday services normally apply to Public Holidays as well.

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

Contents:

Part A: Contract overview

Part B: Timelines, Streets & Timetable Summaries

Part A: Contract Overview

Suburbs in contract region

(Suburbs with railway stations in bold)

Annangrove	Dural	Middle Dural	Rouse Hill†
Arcadia	Galston	North Parramatta	Seven Hills
Baulkham Hills	Girraween	North Rocks	Stanhope Gardens
Beaumont Hills	Glenhaven	Northmead	Toongabbie
Beecroft	Glenorie	Old Toongabbie	Wentworthville
Bella Vista†	Glenwood	Parklea	West Pennant Hills
Berrilee	Kellyville†	Parramatta	Westmead
Carlingford	Kellyville Ridge	Pendle Hill	Winston Hills
Castle Hill†	Kenthurst	Pennant Hills	
Cheltenham	Kings Langley	Rogans Hill	
Cherrybrook†	Lalor Park	Round Corner	

† Station under construction

Some routes extend beyond the boundaries of the contract region to patronage generators such as Blacktown, Chatswood, Epping, Hornsby, Macquarie Park, North Sydney/Milsons Point, Sydney CBD & Windsor.

Operators

In 2004, when the contract regions were established, the incumbent operator in Region 4 was Hillsbus.

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

Regional reviews

Effective 11 March 2007 – routes associated with the opening of the North-West (Parramatta-Rouse Hill) T-way, which affected some routes in both Regions 1 & 4.

Effective 11 May 2009 – complete Region 4.

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

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Part B: Timelines, Streets & Timetable Summaries

Route 590

EPPING – BAULKHAM HILLS – BLACKTOWN “Red Arrow” ■

Timeline

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

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

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

Streets

From 14 December 1981

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

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

Timetable Summary

14 December 1981

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

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

Route 600

PARRAMATTA – CASTLE HILL – ROGANS HILL – WEST CASTLE HILL ■

- **Extended from Parramatta to Liverpool (2000-2002)**
- **Selected peak hour trips extended from Castle Hill to West Pennant Hills**

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

Timeline

30 May 1983:

- Parramatta – Rogans Hill renumbered from part of 200, as part of reorganisation & renumbering of 200 & 201 [1925 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; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

17 June 1985: Selected trips extended from Castle Hill to West Castle Hill [now Knightsbridge]. 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 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 altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: As a result of Ministry of Transport review of 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.

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: Comfort Delgro Cabcharge rebranded as Comfort DelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

26 November 2017: 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.

Streets

Parramatta – Rogans Hill

From 30 May 1983

From Parramatta (Darcy St at station) via Darcy St, Church St, Windsor Rd (**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 date of Church St mall):* Ex 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 date of Church St mall):* Ex Parramatta (Darcy St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- *From 3 February 1988:* Extended 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 Ridgescrop 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 date of new Parramatta interchange): Ex Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. 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 Old Castle Hill Rd, Castle Hill 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.

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.

Alteration

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

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
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

* More frequent in peak hours.

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

24 June 1996

See also 602

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill-Knightsbridge	50	M-F	Knightsbridge	6.23amP	Parramatta	11.15pmK	60*	A
		Sat	Parramatta	6.20amK		12.15amK	60	A
		Sun		9.08amK	Knightsbridge	5.48pmP	60	B
					Parramatta	10.05pmR		

* More frequent in peak hours.

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

B – Day, Parramatta-Knightsbridge 60. Night, Parramatta-Rogans Hill.

K – To Knightsbridge.

P – To Parramatta.

R – To Rogans Hill.

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Parramatta-Rogans Hill	Fr Rogans Hill 35P 96L	M-F	Rogans Hill	5.28amL	Liverpool	7.12pmR	A	
					Parramatta	11.17pmR		
		Sat		6.49amL	Liverpool	5.25pmR	B	
					Parramatta	11.17pmR		
Sun		8.17amL	Liverpool	6.15pmR	C			
			Parramatta	10.07pmR				

* More frequent in peak hours.

A – 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.

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

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

L – To Liverpool.

P – To Parramatta.

R – To Rogans Hill.

February 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	35	M-F	Rogans Hill	5.10am	Rogans Hill	12.55am	30	
		Sat		6.10am		12.55am	45	
		Sun	Parramatta	7.40am	Parramatta	10.40pm	60	

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Castle Hill†	Fr P'matta 32C 72W	M-F	Castle Hill	5.15am	Parramatta	12.10am	30	A
		Sat		6.15am		12.10am	30	
		Sun		8.00am		10.10pm	60	

† Selected peak hour trips extended to West Pennant Hills.

A – Plus peak hour trips extended to West Pennant Hills (morning from West Pennant Hills, afternoon from Parramatta).

C – To Castle Hill.

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		
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 601

PARRAMATTA – KELLYVILLE – ROUSE HILL (various termini)

- **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 number], as part of reorganisation & renumbering of 200 & 201 [1925 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; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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

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

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

20 March 2000: Curtailed to become Parramatta – Rouse Hill (Mile End Rd). Rouse Hill (Mile End Rd) – Windsor station replaced by 608.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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 Region 4.

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

Streets

Parramatta – Kellyville – 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 date 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 – Kellyville – Rouse Hill – Windsor shops

Alteration

From 3 February 1988: Extended/altere d ex Parramatta from Windsor Rd, Kellyville via President Rd, Greenwood Rd, Acres Rd, Windsor Rd, Macquarie St, Kable St to near George St (Windsor). Return via Kable St, The Terrace, Fitzgerald St, Macquarie St, then reverse route.

Parramatta – Kellyville – Rouse Hill – Windsor station

Alteration

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

Parramatta – Kellyville – 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, then Terry Rd, Rouse Rd to Windsor Rd.

Alterations

- *From 13 November 2000:* Extended from Windsor Rd, Rouse Hill 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 date of new Parramatta interchange):* From Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. 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 – Kellyville – Rouse Hill Town Centre

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.

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville-Rouse Hill (Mile End Rd)	Fr P'matta 38K 43R	M-F	Kellyville	5.44amP	Kellyville	8.36pmP	60*	A
		Sat		6.54amP		6.17pmP	60**	B
		Sun	Parramatta	8.05amK		6.13pmP	3 trips	

* More frequent in peak hours.

** Less frequent in afternoon.

A – 7 trips (mainly peak hours) extended to Rouse Hill (Mile End Rd).

B – Gap in service.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill (Mile End Rd)

3 February 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville-Rouse Hill-Windsor	Fr P'matta 35K 44R 62W	M-F	Parramatta	5.58amW	Windsor	6.23pmP	A	
					Kellyville	8.23pmP		
		Sat	Kellyville	6.59amP	Windsor	5.07pmP	B	
			Parramatta	8.02amW	Mile End Rd	6.46pmP		
		Sun		8.15amK	Kellyville	6.24pmP	4 trips	

* More frequent in peak hours.

A – Day, Parramatta-Windsor 60*. Night, Parramatta-Kellyville. Plus short-working/s before first trip & after last trip shown.

B – Early morning & late afternoon, Parramatta-Rouse Hill (Mile End Rd). Day, Parramatta-Windsor 120.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill (Mile End Rd).

W – To Windsor shops.

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville-Rouse Hill-Windsor	Fr P'matta 39K 49R 67W	M-F	Parramatta	6.25amW	Parramatta	5.38pmW 6.52pmR	60*	A
					Mile End Rd	6.52pmP		
		Sun	Kellyville	8.33amP	Kellyville	7.03pmP	120	

* More frequent in peak hours.

A – Day, Parramatta-Windsor 60*. Late afternoon, Parramatta-Rouse Hill (Mile End Rd). Plus short-working/s before first trip shown.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill (Mile End Rd).

W – To Windsor station.

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville-Rouse Hill (Mile End Rd)	Fr P'matta 38K 45R	M-F	Parramatta	5.42amR	Parramatta	11.47pmR	60*	
		Sat	Mile End Rd	7.07amP		11.47pmR	60	
		Sun	Kellyville	7.30amP	Mile End Rd	7.51pmP	A	

* More frequent in peak hours.

A – Paramatta-Kellyville 60, Parramatta-Rouse Hill (Mile End Rd) 120.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill (Mile End Rd).

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville-Rouse Hill Town Centre	53	M-F	R/Hill Tn Ctr	4.45am	Parramatta	10.40pm	60*	A
		Sat		6.24am		11.40pm	60	
		Sun		7.08am		9.40pm	60	

* More frequent in peak hours.

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

Route 602

BAULKHAM HILLS – WEST BAULKHAM HILLS

Timeline

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

October 1984: Operator's name changed to Westbus.

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 (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 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 ■

Timeline

19 March 2012: Weekday peak hour service commenced by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

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 near Pacific Hwy (North Sydney).

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		
North Sydney-Rouse Hill Town Centre	70	M-F	R/Hill Tn Ctr	6.07am	Nth Sydney	6.12pm	Ph	
		Sat						
		Sun						

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

Route 602X

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

Timeline

28 January 2014: 602 rerouted via Lane Cove Tunnel and renumbered. Operated by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

From 28 January 2014

From North Sydney (Pacific Hwy near 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 near Pacific Hwy (North Sydney).

Timetable Summary

28 January 2014

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

Ph – Peak hours only (morning from Rouse Hill Town Centre, 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

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

Timeline

30 May 1983:

- Parramatta – East Baulkham Hills – Baulkham Hills (Excelsior Av) renumbered from part of 200 [1925 number], as part of reorganisation & renumbering of 200 & 201 [1925 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; Roger L 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.

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

3 December 1994: Altered to become 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 become Parramatta – East Baulkham Hills – Rogans Hill. Castle Hill – Kellyville replaced by 602.

May 1999: Majority 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 altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: As a result of Ministry of Transport review of 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 from Glenhaven to Rouse Hill Town Centre.

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

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 (Drayton Av at Excelsior 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 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 date of Church St mall):* Ex Parramatta (Darcy St) via Church St, Argyle St, Marsden St, George St, Church St. Unaltered on return.
- *From 3 February 1988:* Extended via full circle (anti-clockwise) of Ridgecrop Dr.

Parramatta – East Baulkham Hills – Castle Hill – Kellyville

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, Ridgescrop Dr (Knightsbridge).

From Knightsbridge (shops) via Ridgescrop 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 date of new Parramatta interchange): Ex Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. Reverse on return.

Parramatta – East Baulkham Hills – Rogans Hill – Glenhaven

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) Ridgescrop Dr, Linksley Av, Greenbank Dr, Grange Rd, Evans Rd, Glenhaven Rd, Carinda Dr to Mills Rd (Glenhaven).

From Glenhaven (Carinda Dr/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.

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

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

Alterations

- *From 24 January 2015:* Extended from Parramatta (interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.
- *From 24 January 2015:* Extended from Evans Rd via Glenhaven Rd, (first) Old Glenhaven Rd, Glenhaven Rd, Carinda Dr (**Glenhaven**), 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.

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Baulkham Hills (Excelsior Av)	29	M-F	Excelsior Av	6.16am	Parramatta	6.02pm	Ph	
		Sat						
		Sun						

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

3 December 1994

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	6.36am	Parramatta	10.25pm	60*	
		Sat		8.41am		11.45pm	90	
		Sun		9.18am		5.38pm	120	

* More frequent in peak hours.

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-Rogans Hill	33	M-F	Rogans Hill	6.08am	Parramatta	6.07pm	60*	
		Sat		7.48am		4.28pm	120	
		Sun						

* More frequent in peak hours.

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-Castle Hill-Knightsbridge	50	M-F	Knightsbridge	6.30am	Knightsbridge	6.45pm	60*	
		Sat	Parramatta	6.50am		5.43pm	120	
		Sun						

* More frequent in peak hours.

11 May 2009

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 (Carinda Dr)	Fr Glen† 19C 49P	M-F	Glenhaven	5.55amP	Parramatta	6.35pmG	A	
					Castle Hill	9.10pmG		
		Sat		7.51amP	Parramatta	4.55pmG	B	
					Castle Hill	8.25pmG		
		Sun		7.51amC		6.25pmG	60	

* More frequent in peak hours.

† 3 mins extra trip time Carinda Dr-Bannerman Rd.

A – Day, Parramatta-Glenhaven (Carinda Dr) 60*. Peak hours, extended to Bannerman Rd (morning from Bannerman Rd, afternoon to Bannerman Rd). Night, Castle Hill-Glenhaven (Carinda Dr).

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

C – To Castle Hill.

G – To Glenhaven (Carinda Dr).

P – To Parramatta.

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 Tn Ctr	Fr R Hill 36C 69P	M-F	R/Hill Tn Ctr	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.

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.

Route 604

PARRAMATTA – BAULKHAM HILLS POOL – CASTLE HILL – KNIGHTSBRIDGE

(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 number], as part of reorganisation & renumbering of 200 & 201 [1925 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; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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.
- Service between Castle Hill – Knightsbridge replaced by 600.

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

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

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

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

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 date of Church St mall):* Ex 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

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, Ridgescrop Dr (Knightsbridge). Return via Ridgescrop 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, Cropley 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 date of new Parramatta interchange*): Ex Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. Reverse on return.
- **From 11 May 2009:** Ex Parramatta from Smith St via Macquarie St, Church St. Unaltered ex Castle Hill.

From 11 May 2009

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.

Alterations

- **Circa 2010:** Ex Parramatta from Showground Rd via Pennant St, Castle St, Old Castle Hill Rd.
- **From 8 August 2011** (*Woodberry Village diversion extended as Winston Hills shops diversion*): 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.

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Baulkham Hills Pool	29	M-F	Baulk Hls Pool	5.47am	Parramatta	6.15pm	60*	
		Sat		7.37am		12.48pm	60	
		Sun						

* More frequent in peak hours.

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Baulkham Hills Pool-Knightsbridge	49	M-F	Knightsbridge	6.30am	Parramatta	11.15pm	60*	A
		Sat	Parramatta	7.20am		12.15am	90	A
		Sun		9.08am		5.08pm	60	A

* More frequent in peak hours.

A – Includes 600 extended to Knightsbridge at night & all day Sunday.

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-Baulkham Hills Pool-Castle Hill	43	M-F	Castle Hill	6.36am	Parramatta	6.21pm	60*	A
		Sat		9.10am	Castle Hill	5.10pm	120	A
		Sun						

* More frequent in peak hours.

A – Plus short-working/s before first 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		
Parramatta-Baulkham Hills Pool-Castle Hill	44	M-F	Castle Hill	5.13am	Parramatta	7.00pm	60*	
		Sat		6.56am		6.00pm	60	
		Sun						

* More frequent in peak hours.

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 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; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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 date of Church St mall): Ex 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

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Winston Hills (Old Windsor Rd)	47 round trip	M-F	O/Windsor Rd	6.48am	Parramatta	6.07pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 605

ROUSE HILL Town Centre – NORTH KELLYVILLE (Celia Rd)

Timeline

19 February 2017: Commenced by Hillsbus (Comfort DelGro Cabcharge) to new suburb.

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

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.

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 Ctr-Nth Kellyville (Celia Rd)	20	M-F	Celia Rd	7.00am	R/Hill Tn Ctr	7.35pm	60	
		Sat		8.00am		7.35pm	60	
		Sun		9.00am		6.35pm	60	

Route 606

PARRAMATTA – WINSTON HILLS – CASTLE HILL ■

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

Timeline

30 May 1983:

- Parramatta – Winston Hills – Castle Hill mainly a new route, commenced as part of reorganisation & renumbering of 200 & 201 [1925 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; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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 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 altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: As a result of Ministry of Transport review of 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 near 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 date of Church St mall): Ex 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, Ridgeway 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, Ridgeway 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** (Sunday diversion via Knightsbridge): Ex Parramatta from Showground Rd/Gilbert Rd via Gilbert Rd, Ridgeway 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, Ridgeway Dr (anti-clockwise loop), Gilbert Rd.
- **From 19 February 2006** (opening date of new Parramatta interchange): Ex Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. Reverse on return.

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Winston Hills-Castle Hill	Fr P'matta 33B 46C	M-F	Castle Hill	6.47amP	Parramatta	5.40pmC 10.12pmB	A	
		Sat	B/Hills Hosp	6.40amP	B/Hills Hosp	7.10pmP	60	D
		Sun	Parramatta	9.13amB		5.41pmP	120	E

* More frequent in peak hours.

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

B – To Baulkham Hills Hospital.

C – To Castle Hill.

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

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

P – To Parramatta.

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Winston Hills-Castle Hill	Fr P'matta 36B 47C	M-F	Parramatta	6.42amC	Castle Hill	9.26pmP	A	
					Parramatta	10.45pmB		
		Sat		7.36amC	Castle Hill	5.22pmP	D	
					Parramatta	11.45pmB		
		Sun		8.07amC		5.17pmC	D	
						9.35pmB		

* More frequent in peak hours.

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

B – To Baulkham Hills Hospital.

C – To Castle Hill.

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

P – To Parramatta.

20 May 2002

See also 607

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Winston Hills-Castle Hill	62	M-F	Parramatta	5.30amC	Parramatta	10.50pmC	60*	A
		Sat		7.23amC		10.55pmC	60	A
		Sun		7.44amC		5.40pmC 9.55pmB	D	

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

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 Region 4. Replaced part of 609 between North Parramatta & Northmead. Operated by Hillsbus (Comfort Delgro Cabcharge).

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

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.

Alteration

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

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		
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	

* More frequent in peak hours.

Route 607

PARRAMATTA – WINSTON HILLS (Woodberry Village) – WINSTON HILLS shops■

(Woodberry Village terminal loop 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 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; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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 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 weekday peaks only to terminate at Crestwood – *see next entry*. 607 partly replaced by 706.

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, 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).

Alterations

- **From 15 September 1985** (*opening date of Church St mall*): Ex 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.
- **From 20 March 2000** (*off-peak & Saturday trips*): Ex Parramatta from Lanhams Rd via Buckleys Rd, Langdon Rd, Caroline Chisholm Dr (**Winston Hills shops**), Hillcrest Av, Lanhams Rd, Oakes Rd.

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Winston Hills (Woodberry Village)	46 round trip	M-F	Winston Hills	5.42am	Parramatta	6.45pm	30*	
		Sat		7.22am		12.48pm	60	
		Sun						

* More frequent in peak hours.

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 same route but ran in weekday peaks only. Operated by Westbus (National Express group).

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

August 2005: Hillsbus transferred to Comfort Delgro 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 date of new Parramatta interchange): Ex Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. Reverse on return.

Timetable Summary

13 November 2000

See also 606

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).

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 (Comfort Delgro Cabcharge). Operated *from* City only on selected afternoons/nights.

3 January 2012: Upgraded to a full-time two-way route, except for weekday 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 from Railway Square to Queen Victoria Building as a result of light rail construction in George St, City/new CBD bus network.

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

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, 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 (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): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from Queen Victoria Building (York St) via Druiitt St, Clarence St.

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	R/Hill Tn Ctr	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	R/Hill Tn Ctr	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 (Town Hall area)-Rouse Hill Town Centre	63	M-F	R/Hill Tn Ctr	4.13am	Tn Hall area	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 (Town Hall area)).

B – Morning, from Rouse Hill Town Centre 15, from City (Town Hall area) 30. Afternoon, from Rouse Hill Town Centre 30, from City (Town Hall area) 15.

Route 608

CASTLE HILL – ROUSE HILL – WINDSOR

Timeline

20 March 2000: Castle Hill – Rouse Hill – Windsor commenced by Westbus (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.

August 2005: Hillsbus transferred to Comfort Delgro 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 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: Comfort Delgro Cabcharge rebranded as Comfort DelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

Streets

Castle Hill – Rouse Hill – Windsor

From 20 March 2000

From Castle Hill (Old Castle Hill Rd at Castle Tower shops) via Old Castle Hill Rd, Pennant St, Showground Rd, Kings Rd, Wrights Rd (**Kellyville**), Green Rd, Poole Rd, 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, Poole Rd, James Mileham Dr, Marella Av, Green Rd, Wrights Rd (**Kellyville**), Kings Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Tower shops (Castle Hill).

Alterations

- **By 13 November 2000:** Ex Castle Hill from Green Rd via Marella Av, James Mileham Dr. Unaltered on return.
- **By 13 November 2000:** 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 Tower 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, 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.

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	R/Hill Tn Ctr	6.35pm	120*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 609

PARRAMATTA – LAKE PARRAMATTA [now North Parramatta]

- **Extended at different periods from Parramatta to Westmead Hospital & from Lake Parramatta to Northmead**

(Lake Parramatta referred to as 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 numbers]. Operated by Parramatta Bus Co (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

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.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- Curtailed to 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: Comfort Delgro Cabcharge rebranded as Comfort DelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

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 date of Church St mall): Ex 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 date of new Parramatta interchange): Ex Westmead Hospital from Argyle St via bus tunnel, Station St, Smith St, Phillip St, Church St, Windsor Rd. Reverse on return.

Parramatta – North Parramatta (same as Lake 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.

Alteration

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

Timetable Summary

30 May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Lake Parramatta	24 round trip	M-F	Lake P'matta	6.28am	Parramatta	6.31pm	60*	
		Sat		8.09am		12.36pm	60	
		Sun						

* More frequent in peak hours.

18 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Lake Parramatta-Northmead	22	M-F	Northmead	6.15am	Parramatta	6.33pm	45*	
		Sat		7.50am		5.10pm	60	
		Sun						

* More frequent in peak hours.

13 November 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Westmead Hosp- Parramatta-Lake Parramatta- Northmead	47PNr 81WNR	M-F	Northmead	6.00amP 8.20amW	Westm'd Hosp Parramatta	4.15pmN 7.09pmN	30	
		Sat		7.30amP		6.00pmN	60	
		Sun						

* More frequent in peak hours.

N – To Northmead.

P – To Parramatta.

PNr – Round trip Parramatta-Northmead-Parramatta.

W – To Westmead Hospital.

WNR – Round trip Westmead Hospital-Northmead-Westmead Hospital.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
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	

* More frequent in peak hours.

Route 610

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

- **City (Wynyard) – Castle Hill (Tuckwell Rd) via Victoria Rd prior to opening of the M2**
- **Peak hour trips City (Railway Square) – Castle Hill – Knightsbridge**

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

Timeline

29 April 1996: City (Wynyard) – Castle Hill shops (weekday off-peak) & City (Wynyard) – Castle Hill (Tuckwell Rd) (weekday peak hours), both express via Victoria Rd, commenced by Westbus (Bosnjak family, proprietors).

28 May 1997: Rerouted via M2 Hills Motorway upon its opening. City terminus altered from Wynyard to Railway Square.

22 June 1998: City (Railway Square) – Castle Hill service 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.

August 2005: Hillsbus transferred to Comfort Delgro 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:

- Extended from Rouse Hill (Adelphi St) to Rouse Hill Town Centre, coinciding with the opening of Rouse Hill Town Centre.
- 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 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 remains 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 altered from Railway Square to Town Hall area as part of new CBD bus network, as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

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

From 29 April 1996

From City (Wynyard) (York St near Margaret St) via York St, Druitt 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, Ridgeway 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 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 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 Adelphi St, Rouse Hill 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 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 21 May 2012:** To depart City (Railway Square) from Lee St, then via George St. Unaltered arriving Railway Square.

City (Town Hall area) – Castle Hill – Kellyville – Rouse Hill Town Centre

Alteration

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

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		
City (Wynyard)- Castle Hill	Fr Wyn 60C 77T	M-F	Tuckwell Rd	6.00am	Wynyard	6.30pm	A	
		Sat						
		Sun						

* More frequent 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		
City (Railway Sq)- Castle Hill	Fr Rly Sq 53C 68T	M-F	Tuckwell Rd	6.13am	Railway Sq	8.55pm	A	
		Sat						
		Sun						

* More frequent 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		
City (Railway Sq)-Castle Hill	Fr Rly Sq 56C 72T	M-F	Tuckwell Rd	6.09amS	Railway Sq	11.05pmC	30*	A
		Sat	C/Hill shops	6.52amS		11.05pmC	60	
		Sun		8.50amS		7.05pmC	60	

* More frequent in peak hours.

A – Peak hours, City (Railway Square)-Castle Hill (Tuckwell Rd). Day, City (Railway Square)-Castle Hill shops 60*. 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		
City (Railway Sq)-Castle Hill-Rouse Hill (Adelphi St)	Fr Rly Sq 61C 69T 100R	M-F	Tuckwell Rd	5.04amS	Railway Sq	10.10pmR	30*	A
			Adelphi St	6.54amS		11.20pmC		
		Sat		7.35amS		1.05amR	60	B
		Sun		9.35amS		6.05pmR	60	D

* 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. Extra trips Friday night.

B – Plus short-working/s, City (Railway Square)-Castle Hill, before first trip & after last trip shown (last trip from Railway Square 2.05am).

C – To Castle Hill shops.

D – Plus short-working/s, City (Railway Square)-Castle Hill, before first trip & after last trip shown (last trip from Railway Square 7.05pm).

R – To Rouse Hill (Adelphi St).

S – To City (Railway Square).

T – To Castle Hill (Tuckwell Rd).

11 May 2009

610 & 610X

See also 619

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)-Castle Hill-Rouse Hill Town Centre	Fr Rly Sq 61C 97Ro	M-F	Castle Hill	4.57amS	Railway Sq	11.01pmR	30*	A
			R/Hill Tn Ctr	6.31amS				
		Sat		7.24amS		2.05amR	60	B
		Sun		8.21amS		8.05pmR	60	B

* More frequent in peak hours.

A – 610X runs in peak hours. 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.

R – To Rouse Hill Town Centre.

S – To City (Railway Square).

T – To Castle Hill (Tuckwell Rd).

20 December 2010

4 October 2015

19 February 2017

See M61.

Route 610X

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

- **Peak hour trips City (Railway Square) – Knightsbridge**

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

Timeline

16 April 2007: Selected weekday peak hour 610 trips, City (Railway Square) – Rouse Hill (Adelphi St) & City (Railway Square) – Knightsbridge, rerouted via Lane Cove Tunnel & renumbered 610X. Operated by Hillsbus (Comfort Delgro Cabcharge).

25 September 2007: City (Railway Square) – Rouse Hill (Adelphi St) extended to Rouse Hill Town Centre, coinciding with the opening of Rouse Hill Town Centre.

11 May 2009: Service to Knightsbridge transferred to 652X as a result of Ministry of Transport review of 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-8pm) renumbered M61.
- 610X remains for City (Railway Square) – Rouse Hill Town Centre via Lane Cove Tunnel trips and City – Castle Hill via Lane Cove Tunnel trips outside “Metrobus” hours (including weekends).
- 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 altered from Railway Square 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 (Town Hall area) & Castle Hill renumbered M61 (route unchanged, as M61 & 610X were identical between these points). 610X remains for trips between City (Town Hall area) & destinations west of Castle Hill (as far as Rouse Hill Town Centre).

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

Streets

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

From 16 April 2007

Same as 610 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

City (Railway Square) – Rouse Hill Town Centre

Alteration

From 25 September 2007: Extended from Adelphi St, Rouse Hill 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 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 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

Alteration

To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from Queen Victoria Building (York St) via Druitt St, Clarence St.

Timetable Summary

See 610

20 December 2010

4 October 2015

19 February 2017

See M61.

Route 611

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

Timeline

27 November 1983: Previously unnumbered, mainly school, service given number in Sydney Region Route Number System. Operated by Parramatta Bus Co (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

By 3 December 1994: Curtailed to run Kellyville (Acres Rd) – North Kellyville – Kellyville (Green Rd/Wrights Rd).
1996/7 (sometime between 24 June 1996 & 28 May 1997): Renumbered 618.

Streets

From 27 November 1983

From Castle Hill (Castle St near Old Northern Rd) via Castle St, Pennant St, Showground Rd, Victoria Rd, Wrights Rd, Green Rd, Poole Rd, 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, Acres Rd to Windsor Rd (Kellyville).

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

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 (Acres Rd)-Nth Kellyville-K'ville (Green Rd†)	25	M-F	Green Rd†	9.26am	Acres Rd	3.08pm	1 trip	A
		Sat						
		Sun						

† Corner of Wrights Rd.

A – Plus school trips.

Route 611

MACQUARIE PARK – BLACKTOWN via M2 Hills Motorway

- **Milsons Point – Blacktown (peak hours)**

Timeline

28 May 1997: Macquarie Centre – Blacktown (every day, including weekday peak hours) & Milsons Point – Blacktown (weekday peak hours only), commenced by Westbus (Bosnjak family, proprietors), upon opening of M2 Hills Motorway.

10 November 1997: Curtailed to 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.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

20 December 2010:

- Extended from Macquarie Centre to Macquarie Park.
- Rerouted further east along M2 instead of via Epping station in anticipation of closure of Epping bus-only M2 entry/exit ramp.

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

Streets

Milsons Point – Macquarie Park – Blacktown

From 28 May 1997

From Milsons Point (Alfred St near 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 Park – Blacktown

From 28 May 1997

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.

From 20 December 2010

From Macquarie Park (Waterloo Rd near 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

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Epping-Blacktown†	Fr Black 39Ma 69Mi	M-F	Blacktown	6.26am	Macquarie Pk	9.00pm	30*	A
		Sat		9.45am		5.55pm	30	B
		Sun		9.45am		5.55pm	60	B

* More frequent in peak hours.

† Extended to Milsons Point in peak hours.

A – Day, Blacktown-Macquarie Park. Selected peak hour trips, Blacktown-Milsons Point. Plus short-working/s before first trip shown.

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

Ma – To Macquarie Park.

Mi – To Milsons Point.

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 Park-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 Park-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	45	M-F	Blacktown	5.52amM	Macquarie Pk	6.48pmB 9.04pmS	30*	
		Sat						
		Sun						

* More frequent in peak hours.

B – To Blacktown.

M – To Macquarie Park.

S – To Seven Hills.

Route 612

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

Motorway ■

- **Milsons Point – Castle Hill via Epping Rd prior to opening of the M2** ■
- **Milsons Point or Macquarie Centre – Castle Hill – Knightsbridge via M2 Hills Motorway (short-lived routes in 1997)** ■

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

Timeline

29 April 1996: Milsons Point – Castle Hill (Tuckwell Rd) via Epping Rd weekday peak hour service commenced by Westbus (Bosnjak family, proprietors).

28 May 1997: Rerouted via M2 Hills Motorway, upon opening of motorway; extended from Castle Hill (Tuckwell Rd) to Knightsbridge Shops, operating Milsons Point – Knightsbridge (weekday peak hours) & Macquarie Centre – Knightsbridge (every day, including peak hours).

10 November 1997: Service reduced to weekday peak hours, Milsons Point – Castle Hill (Tuckwell Rd).

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

28 August 2000: Extended from Castle Hill (Tuckwell Rd) to Kellyville (Acres Rd).

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007: Extended in Kellyville from Acres Rd to 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.

Streets

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

From 29 April 1996

From Milsons Point (Alfred St near 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 near 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, Ridgeway Dr (anti-clockwise loop) (Knightsbridge).

From Knightsbridge (shops) via Ridgeway 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 near Gilbert Rd. Reverse on return.

Macquarie Centre – Castle Hill – Knightsbridge via M2 Hills Motorway

From 28 May 1997

From Macquarie Centre (bus terminal) via 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, Ridgeway Dr (anti-clockwise loop) (Knightsbridge).

From Knightsbridge (shops) via Ridgeway 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, 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 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 Milsons Point 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.

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		
Milsons Point-Castle Hill (Tuckwell Rd)	90	M-F	Tuckwell Rd	6.42am	Milsons Pt	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		
Macquarie Centre-Castle Hill-Knightsbridge	Fr Knights 41E 49M	M-F	Knightsbridge	6.16amE	Macquarie Ctr	4.38pmK	60*	A
				7.58amM	Epping	11.35pmT		
		Sat		7.07amM	Macquarie Ctr	6.25pmK		
				Epping	11.35pmT			
Sun		8.07amM	Macquarie Ctr	6.25pmK	60			

* More frequent in peak hours.

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

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		
Milsons Point-Castle Hill (Tuckwell Rd)	82	M-F	Tuckwell Rd	6.35am	Milsons Pt	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		
Milsons Point-Kellyville (Acres Rd)	80	M-F	Acres Rd	6.11am	Milsons Pt	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		
Milsons Point-Kellyville (Riley T-way)	88	M-F	Riley T-way	5.55am	Milsons Pt	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		
Milsons Point-Kellyville (Riley T-way)	88	M-F	Riley T-way	5.40am	Milsons Pt	8.00pm	Ph	
		Sat						
		Sun						

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

Route 612X

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

Timeline

28 January 2014: 612 rerouted via Lane Cove Tunnel and renumbered. Operated by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

From 28 January 2014

From Milsons Point (Alfred St near 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.

Timetable Summary

28 January 2014

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

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

Route 613

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

Timeline

10 November 1997: Weekday peak hour service commenced by Westbus (Bosnjak family, proprietors).

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

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

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

Streets

From 10 November 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, 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, Druiitt 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.
- **From 11 May 2009:** Ex City (Railway Square) from Norwest Blvd via Edgewater Dr, Brighton Dr, Celebration Dr to Lexington Dr (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.

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		
City (Railway Sq)- Bella Vista	73	M-F	Bella Vista	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		
City (Railway Sq)- Bella Vista	86	M-F	Bella Vista	7.02am	Railway Sq	5.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 613X

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

Timeline

20 July 2009: Additional trips commenced, provided under the Government’s Growth Buses programme, similar to 613, but travelling via Lane Cove Tunnel. Operated by Hillsbus (Comfort Delgro Cabcharge).

12 November 2012: All 613 trips rerouted via Lane Cove Tunnel & renumbered 613X.

4 October 2015: City termini altered from Railway Square to Town Hall area as part of new CBD bus network, as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Railway Square) – Bella Vista

From 20 July 2009

Same as 613 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

Alteration

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

City (Town Hall area) – Bella Vista

Alteration

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

Timetable Summary

See 613.

Route 614

CITY (Railway Square) – WEST BAULKHAM HILLS – BELLA VISTA via M2 Hills

Motorway■

- **City (Wynyard) – Baulkham Hills (Lukes Lane) via Victoria Rd (1997-1999)**

Timeline

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

By 27 April 1999: Rerouted via M2 Hills Motorway upon its opening & City terminus altered from Wynyard to Railway Square.

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

20 March 2000: Rerouted as City (Railway Square) – West Baulkham Hills (Chapel Lane/Seven Hills Rd)

28 August 2000: Rerouted as City (Railway Square) – Bella Vista.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

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

Streets

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

From 28 May 1997

From City (Wynyard) (York St near 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) – West Baulkham Hills via M2 Hills Motorway

From 20 March 2000

Morning

From West 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 Winston Hills (shops) via Caroline Chisholm Dr, 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 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 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, then via George St. Unaltered arriving Railway Square.

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		
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)).

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

614 & 614X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)- Bella Vista	81	M-F	Bella Vista	6.28am	Railway Sq	6.15pm	Ph	
		Sat						
		Sun						

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

Route 614X

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

Timeline

16 April 2007: Selected 614 trips (all trips from 12 November 2012) rerouted via Lane Cove Tunnel & renumbered 614X. Operated by Hillsbus (Comfort Delgro Cabcharge).

4 October 2015: City termini altered from Railway Square to Town Hall area as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Railway Square) – West Baulkham Hills – Bella Vista

From 16 April 2007

Same as 614 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

Alterations

- **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, then via George St. Unaltered arriving Railway Square.

City (Town Hall area) – West Baulkham Hills – Bella Vista

Alteration

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

Timetable Summary

11 March 2007

See 614 (effective for 614X from 16 April 2007)

12 November 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)- Bella Vista	82	M-F	Bella Vista	5.00am	Railway Sq	6.17pm	Ph	
		Sat						
		Sun						

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

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 to South Windsor for a short period**
- **City (Wynyard) – Winston Hills – Kellyville (Acres Rd) via Victoria Rd prior to opening of the M2**

Timeline

29 April 1996: Weekday peak hour service, City (Wynyard) – Winston Hills – Kellyville (Acres Rd) via Victoria Rd, commenced by Westbus (Bosnjak family, proprietors).

28 May 1997:

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

10 November 1997: Curtailed to run Rouse Hill (Mile End Rd) – Kellyville – City (Railway Square) (morning peak hour) & City (Railway Square) – Kellyville (Acres Rd) (afternoon peak hour).

22 June 1998: Afternoon peak trips re-extended to 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.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007: Outer terminus altered from Rouse Hill (Mile End Rd) to Kellyville (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: Ceased when all remaining trips rerouted via Lane Cove Tunnel & renumbered 615X.

Streets

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

From 29 April 1996

From City (Wynyard) (York St near 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.

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		
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		
City (Railway Sq)- Rouse Hill-South Windsor	97	M-F	Sth Windsor	6.06am	Railway Sq	5.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Windsor, afternoon from City (Railway Square), plus various short-workings).

22 June 1998

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 (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		
City (Railway Sq)- Kellyville (Riley T- way)	93	M-F	Riley T-way	5.55am	Railway Sq	6.10pm	Ph	
		Sat						
		Sun						

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

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

16 April 2007: Selected 615 City (Railway Square) – Kellyville (Riley T-way) trips (all trips from 12 November 2012) rerouted via Lane Cove Tunnel & renumbered 615X. Operated by Hillsbus (Comfort Delgro Cabcharge).

28 January 2014: Rerouted & extended to North Kellyville (new residential area) instead of Kellyville (Riley T-way).

4 October 2015: City termini altered from Railway Square to Town Hall area as part of new CBD bus network, as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

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

From 16 April 2007

Same as 615 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

Alteration

From 21 May 2012: To depart City (Railway Square) from Lee St, then 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 (Town Hall area) – North Kellyville (Stringer Rd)

Alterations

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

16 April 2007

See 615timetable summary dated 11 March 2007

12 November 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)- 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		
City (Railway Sq)- North Kellyville (Stringer Rd)	Fr Rly Sq 72K 84N	M-F	Acres Rd	5.35amR	Railway Sq	6.53pmK	Ph	
		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). 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		
City (T/Hall area)- North Kellyville (Stringer Rd)	Fr T/H area 79K 94N	M-F	Stringer Rd	5.03am	Tn Hall area	7.50pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Kellyville (Stringer Rd), afternoon from City (Town Hall area)). Some trips run City (Town Hall area)-Kellyville (Acres Rd) only.

Route 616

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

Timeline

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

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

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

26 November 2007: Extended from Kellyville Ridge to Rouse Hill Town Centre.

12 November 2012:

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

Streets

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.

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		
City (Railway Sq)- Kellyville Ridge	83	M-F	Kellyville Rdg	6.10am	Railway Sq	6.10pm	A	
		Sat						
		Sun						

A – Peak hours & limited daytime service.

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		
City (Railway Sq)- Kellyville Ridge- Rouse Hill T/Ctr	93	M-F	R/Hill Tn Ctr	5.01am	Railway Sq	7.15pm	Ph	
		Sat						
		Sun						

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

Route 616X

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

- **Extended from KellyvilleRidge to Rouse Hill Town Centre (2007-2012)**

Timeline

16 April 2007: Selected 616 trips (all trips from 12 November 2012) rerouted via Lane Cove Tunnel & renumbered 616X. Ran City (Railway Square) – Kellyville Ridge. Operated by Hillsbus (Comfort Delgro Cabcharge).

26 November 2007: Extended from Kellyville Ridge to Rouse Hill Town Centre.

12 November 2012: Curtailed as City (Railway Square) – Kellyville Ridge.

4 October 2015: City termini altered from Railway Square to Town Hall area as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

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

Same as 616 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

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, Drutt St, George St to Railway Square (City).

City (Town Hall area) – Kellyville Ridge

Alteration

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

Timetable Summary

11 March 2007

1 August 2011

See 616.

12 November 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)- 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 617X

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

Timeline

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

- Weekday peak hour service commenced by Hillsbus (Comfort Delgro Cabcharge).
- Ran via Epping Rd until Lane Cove Tunnel opened on 16 April 2007.
- Terminated at Rouse Hill (Adelphi St).
- Has shared City – Riley T-way with 607X since 3 January 2012.

16 April 2007: Rerouted via Lane Cove Tunnel.

4 October 2015: City termini altered from Railway Square to Town Hall area a result of light rail construction in George St, City/new CBD bus network.

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

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, Druitt 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 (Town Hall area) – Rouse Hill (Adelphi St)

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from Clarence St near 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 Sq)- 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, 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 Sq)- Rouse Hill (Adelphi St)	89	M-F	Adelphi St	5.45am	Railway Sq	6.45pm	12 trips	A
		Sat						
		Sun						

A – Peak hour & limited daytime service.

Route 618

CASTLE HILL – KELLYVILLE – NORTH KELLYVILLE – ROUSE HILL (Mile End Rd)■

Timeline

1996/7 (sometime between 24 June 1996 & 28 May 1997): Kellyville – North Kellyville renumbered from 611. Mainly school service, operated by Westbus (Bosnjak family, proprietors).

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

By 20 March 2000: Limited additional service ran Rouse Hill (Mile (Mile End Rd) – Kellyville via Withers Rd.

By 20 May 2002: Altered to 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.

August 2005: Hillsbus transferred to Comfort Delgro 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 (Acres Rd) – North Kellyville (Celia Rd)

From 1996/7 (sometime between 24 June 1996 & 28 May 1997):

From Kellyville (Windsor Rd near Acres Rd) via Windsor Rd, Poole Rd, Hezlett Rd, Withers Rd, Barry Rd, Stringer Rd, Celia Rd to Ross Pl (**North Kellyville**), then Celia Rd, Stringer Rd, Barry Rd, Withers Rd, Foxall Rd, Poole Rd, Green Rd to Wrights Rd. Reverse on return.

Kellyville (Acres Rd) – Rouse Hill (Mile End Rd) via Withers Rd

By 20 March 2000

From Kellyville (Windsor Rd near Acres Rd) via Windsor Rd, Poole Rd, 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, 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**), Poole Rd, Brampton Dr (**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 Caravan Park (Rouse Hill).

From Rouse Hill (Terry Rd at Caravan Park) 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 C/Pk	6.33am	Castle Hill	4.25pm	60	
		Sat						
		Sun						

Route 618

CITY (various termini) – BELLA VISTA (Norwest Business Park) via M2 Hills Motorway

Timeline

11 May 2009:

- Weekday peak hour service, serving new employment area, commenced by Hillsbus (Comfort Delgro Cabcharge), as a result of Ministry of Transport review of Region 4.
- City terminus at Queen Victoria Building.
- Runs from City in morning and from Norwest Business Park in afternoon.
- Has shared part of route with 628 from 12 November 2012.

4 October 2015: City termini altered from Queen Victoria Building to Town Hall area 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.

Streets

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 (Town Hall Area) – 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): To approach 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.

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		
City (Queen Vic Bldg)-Bella Vista (N/W Business Pk)	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		
City (Town Hall area)-Bella Vista (N/W Business Pk)	67	M-F	Q Vic Bldg	6.25am	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)).

Route 618X

CITY (Town Hall area) – BELLA VISTA (Norwest Business Park) via Lane Cove Tunnel, M2 Hills Motorway

Timeline

7 November 2016: 618 rerouted via Lane Cove Tunnel & renumbered 618X. Operated by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

From 7 November 2016

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**), 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

7 November 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall area)-Bella Vista (N/W Business Pk)	67	M-F	Q Vic Bldg	5.40am	Norwest B/Pk	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning, 11 trips from City (Queen Victoria Building), 13 trips 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 (weekday peak hours) & City (Railway Square) – Macquarie Centre – Castle Hill (all other times) commenced by Hillsbus (Comfort Delgro Cabcharge). Shared most of route with 610 & 610X.

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 provides additional trips between Castle Hill and the City.

17 June 2013: Extended from Castle Hill to Rouse Hill Town Centre via Memorial Av (new residential area) making route Macquarie Park – Castle Hill – Rouse Hill Town Centre via M2 Hills Motorway.

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

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:** To approach 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

Alteration

From 17 June 2013: Extended from Old Castle Hill Rd, Castle Hill 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.

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		
City (Railway Sq)- Macquarie Park- Castle Hill	Fr C Hill 38M 70R	M-F	Castle Hill	6.12amM	Railway Sq	9.01pmC	30	A
			Railway Sq	7.45amC				
		Sat	Castle Hill	7.30amR	Castle Hill	5.30pmR		
		Sun		9.30amR	Railway Sq	6.30pmC	60	

A – Peak hours, Macquarie Park-Castle Hill. Off-peak & nights, City (Railway Square)-Castle Hill.

C – To Castle Hill.

M – To Macquarie Park.

R – To City (Railway Square).

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	R/Hill Tn Ctr	5.38amM	Macquarie Pk	8.45pmR	A	
		Sat		6.55amM		6.08pmR	B	
			Castle Hill		9.43pmR			
		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.

Route 620

CITY (various termini) – CHERRYBROOK – DURAL (Old Northern Rd) via M2 Hills Motorway

Timeline

4 March 2002: City (Queen Victoria Building) – Cherrybrook –Dural (Old Northern Rd) commenced by Harris Park Transport (Moore family) 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.

28 January 2005: Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

25 September 2005: Retransferred to Hillsbus (Comfort Delgro Cabcharge), following negotiations between Hillsbus & Government.

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 620X.

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

- City departure terminus altered from Queen Victoria Building to Bathurst St.
- Curtailed to run City (Town Hall area) – Cherrybrook –Dural (James Henty Dr).
- Operated during weekday peak hours only,
- Shares most of route with 621 (which provides a full-time service to the same area) & 620X.

18 May 2009: Re-extended from Dural (James Henty Dr) to Dural bus depot, as a result of complaints following Ministry of Transport review.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

10 November 2014: The few remaining trips rerouted via Lane Cove Tunnel and renumbered 620X.

Streets

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 (New Line Rd at Old Northern 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 (Town Hall area) – Cherrybrook – Dural (James Henty Dr)

From 11 May 2009

From City (Bathurst St) (near 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 (Town Hall area) – Cherrybrook – Dural (Old Northern Rd)

Alterations

- *From 18 May 2009:* Extended from James Henty Dr/Thomas Wilkinson Av via James Henty Dr, New Line Rd to near Old Northern Rd (Dural bus depot entrance). Return from Dural bus depot entrance (New Line Rd near 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):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

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		
City (Queen Victoria Building)-Dural	60	M-F	Dural	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		
City (Queen Victoria Building)-Dural	60	M-F	Dural	6.00am	Q Vic Bldg	8.30pm	A	
		Sat						
		Sun						

A – All day service. 17 trips from Dural, 18 trips from City (Queen Victoria Building). Plus 3 short-workings to City (Queen Victoria Building).

11 May 2009

620 & 620X

See also 621

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall area)-Dural	70	M-F	Dural	6.00am	Tn Hall area	7.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dural or Cherrybrook, afternoon from City (Town Hall area)).

Route 620N

CITY (various termini) – DURAL (Old Northern Rd) via Lane Cove Tunnel, M2 Hills Motorway & New Line Rd direct

Timeline

17 June 2013:

- Morning peak hour trips mainly renumbered from 620X trips which already ran direct via New Line Rd. Afternoon peak hour trips additional.
- City terminus for trips arriving between 6am & 10am weekdays at Market St. City departure terminus in afternoon at Bathurst St.
- Operated by Hillsbus (Comfort Delgro Cabcharge).

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Town Hall area) – Dural (Old Northern Rd)

From 17 June 2013

From City (Bathurst St near 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 near Old Northern Rd (Dural).

From Dural (bus depot entrance, New Line Rd near 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 near Pitt St (City).

City (Kent St) – Dural (Old Northern Rd)

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via 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 (various termini) – CHERRYBROOK – ROUND CORNER, DURAL via Lane Cove Tunnel & M2 Hills Motorway

Timeline

16 April 2007: Selected weekday peak hour 620 trips rerouted via Lane Cove Tunnel & renumbered 620X. Operated by Hillsbus (Comfort Delgro Cabcharge). City terminus at Queen Victoria Building.

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

- City departure terminus altered to Bathurst St.
- Curtailed from Round Corner, Dural to Dural (James Henty Dr).
- Operates during weekday peak hours only,
- Shares most of route with 621 (which provides a full-time service to the same area) & 620.

18 May 2009: Re-extended from Dural (James Henty Dr) to Dural bus depot, as a result of complaints following Ministry of Transport review.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

17 June 2013: Selected morning peak trips which ran direct via New Line Rd renumbered 620N.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Queen Victoria Building) – Cherrybrook – Round Corner, Dural

From 16 April 2007

Same as 620 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

City (Queen Victoria Building) – Cherrybrook – Dural (James Henty Dr)

From 11 May 2009

Same as 620 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

City (Town Hall area) – Cherrybrook – Round Corner, Dural

Alterations

- *From 18 May 2009:* Extended from James Henty Dr/Thomas Wilkinson Av via James Henty Dr, New Line Rd to near Old Northern Rd (Dural bus depot entrance). Return from Dural bus depot entrance (New Line Rd near 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):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – Cherrybrook – Round Corner, Dural

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 620.

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 Region 4:

- Macquarie Park – Castle Hill (peak hours & Sundays) & City (Bathurst St) – Castle Hill (other times) commenced by Hillsbus (Comfort Delgro Cabcharge). Sunday service extended from Macquarie Centre to City by 14 September 2009.
- Replaced 620 (other than in peak periods, when 620 continues to run).
- Replaced Castle Hill – Cherrybrook part of 626.
- Shares City – Cherrybrook with 620 & 620X.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Town Hall area) – Cherrybrook – Castle Hill

From 11 May 2009

From City (Bathurst St) (near 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

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at DrUITt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

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		
City (Town Hall area)-Cherrybrook-Castle Hill	Fr Castle Hill 64M 79T	M-F	Castle Hill	6.26amM 8.41amT	Town Hall area	7.30pmC	60*	A
		Sat		8.08amT		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. Off-peak, City (Town Hall area)-Castle Hill. Night, City (Town Hall area)-Cherrybrook (last trip from City (Town Hall area) 10.00pm).

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

C – To Castle Hill.

M – To Macquarie Park.

T – To City (Town Hall area).

4 October 2015

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-Castle Hill	Fr Castle Hill 48M 78K	M-F	Castle Hill	6.30amM 8.27amK	Kent St	10.04pmC	A	
		Sat		8.11amK		8.50pmC	60	
		Sun		8.13amK		6.50pmC	60	

* More frequent in peak hours.

A – Peak hours, Macquarie Park-Castle Hill. Off-peak & night, City (Kent St)-Castle Hill 60*.

C – To Castle Hill.

K – To City (Kent St).

M – To Macquarie Park.

Route 622

MILSONS POINT – CHERRYBROOK – DURAL (Old Northern Rd) via M2 Hills Motorway

Timeline

14 September 2009: Peak hour route commenced by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

From 14 September 2009

From Milsons Point (Alfred St near 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, Thomas Wilkinson Av, Jenner Rd, New Line Rd to depot entrance near Old Northern Rd (Dural).

From Dural (bus depot entrance, New Line Rd near 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 Pt	6.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dural (Old Northern Rd), afternoon from Milsons Point).

Route 623

For details of 623, see *Route Histories – routes transferred to State Transit Authority*.

Combined Routes 623/625

PARRAMATTA – NORTH ROCKS – PENNANT HILLS ■

Timeline

June 1997: Combined on 623 & 625 renumbered from parts of 101 & 181 [1925 numbers]. Operated by Harris Park Transport (Moore family).

22 December 2004: Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

28 January 2005: Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

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.

Route 625

PARRAMATTA – CARLINGFORD – PENNANT HILLS

Timeline

June 1997:

- Renumbered from 101 [1925 number].
- Shared Parramatta – Thompsons Corner with 627.
- Sunday trips ran as combined 623/625, Parramatta – North Rocks – Pennant Hills.
- Operated by Harris Park Transport (Moore family).

22 December 2004: Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

28 January 2005: Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

25 September 2005: Retransferred to Hillsbus (Comfort Delgro Cabcharge), following negotiations between Hillsbus & Government. Sunday trips altered to run via standard 625 route, as 623 & 625 then under separate ownership.

11 May 2009: Diversions ceased, as a result of Ministry of Transport review of Region 4.

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

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**), 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.

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.

Baker St diversion: Ex Parramatta from Pennant Hills Rd via Baker St, Jenkins Rd to Pennant Hills Rd. Reverse on return.

Alteration

From 19 February 2006 (opening date of new Parramatta interchange): Ex Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St. Reverse on return.

From 11 May 2009

From Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Macquarie St, Church St, Pennant Hills Rd (**Carlingford**), Railway St to Pennant Hills station.

From Pennant Hills (Railway St at station) via Pennant Hills Rd (**Carlingford**), Church St, 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.

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-Pennant Hills	43	M-F	Parramatta	6.00am	Pennant Hills	7.12pm	60*	
		Sat		6.45am	Parramatta	5.50pm	60	
		Sun		9.30am	Pennant Hills	3.34pm	3 trips	A

* More frequent in peak hours.

A – Combined 623/625 via North Rocks.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pennant Hills	37	M-F	Parramatta	5.48am	Parramatta	7.17pm	60*	
		Sat		7.50am	Pennant Hills	5.04pm	60	
		Sun	Pennant Hills	9.04am	Parramatta	3.50pm	120	

* More frequent in peak hours.

Route 626

PENNANT HILLS – CHERRYBROOK – CASTLE HILL

Timeline

30 September 1996: Pennant Hills – Cherrybrook renumbered from part of 91 [1925 number], but selected trips extended from Cherrybrook to Castle Hill. Operated by Harris Park Transport (Moore family).

22 December 2004: Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

28 January 2005: Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

25 September 2005: Retransferred to Hillsbus (Comfort Delgro Cabcharge), following negotiations between Hillsbus & Government.

11 May 2009: Curtailed to run Pennant Hills – Dural (James Henty Dr) and reduced to weekdays only, as a result of Ministry of Transport review of Region 4. Service between Cherrybrook and Castle Hill replaced by 600 and 621.

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

Streets

Pennant Hills – Cherrybrook

From 30 September 1996

Morning peak hour

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, New Line Rd (**West Pennant Hills**), Purchase Rd, Hancock Dr, Purchase Rd (**Cherrybrook**), Shepherds Dr, Kenburn Av, Macquarie Dr, Francis Greenway Dr, Boundary Rd, New Line Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Afternoon peak hour

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr, Purchase Rd (**Cherrybrook**), Hancock Dr, Purchase Rd, New Line Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Weekday off-peak & weekend

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr, Purchase Rd (**Cherrybrook**), Hancock Dr, Purchase Rd, New Line Rd, Boundary Rd, Loftus Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Jenner Rd extension: From New Line Rd/Purchase Rd via New Line Rd, James Henty Dr, Jenner Rd, New Line Rd to Purchase Rd.

Alterations

By August 1998:

- Direct along Purchase Rd (*not* via Hancock Dr).
- Direct from Boundary Rd/Victoria Rd via Boundary Rd (*not* via Loftus Rd).
- From James Henty Dr/Thomas Wilkinson Av via Thomas Wilkinson Av to Jenner Rd.

Pennant Hills – Cherrybrook – Castle Hill

From 30 September 1996

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, Loftus Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr, Purchase Rd (**Cherrybrook**), Hancock Dr, Purchase Rd, New Line Rd, James Henty Dr, Jenner Rd, Thomas Wilkinson Av, James Henty Dr, New Line Rd, Hastings 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 McMullen Av, Old Northern Rd, then reverse route to Jenner Rd, then New Line Rd, then reverse route to Pennant Hills station.

Pennant Hills – Cherrybrook – Dural (James Henty Dr)

From 11 May 2009

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, Victoria Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr (complete loop), Macquarie Dr, Kenburn Av, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr (**Dural**), Thomas Wilkinson Av, Jenner Rd, New Line Rd, Purchase Rd, then reverse route to Pennant Hills station.

Timetable Summary

30 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Cherrybrook-Castle Hill	Fr Penn H 39PCr 45C	M-F	Cherrybrook	5.54am	Cherrybrook	9.18pm	30-90	A
		Sat	Pennant Hills	7.16am	Pennant Hills	6.25pm	11 trips	
		Sun		8.55am	Cherrybrook	4.35pm	6 trips	

A – 4 trips extended *to* Castle Hill. 3 trips extended *from* Castle Hill.

C – To Castle Hill.

PCr – Round trip Pennant Hills-Cherrybrook-Pennant Hills.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Cherrybrook-Dural (James Henty Dr)	31	M-F	J/Henty Dr	5.40am	Pennant Hills	9.12pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 627

PARRAMATTA – CARLINGFORD – CHERRYBROOK – DURAL (James Henty Dr) ■

Timeline

30 September 1996:

- Weekday peak hour service renumbered from part of 91 [1925 number].
- Shared Parramatta – Thompsons Corner with 625.
- Operated by Harris Park Transport (Moore family).

22 December 2004: Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

28 January 2005: Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

25 September 2005: Retransferred to Hillsbus (Comfort Delgro Cabcharge), following negotiations between Hillsbus & Government.

11 May 2009: Ceased as a result of Ministry of Transport review of Region 4. Alternative service between Cherrybrook & Parramatta (but via Castle Hill) provided by extended 600 during weekday peak hours. Service between Parramatta & West Pennant Hills continued to be provided by 625.

Streets

From 30 September 1996

From Parramatta (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd (**Carlingford**), Castle Hill Rd, New Line Rd (**West Pennant Hills**), Boundary Rd, Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr (**Cherrybrook**), Purchase Rd, Hancock Dr, Purchase Rd, New Line Rd, James Henty Dr, Jenner Rd to New Line Rd (Dural).

From Dural (James Henty Dr near New Line Rd) via James Henty Dr, Jenner Rd, New Line Rd, then reverse route to Church St, then George St, Smith St to Parramatta interchange.

Alterations

- **By August 1998:** Direct along Purchase Rd (*not* via Hancock Dr).
- **By August 1998:** From James Henty Dr/Thomas Wilkinson Av via Thomas Wilkinson Av to Jenner Rd.
- **From 19 February 2006** (*opening date of new Parramatta interchange*): From Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Smith St, Phillip St, Church St, Pennant Hills Rd. Reverse on return.

Timetable Summary

30 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Cherrybrook-Dural (James Henty Dr)	57	M-F	Jas Henty Dr	6.50am	Parramatta	5.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 627

CHATSWOOD – CASTLE HILL via M2 Hills Motorway

Timeline

28 January 2014: Weekday peak hour service commenced by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

From 28 January 2014

From Chatswood (Railway St at station) via Help St, Pacific Hwy, Longueville Rd (**Lane Cove**), Epping Rd, Delhi 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, then reverse route to Pacific Hwy, then Victoria Av, Railway St to Chatswood station.

Timetable Summary

28 January 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Castle Hill	44	M-F	Castle Hill	5.50am	Chatswood	7.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning, 10 trips from from Castle Hill; afternoon, 11 trips from Chatswood).

Route 628

CHATSWOOD – MACQUARIE PARK – BELLA VISTA (Norwest Business Park) via M2 Hills Motorway

Timeline

12 November 2012: Weekday peak hour service, Macquarie Park – Bella Vista (Norwest Business Park), commenced by Hillsbus (Comfort Delgro Cabcharge). Runs from Macquarie Park in morning and from Bella Vista (Norwest Business Park) in afternoon. Shares most of route with 618.

7 November 2016: Extended from Macquarie Park to Chatswood.

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

Streets

Macquarie Park – Bella Vista (Norwest Business Park)

From 12 November 2012

From Macquarie Park (Waterloo Rd at station) via Waterloo Rd, Herring Rd, M2 Hills Motorway, Windsor Rd, 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 M2 Hills Motorway, then Christie Rd, Talavera Rd, Herring Rd, Waterloo Rd to Macquarie Park station.

Chatswood – Bella Vista (Norwest Business Park)

Alteration

From 7 November 2016: Extended from Macquarie Park station via Lane Cove Rd, Epping Rd, Longueville Rd (Lane Cove), Pacific Hwy, Victoria Av, Railway St to Chatswood station. Return via Railway St, Help St, Pacific Hwy, then reverse route.

Timetable Summary

12 November 2012

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Park-Bella Vista (N'west Business Park)	43	M-F	Macquarie Pk	7.00am	Norwest B/Pk	6.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Macquarie Park, 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		
Chatswood-Bella Vista (Norwest Business Park)	57	M-F	Chatswood	6.40am	Norwest B/Pk	6.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning 11 trips from Chatswood, afternoon 12 trips from Bella Vista (Norwest Business Park)).

Route 630

BLACKTOWN – BAULKHAM HILLS – EPPING – MACQUARIE PARK “Red Arrow”

Timeline

21 September 1987: Blacktown – Epping renumbered from 590 (in order to allow Chatswood – Hornsby to be numbered 590). Operated jointly by Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990) & Harris Park Transport (Moore family).

22 January 1990: Extended from Epping to Macquarie Centre.

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

20 March 2000: Rerouted via Station & Powers Rds, Seven Hills instead of part of Seven Hills Rd & Old Windsor Rd, replacing 713. 714 & 715 continued to run along Seven Hills Rd.

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

22 December 2004: Harris Park Transport's share transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport. Hillsbus then became sole operator until 28 January 2005.

28 January 2005: The ex-Harris Park Transport's share transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation of Harris Park's routes. Hillsbus and STA were then joint operators.

By February 2005: Ceased to be referred to as a “Red Arrow” service.

25 September 2005: Fully retransferred to Hillsbus (Comfort Delgro Cabcharge), following negotiations between Hillsbus & Government.

11 March 2007: Rerouted between Blacktown & Seven Hills via Lalor Park, replacing parts of 715 & 717, concurrent with opening of Parramatta-Merriville Rd section of North West (Parramatta-Rouse Hill) T-way. Previous route between Blacktown & Seven Hills already covered by 611.

11 May 2009: Rerouted between Blacktown & Seven Hills via Wall Park Av, as a result of Ministry of Transport review of Region 4. Service to Lalor Park replaced by extended 705 & rerouted 711.

20 December 2010: Extended from Macquarie Centre to Macquarie Park.

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

26 November 2017: Curtailed to run Blacktown – Epping. Service between Epping & Macquarie Park provided by various other routes.

Streets

Blacktown – Epping

From 21 September 1987

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

From Epping (Beecroft Rd at station) via Beecroft Rd, Carlungford Rd, then reverse route to Blacktown Rd, then Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Alteration

1987: To approach Blacktown from Main St via Newton Rd, Patrick St, Main St to Blacktown station. From Blacktown via Flushcombe Rd, Newton Rd.

Blacktown – Epping – Macquarie Park

Alterations

- *From 22 January 1990:* Extended from Carlingford Rd, Epping via Beecroft Rd, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal. From Macquarie Centre bus terminal via Herring Rd, Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Beecroft Rd to Epping station.
- *From 20 March 2000:* Ex Macquarie Centre from Caroline Chisholm Dr via Powers Rd, Station Rd, Seven Hills Rd. Reverse on return.
- *By 2007:* Ex Macquarie Centre from Prospect Hwy via **Seven Hills** interchange, Prospect Hwy. Ex Blacktown from Prospect Hwy via Terminus Rd, **Seven Hills** interchange, Terminus Rd, Prospect Hwy.
- *From 11 March 2007:* Ex Macquarie Centre from Seven Hills interchange via Prospect Hwy, Lucas Rd, Quinn Av, Marks Av, Kennedy Pde, Northcott Rd (**Lalor Park**), Wheeler St, Sackville St, Sunnyholt Rd, George St, Blacktown interchange, bus bridge, Westpoint bus tunnel (Blacktown). Reverse on return.

From 11 May 2009

From Blacktown (interchange) via bus bridge, Westpoint tunnel, Patrick St, Newton Rd, Main St, Wall Park Av, Prospect Hwy, Terminus Rd, **Seven Hills** interchange, Terminus Rd, Prospect Hwy, Station Rd, Powers Rd, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Baulkham Hills Rd, Gooden Dr, Seven Hills Rd, Old Northern Rd (**Baulkham Hills**), Cross St, Cook St, Renown Rd, Barclay Rd, North Rocks Rd (**North Rocks**), Pennant Hills Rd (**Carlingford**), Carlingford Rd, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Herring Rd, Waterloo Rd, University Av, Balaclava Rd, Epping Rd, then reverse route to Station Rd, then Prospect Hwy, **Seven Hills** interchange, Prospect Hwy, then reverse route to Blacktown interchange.

Alterations

- *From 20 December 2010:* Extended from Macquarie Centre bus terminal via Waterloo Rd to Eden Park Dr (Macquarie Park). Reverse on return.
- *From 30 May 2015:* Ex Blacktown from Balaclava Rd via University Av (**Macquarie University**), Waterloo Rd. Unaltered on return.

Blacktown – Epping

Alteration

From 26 November 2017: To approach Epping from Carlingford Rd via Rawson St, Bridge St, Beecroft Rd to Epping station. Return via Carlingford Rd.

Timetable Summary

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Epping	44	M-F	Blacktown	7.25am	Blacktown	5.35pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

22 January 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Macquarie Centre	60	M-F	Blacktown	7.06am	Blacktown	8.05pm	60*	A
		Sat	Macquarie Ctr	8.50am	Macquarie Ctr	4.10pm	60	A
		Sun						

* More frequent in peak hours.

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

10 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Macquarie Centre	62	M-F	Macquarie Ctr	6.45am	Blacktown	4.32pm	75*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Lalor Park-Macquarie Centre	Fr Black 12S 62M	M-F	Blacktown	6.55amM	Macquarie Ctr	6.00pmB	60*	A
		Sat	Seven Hills	7.10amB	Blacktown	5.50pmS	60	
		Sun						

* More frequent in peak hours.

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

B – To Blacktown.

M – To Macquarie Centre.

S – To Seven Hills.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Macquarie Centre	72	M-F	Blacktown	5.30am	Macquarie Ctr	6.00pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Epping	59	M-F	Blacktown	5.29amE	Epping	6.10pmB 7.10pmS	60*	
		Sat						
		Sun						

* More frequent in peak hours.

B – To Blacktown.

E – To Epping.

S – To Seven Hills.

Route 631

HORNSBY – PENNANT HILLS – CASTLE HILL via Castle Hill Rd ■

Timeline

13 June 1995: Renumbered from 655, but ran peak hours only. Ran in conjunction with 632 & 633. Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Ceased as a result of Ministry of Transport review of Region 4. Pennant Hills – Castle Hill trips continued to be provided by 632 & 633, but no service provided in Castle Hill Rd between Coonara Av & Highs Rd.

Streets

From 13 June 1995

From Hornsby (Station St at station) via Pacific Hwy, Pennant Hills Rd, Railway St to station (**Pennant Hills**), then Railway St, Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Terminus St, Crane Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St, 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, Castle Hill Rd, then reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

Timetable Summary

From 13 June 1995

631, 632 & 633

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills-Castle Hill	35(632)† 21(633)†	M-F	Castle Hill	5.40am	Pennant Hills	9.10pm	A	
		Sat		7.14am		9.10pm	B	
		Sun		7.42am		7.15pm	60	C

* More frequent in peak hours.

† Pennant Hills-Castle Hill trip times. Plus 15 Hornsby-Pennant Hills.

A – 632 (30), 633 (60). 631 ran weekday peak hours only. 10 trips extended to Hornsby.

B – 632 (30), 633 (60).

C – 632 only.

Route 631

CASTLE HILL – PENNANT HILLS via Castle Hill Rd ■

Timeline

31 January 2011: Limited, morning peak hour service commenced by Hillsbus (Comfort Delgro Cabcharge). Runs school days only.

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

3 June 2018: Ceased. Other routes provided similar service.

Streets

From 31 January 2011

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via McMullen Av, Old Northern Rd, Castle Hill Rd, New Line Rd, Victoria Rd, Loftus Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Timetable Summary

31 January 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Castle Hill-Pennant Hills	32	M-F	Castle Hill	7.54am	Castle Hill	8.03am	2 trips	A
		Sat						
		Sun						

A – From Castle Hill *to* Pennant Hills only, on school days only.

Route 632

HORNSBY – PENNANT HILLS – CASTLE HILL – CASTLEWOOD via David Rd

(Castlewood estate is in the area of Castlewood Dr & Darcey Rd.)

Timeline

13 June 1995: Hornsby – Pennant Hills – Castle Hill commenced by Glenorie Bus Co (Keith Todd), following opening of new roads in Cherrybrook area.

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Extended from Castle Hill to Castlewood estate, replacing 634, as a result of Ministry of Transport review of Region 4.

17 June 2013: Curtailed to run Pennant Hills – Castle Hill – Castlewood. M60 (commenced 7 March 2011) continued to provide service between Pennant Hills and Hornsby,

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

Streets

Hornsby – Pennant Hills – Castle Hill

From 13 June 1995

From Hornsby (Station St at station) via Pacific Hwy, Pennant Hills Rd, Railway St to station (**Pennant Hills**), then Railway St, Pennant Hills Rd, Castle Hill Rd, Edward Bennett Dr, Neale Av, Franklin Rd, John Rd (**Cherrybrook**), County Dr, Woodgrove Av, Westminster Dr, 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, Showground Rd, Rowallan Av, Castle St, 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, Clarke Dr, then reverse route to David Rd, then Westminster Dr, David Rd, then reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

Alteration

By September 2001: From Woodgrove Av/David Rd via David Rd to Westminster Dr, then return via David Rd to Woodgrove Av.

Hornsby – Pennant Hills – Castle Hill – Castlewood

Alterations

- **From 11 May 2009:** Extended from Clarke Dr via Old Northern Rd, Crane Rd, Terminus St, Cecil Av, Crane Rd, Castlewood Dr, Darcey Rd to Crane Rd (**Castlewood**). Return from Darcey Rd/Crane Rd via Crane Rd, Castlewood Dr, Darcey Rd, Crane Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops.
- **By 17 June 2013:** Ex Hornsby from Old Northern Rd (Castle Hill interchange) via Crane Rd, Orange Gv, Cecil Av, Crane Rd, Castlewood Dr, Darcey Rd to Crane Rd (**Castlewood**). Return from Darcey Rd/Crane Rd via Crane Rd, Castlewood Dr, Darcey Rd, Crane Rd, Cecil Av, Orange Gv, Crane Rd, Old Castle Hill Rd to Castle Towers shops.

Timetable Summary

From 13 June 1995

See 631.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills-Castle Hill-Castlewood	Fr Cas'wd 36P 53H	M-F	Castlewood	6.18amP 6.45amH	Hornsby Pennant Hills	5.58pmCa 9.15pmC	60*	A
		Sat		7.32amP		7.43pmC	60	B
		Sun		7.32amP		7.43pmC	60	B

* More frequent in peak hours.

A – Peak hours, Pennant Hills-Castlewood. Inter-peak, Hornsby-Pennant Hills-Castlewood. Night, Pennant Hills-Castle Hill. Plus short-working/s before first trip shown.

B – Day, Pennant Hills-Castlewood. Night, Pennant Hills-Castle Hill.

C – To Castle Hill.

Ca – To Castlewood.

H – To Hornsby.

P – To Pennant Hills

Route 633

HORNSBY – PENNANT HILLS – CASTLE HILL via Coonara Av

Timeline

13 June 1995: Commenced by Glenorie Bus Co (Keith Todd), following opening of new roads in West Pennant Hills area.

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- Curtailed to run Pennant Hills – Castle Hill.
- Rerouted via Highs Rd instead of Glenhope Rd.
- Rerouted via Victoria Rd instead of Pennant Hills Rd during weekday off-peak and Saturdays.
- Service to Hornsby then provided by 632.

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

Streets

Hornsby – Pennant Hills – Castle Hill

From 13 June 1995

From Hornsby (Station St at station) via Pacific Hwy, Pennant Hills Rd, Railway St to station (**Pennant Hills**), then Railway St, Pennant Hills Rd, Castle Hill Rd, Coonara Av, Highs Rd (**West Pennant Hills**), Salisbury Downs Dr, Glenhope Rd, Castle Hill Rd, Old Northern Rd, Terminus St, Crane Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St, 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, Castle Hill Rd, then reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby station.

Pennant Hills – Castle Hill

From 11 May 2009

From Pennant Hills (Railway St at station) Pennant Hills Rd, Boundary Rd, Victoria Rd, New Line Rd, Castle Hill Rd, Coonara Av, Highs Rd (**West Pennant Hills**), Castle Hill 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 Pennant Hills station.

Trips via Castle Hill Rd (peak hours): Ex Pennant Hills from Penannt Hills Rd via Castle Hill Rd, New Line Rd (*not* via Victoria Rd). Reverse on return.

Timetable Summary

From 13 June 1995

See 631.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill	27	M-F	Castle Hill	5.40am	Pennant Hills	6.43pm	60*	
		Sat		7.10am		5.13pm	60	
		Sun						

* More frequent in peak hours.

Route 634

CASTLE HILL – CASTLEWOOD ■

(Castlewood estate is in the area of Castlewood Dr & Darcey Rd.)

Timeline

13 June 1995: Renumbered from part of 654. Service between Pennant Hills & Castle Hill replaced by 631, 632 & 633, which were through-routed with 634. Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Replaced by extension of 632, as a result of Ministry of Transport review of Region 4.

Streets

From 13 June 1995

From Castle Hill (Crane Rd) via Old Northern Rd, Cecil Av, Crane Rd, Castlewood Dr (**Castlewood estate**), Darcey Rd, Crane Rd, Cecil Av, Terminus St, Crane Rd to Castle Hill.

Timetable Summary

From 13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Castle Hill-Castlewood	14 round trip	M-F	Castle Hill	6.16am	Castlewood	7.35pm	60*	A
		Sat		8.14am		5.18pm	60	A
		Sun		8.43am		4.47pm	60	A

* More frequent in peak hours.

A – Through-routed with 632 or 633 to Pennant Hills at most times.

Route 635

MACQUARIE CENTRE – BEECROFT – WEST PENNANT HILLS – CASTLE HILL

Timeline

13 June 1995: Renumbered from part of 654. Operated by Glenorie Bus Co (Keith Todd)

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- Curtailed to run Beecroft – West Pennant Hills – Castle Hill on weekdays only.
- All trips rerouted via Oratava Av, which was previously a diversion.
- Service to Macquarie Centre replaced by 651.
- Shares most of route with 651.

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

Streets

Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill

From 13 June 1995

From Macquarie Centre (bus terminal) via Herring Rd, Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Beecroft Rd (**Epping**), Hannah St, Wongala Cr (**Beecroft**), Beecroft Rd, Hannah St, Cardinal Av, Pennant Hills Rd, Aiken Rd, Taylor Rd, Highs Rd (**West Pennant Hills**), Castle Hill Rd, Old Northern Rd, Terminus St, Crane Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St, 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, then reverse route to Cardinal Av, then Hannah St, Wongala Cr, Beecroft Rd, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal.

Blacks Rd diversion: From Highs Rd/Taylor Rd via Highs Rd, Blacks Rd to end, then Blacks Rd, Highs Rd to Taylor Rd.

Oratava Av diversion: Ex Macquarie Centre from Aiken Rd/Salina Av via Salina Av, Dehlsen Av, Oratava Av to Aiken Rd. Reverse on return.

Ellerslie Dr diversion: From Aiken Rd/Hill Rd via Hill Rd, Ellerslie Dr (clockwise loop), Hill Rd to Aiken Rd.

Beecroft – West Pennant Hills – Castle Hill

From 11 May 2009

From Beecroft (Wongala Cr at station) via Beecroft Rd, Hannah St, Cardinal Av, Copeland Rd, Pennant Hills Rd, Aiken Rd, Salina Av, Dehlsen Av, Oratava Av, Aiken Rd, Taylor St, Highs Rd (**West Pennant Hills**), Blacks Rd to end, then Blacks Rd, Highs Rd, Castle Hill 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 Hannah St, then Wongala Cr to Beecroft station.

Ellerslie Dr diversion: From Aiken Rd/Hill Rd via Hill Rd, Ellerslie Dr (clockwise loop), Hill Rd to Aiken Rd.

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre- Beecroft-West Pennant Hills- Castle Hill	Fr C Hill 28B 50M	M-F	Castle Hill	6.33amM	Macquarie Ctr	6.15pmC	A	
		Sat		8.12amB		8.10pmB	60	
		Sun		9.15amB		7.12pmB	60	

A – Day, Castle Hill-Beecroft 30, Castle Hill-Macquarie Centre 60. Night, Castle Hill-Beecroft.

B – To Beecroft.

C – To Castle Hill.

M – To Macquarie Centre.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Beecroft-West Pennant Hills- Castle Hill	Fr B'croft 27W 34C	M-F	W Pennant Hls	6.00amB	Beecroft	6.30pmC	60	
			Castle Hill	9.35amB		7.42pmW		
		Sat						
		Sun						

B – To Beecroft.

C – To Castle Hill.

W – To West Pennant Hills.

Route 636

CASTLE HILL – GLENHAVEN

Timeline

13 June 1995: Renumbered from 653. Most trips through-routed with 631, 632 or 633 to Pennant Hills. Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Replaced by extended 603, Parramatta – Castle Hill – Glenhaven, as a result of Ministry of Transport review of Region 4.

Streets

From 13 June 1995

From Castle Hill (Crane Rd) via Old Castle Hill Rd, McMullen Av, Old Northern Rd, Crego Rd, Sandhurst Cr, Grange Rd, Greenbank Dr, Ferncliffe Rd, Grange Rd, Evans Rd, Glenhaven Rd to Bannerman Rd (Glenhaven).

From Glenhaven (Glenhaven Rd at Bannerman Rd) via Glenhaven Rd, Mills Rd, Carinda Dr, Glenhaven Rd, then reverse route to Old Northern Rd, then Terminus St, Crane Rd (Castle Hill).

Alterations

By 3 June 1996:

- Ex Castle Hill from Old Northern Rd via Gilbert Dr, Ridgecrop Dr, Linksley Av, Greenbank Dr. Reverse on return.
- (*Greenbank Dr peak hour diversion*): From Linksley Av/Greenbank Dr via Greenbank Dr (clockwise loop) to Linksley Av

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Castle Hill-Glenhaven	21	M-F	Glenhaven	6.08am	Castle Hill	9.37pm	60*	A
		Sat		7.44am		9.40pm	60	A
		Sun		8.22am		7.45pm	60	A

* More frequent in peak hours.

A – Through-routed with 631, 632 or 633 Castle Hill-Pennant Hills at most times.

Route 637

CASTLE HILL – GLENORIE

PENNANT HILLS – GLENORIE via New Line Rd

Timeline

13 June 1995:

- Renumbered from 652.
- Base route, Castle Hill – Glenorie, with peak hour trips Pennant Hills – Glenorie via New Line Rd.
- Because of the geographical layout of 637-641, a change of bus into a connecting service on another of the routes in the 637-641 range may have been required at Round Corner *or* Dural *or* Rogans Hill.
- Some timetables showed trips to/from Castle Hill as continuing Castle Hill – Pennant Hills. A change of bus into a connecting service on one of routes 631, 632 or 633 may have been required at Castle Hill.
- Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Rerouted between Castle Hill & Rogans Hill via Old Castle Hill Rd to replace part of 603, as a result of Ministry of Transport review of Region 4.

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

Streets

Castle Hill – Glenorie

From 13 June 1995

From Castle Hill (Crane Rd) via Old Castle Hill Rd, McMullen Av, Old Northern Rd (**Round Corner, Dural**), Galston Rd, Glen St, The Glade, Arcadia Rd (**Galston**), Galston Rd, Mid-Dural Rd, Old Northern Rd to Post Office Rd (Glenorie).

From Glenorie (Old Northern Rd at Post Office Rd) via Old Northern Rd, Mid-Dural Rd, Galston Rd, Glen St, The Glade, Arcadia Rd (**Galston**), Galston Rd, Old Northern Rd, Terminus St, Crane Rd (Castle Hill).

Trips not via Galston: Ex Castle Hill direct via Old Northern Rd to Glenorie. Reverse on return.

From 11 May 2009

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd, Old Northern Rd (**Round Corner, Dural**), Galston Rd to Arcadia Rd (**Galston**), then Galston Rd, Mid-Dural Rd, Old Northern Rd to Post Office Rd (Glenorie).

From Glenorie (Old Northern Rd at Post Office Rd) via reverse route to Lynstock Av, then Old Castle Hill Rd, McMullen Av, Old Northern Rd to Castle Hill interchange.

Trips not via Galston (*peak hours*): Ex Castle Hill direct via Old Northern Rd to Glenorie. Reverse on return.

Rowland Retirement Village diversion: From Galston Rd/Arcadia Rd via Galston Rd, Rowland Retirement Village internal roads to turnaround, then reverse route to Galston Rd/Arcadia Rd.

Pennant Hills – Glenorie via New Line Rd

From 13 June 1995

(Base route) from Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Old Northern Rd to Post Office Rd (Glenorie). Reverse on return.

Trips via Galston (mainly off-peak & weekends): Ex Pennant Hills from Old Northern Rd via Galston Rd, Glen St, The Glade, Arcadia Rd (**Galston**), Galston Rd, Mid-Dural Rd to Old Northern Rd. Ex Glenorie from Old Northern Rd via Mid-Dural Rd, Galston Rd, Glen St, The Glade, Arcadia Rd, Galston Rd to Old Northern Rd.

Trips via Hastings Rd (*mainly peak hours*): Ex Pennant Hills from New Line Rd via Hastings Rd, Old Northern Rd (**Round Corner, Dural**) to New Line Rd. Reverse on return.

From 11 May 2009

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Hastings Rd, Old Northern Rd (**Round Corner, Dural**), Galston Rd to Arcadia Rd (**Galston**), then Galston Rd, Mid-Dural Rd, Old Northern Rd to Post Office Rd (Glenorie). Reverse on return.

Trips not via Galston (*mainly peak hours*): Ex Pennant Hills direct via Old Northern Rd to Glenorie. Reverse on return.

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill- Glenorie	Fr Glen 30P 32C	M-F	Glenorie	5.50amP 5.50amC	Pennant Hills Castle Hill	6.07pmG 9.37pmG	120*	A
		Sat		7.50amC		9.40pmG	120	B
		Sun		7.14amC		7.45pmG	4 trips	B

Timetable did not distinguish between through-routed trips and connecting services.

* More frequent in peak hours.

A – Peak hours, Pennant Hills-Glenorie via New Line Rd. Peak hours, inter-peak & night, Castle Hill-Glenorie. A change of bus into a connecting service may have been required. Plus short-working/s before first trip shown.

B – A change of bus into a connecting service may have been required.

C – To Castle Hill.

G – To Glenorie.

P – To Pennant Hills via New Line Rd.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill- Glenorie	Fr Glen 36C 34P	M-F	Glenorie	5.45amP 6.42amC	Pennant Hills Castle Hill	7.10pmG 9.43pmG	120*	A
		Sat		6.59amC		8.19pmG	120	
		Sun		7.57amC		6.19pmG	4 trips	

Timetable listed only through-routed trips, omitting specific details of connections.

* More frequent in peak hours.

A – Peak hours, Pennant Hills-Glenorie via New Line Rd (2 trips – morning from Glenorie, afternoon from Pennant Hills). All day & night, Castle Hill-Glenorie. Plus short-working/s before first trip shown.

C – To Castle Hill.

G – To Glenorie.

P – To Pennant Hills via New Line Rd.

Route 638

CASTLE HILL – BERRILEE

PENNANT HILLS – BERRILEE via New Line Rd

- **Selected trips extended from Berowra Waters**

Timeline

13 June 1995:

- Renumbered from 651.
- Base route, Castle Hill – Berrilee, with peak hour trips Pennant Hills – Berrilee via New Line Rd.
- Because of the geographical layout of routes 637-641, a change of bus into a connecting service on another of the routes in the 637-641 range may have been required at Round Corner *or* Dural *or* Rogans Hill.
- Some timetables showed trips to/from Castle Hill as continuing Castle Hill – Pennant Hills. A change of bus into a connecting service on one of routes 631, 632 or 633 may have been required at Castle Hill.
- Not shown on timetable, but selected morning trips likely to have been extended on school days (or every weekday?) to start from Berowra Waters (as had 651 previously). By 11 October 2009 these trips were shown on timetable & ran every weekday.
- Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- Rerouted between Castle Hill & Rogans Hill via Old Castle Hill Rd to replace part of 603.
- Runs mainly Pennant Hills – Berrilee via New Line Rd on weekdays. Selected trips on weekdays & all Saturday trips run Castle Hill – Berrilee.

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

Streets

Castle Hill – Berrilee

From 13 June 1995

From Castle Hill (Crane Rd) via Old Castle Hill Rd, McMullen Av, Old Northern Rd (**Round Corner, Dural**), Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Berrilee).

From Berrilee (Bay Rd/Chilcott Rd) via reverse route to Galston Rd, then Old Northern Rd, Terminus St, Crane Rd (Castle Hill).

Rowland Retirement Village diversion: From Galston Rd/Arcadia Rd via Galston Rd, Rowland Retirement Village internal roads to turnaround, then reverse route to Galston Rd/Arcadia Rd.

From 11 May 2009

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd, Old Northern Rd (**Round Corner, Dural**), Galston Rd, Arcadia Rd (**Arcadia**), Bay Rd, Venner Rd, Chilcott Rd to near Bay Rd (Berrilee).

From Berrilee (Chilcott Rd near Bay Rd) via Bay Rd, then reverse route to Lynstock Av, then Old Castle Hill Rd, McMullen Av, Old Northern Rd to Castle Hill interchange.

Rowland Retirement Village diversion: From Galston Rd/Arcadia Rd via Galston Rd, Rowland Retirement Village internal roads to turnaround, then reverse route to Galston Rd/Arcadia Rd.

Pennant Hills – Berrilee via New Line Rd

From 13 June 1995

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Old Northern Rd to **Round Corner, Dural**, then Old Northern Rd, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Berrilee). Reverse on return.

Trips via Hastings Rd (*mainly peak hours*): Ex Pennant Hills from New Line Rd via Hastings Rd, Old Northern Rd. Reverse on return.

From 11 May 2009

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Hastings Rd, Old Northern Rd (**Round Corner, Dural**), Galston Rd, Arcadia Rd (**Arcadia**), Bay Rd, Venner Rd, Chilcott Rd to near Bay Rd (Berrilee).

From Berrilee (Chilcott Rd near Bay Rd) via Bay Rd, then reverse route.

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill-Berrilee	Fr Berr 33P 34C	M-F	Berrilee	6.05amP	Pennant Hills	6.07pmB	120*	A
				6.35amC	Castle Hill	6.14pmB		
		Sat		8.55amC		4.18pmB	120	D
		Sun						

Timetable did not distinguish between through-routed trips and connecting services.

* More frequent in peak hours.

A – Peak hours, Pennant Hills-Berrilee via New Line Rd. Peak hours & inter-peak, Castle Hill-Berrilee. A change of bus into a connecting service may have been required.

B – To Berrilee.

C – To Castle Hill.

D – A change of bus into a connecting service may have been required.

P – To Pennant Hills via New Line Rd.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill-Berrilee	Fr Berr 44C 41P	M-F	Berrilee	5.59amP	Pennant Hills	6.01pmB	A	
				6.49amC	Castle Hill	7.36amB		
		Sat		7.56amC		1.52pmB	D	
		Sun						

Timetable listed only through-routed trips, omitting specific details of connections.

* More frequent in peak hours.

A – Peak hours, Castle Hill-Berrilee (morning, 2 trips from Berrilee, 1 trip from Castle Hill; afternoon 1 trip from Berrilee). All day, Pennant Hills-Berrilee via New Line Rd (5 trips from Berrilee, 6 trips from Pennant Hills). Plus morning trips extended to start from Berowra Waters.

B – To Berrilee.

C – To Castle Hill.

D – 3 trips from Berrilee, 2 trips from Castle Hill.

P – To Pennant Hills via New Line Rd.

Route 639

CASTLE HILL – KENTHURST (Pitt Town Rd)

PENNANT HILLS – KENTHURST (Pitt Town Rd) via New Line Rd ■

Timeline

13 June 1995:

- Renumbered from 658.
- Base route, Castle Hill-Kenthurst (Pitt Town Rd), with peak hour trips Pennant Hills-Kenthurst (Pitt Town Rd) via New Line Rd.
- Because of the geographical layout of routes 637-641, a change of bus into a connecting service on another of the routes in the 637-641 range may have been required at Round Corner *or* Dural *or* Rogans Hill.
- Some timetables showed trips to/from Castle Hill as continuing Castle Hill – Pennant Hills. A change of bus into a connecting service on one of routes 631, 632 or 633 may have been required at Castle Hill.
- Selected weekday & all Saturday trips divert via Kenthurst (Porters Rd).
- Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- At most times curtailed to Round Corner, Dural – Kenthurst (Pitt Town Rd), with selected trips extended from Round Corner to Castle Hill. Where no through service, connections between Round Corner & Castle Hill or Pennant Hills provided by 637 & 638.
- Trips extended to Castle Hill rerouted between Castle Hill & Rogans Hill via Old Castle Hill Rd to replace part of 603.

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

Streets

Castle Hill – Kenthurst (Pitt Town Rd)

From 13 June 1995

From Castle Hill (Crane Rd) via Old Castle Hill Rd, McMullen Av, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Pitt Town Rd to McClymonts Rd (Kenthurst).

From Kenthurst (Pitt Town Rd) (at McClymonts Rd) via reverse route to Old Northern Rd, then Terminus St, Crane Rd (Castle Hill).

Kenthurst (Porters Rd) diversion (*selected weekday & all Saturday trips*): From Pitt Town Rd/Porters Rd, Kenthurst via Porters Rd to Cadwells Rd (Kenthurst), then reverse route to Pitt Town Rd/Porters Rd.

From 11 May 2009

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via Old Castle Hill Rd, Lynstock Av, First Farm Dr (west leg), Old Castle Hill Rd, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Pitt Town Rd to McClymonts Rd (Kenthurst).

From Kenthurst (Pitt Town Rd) (at McClymonts Rd) via reverse route to Lynstock Av, then Old Castle Hill Rd, McMullen Av, Old Northern Rd to Castle Hill interchange.

Kenthurst (Porters Rd) diversion (*selected weekday & all Saturday trips*): From Pitt Town Rd/Porters Rd, Kenthurst via Porters Rd to Cadwells Rd (Kenthurst), then reverse route to Pitt Town Rd/Porters Rd.

Pennant Hills – Kenthurst (Pitt Town Rd) via New Line Rd

From 13 June 1995

From Pennant Hills (Railway St at station) (*afternoons*) via Pennant Hills Rd, Boundary Rd, New Line Rd, Hastings Rd, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Pitt Town Rd to McClymonts Rd (Kenthurst).

From Kenthurst (Pitt Town Rd) (at McClymonts Rd) (*mornings*) via Pitt Town Rd, Kenthurst Rd, Old Northern Rd, New Line Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Alteration

From 11 May 2009 (*all trips*): Ex Pennant Hills from New Line Rd via Hastings Rd, Old Northern Rd. Reverse on return.

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill-Kenthurst (Pitt Town Rd)	Fr Kent 33P 31C	M-F	Pitt Town Rd	6.05amP 6.32amC	Pennant Hills Castle Hill	6.07pmK 6.14pmK	A	
		Sat		8.05amC		3.18pmK	B	
		Sun						

Timetable did not distinguish between through-routed trips and connecting services.

* More frequent in peak hours.

A – Peak hours, Pennant Hills-Kenthurst (Pitt Town Rd) via New Line Rd & Castle Hill-Kenthurst (Pitt Town Rd). Day, Castle Hill-Kenthurst (Pitt Town Rd) 120*. A change of bus into a connecting service may have been required.

B – 4 trips from Kenthurst (Pitt Town Rd), 2 trips from Castle Hill. All Saturday trips diverted via Kenthurst (Porters Rd). A change of bus into a connecting service may have been required.

C – To Castle Hill.

K – To Kenthurst (Pitt Town Rd)

P – To Pennant Hills via New Line Rd.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Round Corner, Dural- Kenthurst (Pitt Town Rd)†	Fr Kent 22R 34C 43P	M-F	Pitt Town Rd	6.03amC 6.24amP	Round Cnr	6.51pmK	A	
		Sat		7.51amR		3.03pmK	B	
		Sun						

Timetable listed both through-routed trips & details of connections.

† Extended to Castle Hill *or* Pennant Hills via New Line Rd.

A – Base service, Round Corner, Dural-Kenthurst (Pitt Town Rd) (7 trips from Kenthurst (Pitt Town Rd), 5 trips from Round Corner, Dural). Selected morning peak hour & day trips extended to either Castle Hill or Pennant Hills via New Line Rd. Selected trips divert via Kenthurst (Porters Rd). Connections provided for most trips at Round Corner, Dural with 637 or 638 to/from Castle Hill or Pennant Hills via New Line Rd.

B – 3 trips from Kenthurst (Pitt Town Rd), 2 trips from Round Corner, Dural. All Saturday trips divert via Kenthurst (Porters Rd). Connections provided at Round Corner, Dural with 637 or 638 to/from Castle Hill.

C – To Castle Hill.

K – To Kenthurst (Pitt Town Rd) via Porters Rd.

P – To Pennant Hills via New Line Rd.

R – To Round Corner, Dural.

Route 640

CASTLE HILL – KENTHURST (Porters Rd)

PENNANT HILLS – KENTHURST (Porters Rd) via New Line Rd

Timeline

13 June 1995:

- Previously school-only service upgraded to a route service & given a route number in the Sydney Region Route Number System.
- Base route, Castle Hill – Kenthurst (Porters Rd), with peak hour trips Pennant Hills – Kenthurst (Porters Rd) via New Line Rd.
- Additional service on weekdays (selected trips) & Saturdays (all trips) provided by 639 trips which divert via Kenthurst (Porters Rd).
- Because of the geographical layout of routes 637-641, a change of bus into a connecting service on another of the routes in the 637-641 range may have been required at Round Corner *or* Dural *or* Rogans Hill.
- Some timetables showed trips to/from Castle Hill as continuing Castle Hill – Pennant Hills. A change of bus into a connecting service on one of routes 631, 632 or 633 may have been required at Castle Hill.
- Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- Base weekday service curtailed to Kenthurst (Pitt Town Rd/Porters Rd) – Kenthurst (Porters Rd) and connections provided at Pitt Town Rd/Porters Rd with 639 for travel to/from Castle Hill or Pennant Hills.
- Additional service on weekdays (selected trips) & Saturdays continued to be provided by diversions of 639 trips which continue to Round Corner, Dural. Connections provided at Round Corner, Dural with 637 or 638 for travel to/from Castle Hill.

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

Streets

Castle Hill – Kenthurst (Porters Rd)

From 13 June 1995

From Castle Hill (Crane Rd) via McMullen Av, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Porters Rd to Cadwells Rd (Kenthurst).

From Kenthurst (Porters Rd) (at Cadwells Rd) via reverse route to Old Northern Rd, then Terminus St, Crane Rd (Castle Hill).

Pennant Hills – Kenthurst (Porters Rd) via New Line Rd

From 13 June 1995

From Pennant Hills (Railway St at station) (*afternoons*) via Pennant Hills Rd, Boundary Rd, New Line Rd, Hastings Rd, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Porters Rd to Cadwells Rd (Kenthurst).

From Kenthurst (Porters Rd) (at Cadwells Rd) (*mornings*) via Porters Rd, Kenthurst Rd, Old Northern Rd, New Line Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Kenthurst (Pitt Town Rd/Porters Rd) – Kenthurst (Porters Rd)

From 11 May 2009

From Kenthurst (Pitt Town Rd/Porters Rd) via Porters Rd to Cadwells Rd (Kenthurst). Reverse on return.

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill- Kenthurst (Porters Rd)	Fr Kent 36P 28C	M-F	Porters Rd	6.38amP 6.38amC	Pennant Hills Castle Hill	6.07pmK 6.14pmK	120*	A
		Sat		8.19amC		2.53pmK		
		Sun						

Timetable did not distinguish between through-routed trips and connecting services.

* More frequent in peak hours.

A – Peak hours, Pennant Hills-Kenthurst (Porters Rd) via New Line Rd. Peak hours & inter-peak, Castle Hill-Kenthurst (Porters Rd). A change of bus into a connecting service may have been required. Selected 639 trips diverted via Kenthurst (Porters Rd).

B – Saturday service provided by diversions of 639 trips via Kenthurst (Porters Rd) (4 trips from Kenthurst (Porters Rd), 2 trips from Castle Hill). A change of bus into a connecting service may have been required.

C – To Castle Hill.

K – To Kenthurst (Porters Rd)

P – To Pennant Hills via New Line Rd.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kenthurst (Pitt Town Rd/Porters Rd)-Kenthurst (Porters Rd)	8	M-F	Porters Rd	6.30amT	Pitt Town Rd/Porters Rd	5.52pmK	A	
		Sat		8.05amR	Round Cnr	3.03pmK	B	
		Sun						

Timetable listed both through-routed trips & details of connections.

A – Base service Kenthurst (Pitt Town Rd/Porters Rd)-Kenthurst (Porters Rd). Selected 639 trips divert via Kenthurst (Porters Rd). Connections provided to Castle Hill in off-peak & to Castle Hill *or* Pennant Hills via New Line Rd in peak hours.

B – Saturday service provided by diversions of 639 trips via Kenthurst (Porters Rd), which extend to Round Corner, Dural. Connections provided at Round Corner, Dural to Castle Hill.

K – To Kenthurst (Porters Rd).

R – To Round Corner, Dural.

T – To Kenthurst (Pitt Town Rd/Porters Rd).

Route 641

CASTLE HILL – ANNANGROVE – ROUSE HILL Town Centre PENNANT HILLS – ANNANGROVE via New Line Rd

Timeline

13 June 1995:

- Castle Hill – Annangrove & Pennant Hills – Annangrove via New Line Rd renumbered from 657.
- Base route, Castle Hill – Annangrove, with peak hour trips Pennant Hills – Annangrove via New Line Rd.
- Because of the geographical layout of routes 637-641, a change of bus into a connecting service on another of the routes in the 637-641 range may have been required at Round Corner *or* Dural *or* Rogans Hill.
- Some timetables showed trips to/from Castle Hill as continuing Castle Hill – Pennant Hills. A change of bus into a connecting service on one of routes 631, 632 or 633 may have been required at Castle Hill.
- Operated by Glenorie Bus Co (Keith Todd).

18 December 2001: Glenorie Bus Co transferred to National Express Group.

December 2004: Operator's name altered to Hillsbus.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Altered/extended as Round Corner, Dural – Annangrove – Rouse Hill Town Centre, as a result of Ministry of Transport review of Region 4.

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

Streets

Castle Hill – Annangrove

From 13 June 1995

From Castle Hill (Crane Rd) via Old Castle Hill Rd, McMullen Av, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Annangrove Rd, Edwards Rd to Nelson Rd (Annangrove).

From Annangrove (Edwards Rd at Nelson Rd) via reverse route to Old Northern Rd, then Terminus St, Crane Rd (Castle Hill).

Pennant Hills – Annangrove via New Line Rd

From 13 June 1995

From Pennant Hills (Railway St at station) (*afternoons*) via Pennant Hills Rd, Boundary Rd, New Line Rd, Hastings Rd, Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Annangrove Rd, Edwards Rd to Nelson Rd (Annangrove).

From Annangrove (Edwards Rd at Nelson Rd) (*mornings*) via Edwards Rd, Annangrove Rd, Kenthurst Rd, Old Northern Rd, New Line Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills station.

Round Corner, Dural – Annangrove – Rouse Hill Town Centre

From 11 May 2009

From Round Corner, Dural (Old Northern Rd near Kenthurst Rd) via Kenthurst Rd, Annangrove Rd (**Annangrove**), Windsor Rd to Rouse Hill Town Centre. Reverse on return.

Timetable Summary

13 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Castle Hill- Annangrove	Fr Annan 36P 29C	M-F	Annangrove	6.38amP 6.38amC	Pennant Hills Castle Hill	6.07pmA 6.14pmA	B	
		Sat	Colbran Av	8.50amC	Colbran Av	3.10pmC		
		Sun						

Timetable did not distinguish between through-routed trips and connecting services.

A – To Annangrove.

B – Peak hours & inter-peak (6 trips), Pennant Hills-Annangrove via New Line Rd & Castle Hill-Annangrove. A change of bus into a connecting service may have been required.

C – To Castle Hill.

D – Saturday trips ran Castle Hill-Kenthurst (Colbran Av/Annangrove Rd) only (trip time 19). 3 trips from Kenthurst (Colbran Av/Annangrove Rd), 2 trips from Castle Hill. A change of bus into a connecting service may have been required.

P – To Pennant Hills via New Line Rd.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Round Corner, Dural-Annangrove- Rouse Hill T/Ctr	25	M-F	R/Hill Tn Ctr	6.25am	Round Cnr	6.22pm	A	
		Sat						
		Sun						

Timetable listed details of connections.

A – 4 trips from Rouse Hill Town Centre, 6 trips from Round Corner, Dural. Connections provided at Round Corner, Dural to Castle Hill and/or Pennant Hills via New Line Rd.

Route 642

CITY (various termini) – ROUND CORNER, DURAL via M2 Hills Motorway & David Rd

Timeline

11 February 2002: Commenced by Glenorie Bus Co (National Express Group), under “Hillsbus” name. City terminus at Queen Victoria Building.

8 July 2002: Rerouted via Edward Bennett Dr & John Rd instead of New Line Rd, thus reducing competition with Harris Park Transport’s 620, which had commenced 4 March 2002. Shared City – West Pennant Hills with 650, 652 & 654.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

16 April 2007: Selected trips rerouted via Lane Cove Tunnel & renumbered 642X.

11 May 2009: City departure terminus altered to Bathurst St.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Queen Victoria Building) – Round Corner, Dural

From 11 February 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, Castle Hill Rd, New Line Rd, County Dr*, Woodgrove Av*, David Rd, New Line Rd, Old Northern Rd to Round Corner, Dural.

From Round Corner, Dural (Old Northern Rd near Kenthurst Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

(* Route not shown in timetable, but likely route.)

Alteration

From 8 July 2002: Ex City from Castle Hill Rd via Edward Bennett Dr, Neale Av, John Rd, County Dr, Woodgrove Av. Reverse on return.

By July 2004

Hastings Rd diversion (on request): Ex City from New Line Rd via Hastings Rd, Old Northern Rd to Round Corner, Dural.

Alteration

From circa 2007: Ex City from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

City (Town Hall area) – Round Corner, Dural

Alterations

- From 11 May 2009:** From City (Bathurst St near George St) via George St, Druitt St, Clarence St. Unaltered on return.
- From 18 February 2013** (trips arriving the City between 6am & 10am weekdays): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – Round Corner, Dural

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

11 February 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Bldg)-Round Corner, Dural	53	M-F	Round Cnr	6.05am	Q Vic Bldg	7.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

14 September 2009

642 & 642X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall area)-Round Corner, Dural	53	M-F	Round Cnr	5.50am	Tn Hall area	7.27pm	90*	A
		Sat						
		Sun						

A – Peak hours & limited off-peak service. Includes 642X trips.

Route 642X

CITY (various termini) – ROUND CORNER, DURAL via Lane Cove Tunnel, M2 Hills Motorway & David Rd

Timeline

16 April 2007: Selected weekday peak hour trips rerouted via Lane Cove Tunnel & renumbered 642X. Operated by Hillsbus (Comfort Delgro Cabcharge). City terminus at Queen Victoria Building.

11 May 2009: City terminus altered to Bathurst St.

22 June 2009: Extended to operate also in weekday off-peak period.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Town Hall area) – Round Corner, Dural

From 16 April 2007

Same as 642 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

Alterations

- **From 11 May 2009:** From City (Bathurst St near George St) via George St, Druiitt St, Clarence St. Unaltered on return.
- **From 18 February 2013 (trips arriving the City between 6am & 10am weekdays):** To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – Round Corner, Dural

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druiitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 642.

Route 644

CASTLE HILL – DURAL (Old Northern Rd) via Anglican Retirement Villages & Ravensbourne Cct

Timeline

11 May 2009: Commenced by Hillsbus (Comfort Delgro Cabcharge), as a result of Ministry of Transport review of Region 4.

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

Streets

From 11 May 2009

From Castle Hill (Old Castle Hill Rd at Castle Towers shops) via McMullen Av, Old Northern Rd, Clarke Dr, James Cook Dr, Western Rd, Hilliard Dr to Mowll Village Kiosk (**Anglican Retirement Villages**), then Hilliard Dr, Gough Dr, Gowrie Dr, Gough Dr, David Rd, New Line Rd, Sebastian Dr, Ravensbourne Cct (clockwise loop), Sebastian Dr, New Line Rd to Old Northern Rd (Dural).

From Dural (Old Northern Rd near New Line Rd) via New Line Rd, Sebastian Dr, Ravensbourne Cct (clockwise loop), Sebastian Dr, 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 to Castle Hill interchange.

Alteration

From 26 April 2016: To approach Dural from Sebastian Dr via New Line Rd to Dural bus depot entrance. Reverse on return.

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		
Castle Hill-Dural	24	M-F	Dural	6.44am	Castle Hill	5.45pm	120*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 650

CITY (various termini) – WEST PENNANT HILLS via M2 Hills Motorway & Blacks Rd

Timeline

8 July 2002: Commenced by Glenorie Bus Co (National Express Group), under “Hillsbus” name, as a short-working of 654. Shares most of route with 652. City terminus at Queen Victoria Building.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009:

- City departure terminus altered to Bathurst St.
- Shares most of route with 652X.

14 September 2009: Selected trips rerouted via Lane Cove Tunnel & renumbered 650X.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

4 October 2015: City termini altered from Town Hall area to Kent Stas a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Queen Victoria Building) – West Pennant Hills

From 8 July 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, Taylor St, Highs Rd, Blacks Rd to end, then Blacks Rd, Highs Rd to Castle Hill Rd (West Pennant Hills).

From West Pennant Hills (Highs Rd at Castle Hill Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Alteration

From circa 2007: Ex City from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

City (Town Hall area) – West Pennant Hills

Alterations

- *From 11 May 2009:* From City (Bathurst St near George St) via George St, Druitt St, Clarence St. Unaltered on return.
- *From 18 February 2013 (trips arriving the City between 6am & 10am weekdays):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – West Pennant Hills

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

8 July 2002

650, 652 & 654

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Building)-West Pennant Hills-Dural	Fr QVB 49W 53D	M-F	W Pennant Hls	6.10amQ	Q Vic Bldg	7.30pmD	A	
			Dural	9.30amQ				
		Sat						
		Sun						

A – Peak hours, 650 & 652 City (Queen Victoria Building)-West Pennant Hills. Off-peak, 654 City (Queen Victoria Building)-West Pennant Hills-Dural 120 (plus 1 early night trip).

D – To Dural (654).

Q – To City (Queen Victoria Building).

W – To West Pennant Hills (650 & 652).

11 May 2009

650 & 652X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall area)-West Pennant Hills-Knightsbridge	Fr TH area 66W 72K	M-F	Knightsbridge	6.00amT	Tn Hall area	6.35pmK	A	
		Sat						
		Sun						

Off-peak & weekend service provided by 651.

A – 8 trips (650), 4 trips (652X). Plus short-working/s after last trip shown.

K – To Knightsbridge (652X).

T – To City (Town Hall area).

W – To West Pennant Hills (650).

14 September 2009

650, 650X & 652X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall area)-West Pennant Hills-Knightsbridge	Fr TH area 66W 72K	M-F	Knightsbridge	6.00amT	Tn Hall area	6.35pmK 10.25pmW	A	
		Sat						
		Sun						

Off-peak & weekend service provided by 651.

A – Morning, 4 trips from Knightsbridge (652X), 7 trips from West Pennant Hills (various). Afternoon, from City (Town Hall area) – 4 trips to Knightsbridge (652X), 16 trips to West Pennant Hills (various).

K – To Knightsbridge (652X).

T – To City (Town Hall area).

W – To West Pennant Hills (various).

Route 650X

CITY (various termini) – WEST PENNANT HILLS via Lane Cove Tunnel, M2 Hills Motorway & Blacks Rd

Timeline

14 September 2009: Selected 650 trips rerouted via Lane Cove Tunnel & renumbered 650X. Operated by Hillsbus (Comfort Delgro Cabcharge). City terminus at Bathurst St.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Town Hall area) – West Pennant Hills

From 14 September 2009

Same as 650 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

Alteration

From 18 February 2013 (trips arriving the City between 6am & 10am weekdays): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – West Pennant Hills

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 650.

Route 651

PENNANT HILLS – BERRILEE via New Line Rd ■

- Selected trips ran to Beecroft instead of Pennant Hills
- Selected trips extended from Berowra Waters

Timeline

21 April 1986:

- Pennant Hills – Berrilee via New Line Rd renumbered from 203 [1925 number].
- On selected trips, connections were provided at Dural with 652 to/from Pennant Hills via Castle Hill.
- Operated by Glenorie Bus Co (Keith Todd).

11 December 1989: Selected trips altered to run to/from Beecroft instead of Pennant Hills.

By 11 June 1991: Selected morning trips on school days extended to start from Berowra Waters. Not always shown in timetables, but likely to have continued with little alteration.

13 June 1995: Renumbered 638.

Streets

From 21 April 1986

From Pennant Hills (Yarrara Rd at station) via Ramsay Rd, Bellamy St, Boundary Rd, New Line Rd, Old Northern Rd, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Berrilee).

From Berrilee (Bay Rd/Chilcott Rd) via reverse route to Ramsay Rd, then Warne St, Yarrara Rd to Pennant Hills station.

Alterations

By 29 January 1992:

- Pennant Hills terminus altered from Yarrara Rd to Railway St.
- Ex Pennant Hills via Pennant Hills Rd, Boundary Rd. Reverse on return.

Timetable Summary

21 April 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Berrilee	35	M-F	Berrilee	6.30am	Pennant Hills	6.05pm	A	
		Sat						
		Sun						

A – 6 trips from Berrilee, 5 trips from Pennant Hills

Route 651

CITY (various termini) – MACQUARIE CENTRE – BEECROFT – WEST PENNANT HILLS – CASTLE HILL via M2 Hills Motorway

Timeline

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

- Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill commenced, replacing 635 trips via Aiken Rd.
- 651 runs between Macquarie Centre and Beecroft Rd via M2 Hills Motorway, not via Epping, as 635 previously did.
- Shares most of route with 635, which now runs Beecroft – West Pennant Hills – Castle Hill via Oratava Av.
- Operated by Hillsbus (Comfort Delgro Cabcharge).

14 September 2009: Extended from Macquarie Centre to City (Town Hall area) via M2 Hills Motorway in weekday off-peak and Saturdays. Remained as Macquarie Centre – Castle Hill during weekday peak hours and Sundays.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of construction on light rail line in George St, City/new CBD bus network.

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

Streets

Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill

From 11 May 2009

From Macquarie Centre (Talavera Rd at Herring Rd) via Herring Rd, M2 Hills Motorway, Beecroft Rd, Hannah St, Wongala Cr (**Beecroft**), Beecroft Rd, Hannah St, Cardinal Av, Copeland Rd, Pennant Hills Rd, Aiken Rd, Taylor St, Highs Rd, Blacks Rd to end, then Blacks Rd, Highs Rd (**West Pennant Hills**), Castle Hill 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 Cardinal Av, then Hannah St, Wongala Cr, Beecroft Rd, M2 Hills Motorway, Christie Rd, Talavera Rd to near Herring Rd (Macquarie Centre).

City (Town Hall area) – Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill

Alterations

- **From 14 September 2009:** Extended from Macquarie Centre via Waterloo Rd, Lane Cove Rd, Epping Rd, Longueville Rd (**Lane Cove**), Gore Hill Fwy, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City). Return from City (Bathurst St near George St) via George St, Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route.
- **From 9 November 2009 (trips terminating at Macquarie Centre):** Ex Castle Hill from Talavera Rd via Herring Rd, Waterloo Rd to near Herring Rd (Macquarie Centre).

City (Kent St) – Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

11 May 2009

See also 635

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-West Pennant Hills-Castle Hill	40	M-F	W Pennant Hls	6.31amM	Macquarie Ctr	6.35pmC	60*	
			Castle Hill	7.46amM		9.00pmW		
		Sat		7.41amM		7.32pmC	60	
		Sun	Beecroft	8.45amC	Beecroft	7.45pmC	60	

* More frequent in peak hours.

C – To Castle Hill.

M – To Macquarie Centre.

W – To West Pennant Hills.

14 September 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall area)-West Pennant Hills-Castle Hill	Fr C Hill 40M 70C	M-F	W Pennant Hls	6.31amM	Tn Hall area	2.52pmC	60*	A
			Castle Hill	8.53amT	Macquarie Ctr	9.00pmW		
		Sat		7.41amT	Tn Hall area	7.03pmC	60	
		Sun	Macquarie Ctr	8.32amC	Macquarie Ctr	7.32pmC	60	

* More frequent in peak hours.

A – Peak hours Macquarie Centre-West Pennant Hills *or* Castle Hill. Off-peak City (Town Hall area)-Castle Hill.

C – To Castle Hill.

M – To Macquarie Centre.

T – To City (Town Hall area).

W – To West Pennant Hills.

Route 652

HORNSBY – PENNANT HILLS – CASTLE HILL – GLENORIE ■

- Selected trips ran to Beecroft instead of Pennant Hills

Timeline

21 April 1986:

- Pennant Hills – Castle Hill – Glenorie renumbered from part of 60/184 [1925 numbers].
- Pennant Hills – Castle Hill shared with 653 & 655.
- On selected trips, connection was provided at Dural with 651 to/from Pennant Hills via New Line Rd.
- Operated by Glenorie Bus Co (Keith Todd).

11 September 1988: Because of the geographical layout of routes 651, 652, 657 & 658, a change of bus into a connecting service on another of those routes may have been required at some point.

9 March 1989: Selected weekday trips extended from Pennant Hills to Hornsby.

11 December 1989: Selected trips altered to run to/from Beecroft instead of Pennant Hills.

13 June 1995: Renumbered 637.

Streets

Pennant Hills – Castle Hill – Glenorie

From 21 April 1986

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Kentwell Av, Castle St, (**Castle Hill**), Old Northern Rd, Galston Rd, Glen St, The Glade, Arcadia Rd (**Galston**), Galston Rd, Mid-Dural Rd, Old Northern Rd to Post Office Rd (Glenorie).

From Glenorie (Old Northern Rd at Post Office Rd) via Old Northern Rd, Galston Rd, Mid-Dural Rd, Glen St, The Glade, Arcadia Rd (**Galston**), Galston Rd, Old Northern Rd, Showground Rd, Kentwell Av, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Anglican Retirement Villages diversion: Ex Pennant Hills from Castle Hill Rd via 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. Reverse on return.

Flinders Village diversion: Selected trips on the Anglican Retirement Villages diversion further diverted from James Cook Dr/Clarke Dr via Clarke Dr to Flinders Village turnaround, then Clarke Dr back to James Cook Dr.

Trips not via Galston: Ex Castle Hill direct via Old Northern Rd to Glenorie. Reverse on return.

Peak hour trips via New Line Rd: Ex Glenorie from Old Northern Rd via New Line Rd, Boundary Rd, Bellamy St, Ramsay Rd, Rosemount Av, Warne St, Yarrara Rd to Pennant Hills station.

Alteration

By 11 September 1988: To approach Castle Hill from Showground Rd via Rowallan Av, Castle St.

Hornsby – Pennant Hills – Castle Hill – Glenorie

From 9 March 1989

Hornsby extension: From Pennant Hills via Yarrara Rd, Wells St bridge, Pennant Hills Rd, Pacific Hwy, Coronation St, Station St to Hornsby station. Return via Pacific Hwy, then reverse route to Pennant Hills station.

Alterations

By 29 January 1992:

- Pennant Hills terminus moved from Yarrara Rd to Railway St.
- Ex Pennant Hills from Old Northern Rd, Castle Hill via Terminus St, Crane Rd, Old Castle Hill Rd, McMullen St, Old Northern Rd.
- (*Peak hour trips via New Line Rd*): Ex Pennant Hills via Pennant Hills Rd, Boundary Rd, New Line Rd, Old Northern Rd. Reverse on return.

Timetable Summary

21 April 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill-Glenorie	50	M-F	Glenorie	6.05am	Pennant Hills	8.08pm	90*	A
		Sat		6.55am		6.10pm	120	
		Sun						

* More frequent in peak hours.

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

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill-Glenorie	65	M-F	Glenorie	6.00am	Pennant Hills	9.23pm	90*	A
		Sat		6.50am		9.23pm	120	
		Sun		6.50am		7.23pm	4 trips	

* More frequent in peak hours.

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

Route 652

CITY (Queen Victoria Building) – WEST PENNANT HILLS via M2 Hills Motorway

Timeline

8 July 2002: Commenced by Glenorie Bus Co (National Express Group), under “Hillsbus” name, as a short-working of 654. Shares most of route with 650.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

16 April 2007: Rerouted via Lane Cove Tunnel & renumbered 652X.

Streets

From 8 July 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, Taylor St, Highs Rd to Castle Hill Rd (West Pennant Hills).

From West Pennant Hills (Highs Rd at Castle Hill Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Blacks Rd diversion (on request): Ex City (Queen Victoria Building) from Taylor St/Highs Rd via Highs Rd, Blacks Rd to end, then Blacks Rd, Highs Rd to Taylor St.

Anglican Retirement Villages extension: Ex City (Queen Victoria Building) from Highs Rd via County Dr, Woodgrove Rd, David Rd, Gough Dr, Gowrie Dr, Gough Dr, Hilliard Dr to Mowll Village Kiosk. Reverse on return.

Alteration

From circa 2007: Ex City from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

Timetable Summary

See 650.

Route 652X

CITY (various termini) – WEST PENNANT HILLS – KNIGHTSBRIDGE via Lane Cove Tunnel & M2 Hills Motorway

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

Timeline

16 April 2007: 652, City (Queen Victoria Building) – West Pennant Hills, rerouted via Lane Cove Tunnel & renumbered 652X. Operated by Hillsbus (Comfort Delgro Cabcharge).

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

- City departure terminus altered to Bathurst St.
- Extended from West Pennant Hills to Knightsbridge.
- Shares most of route with 650.

18 February 2013: City terminus for trips arriving between 6am & 10am weekdays altered to Market St.

4 October 2015: City termini altered from Town Hall area to Kent St as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Queen Victoria Building) – West Pennant Hills

From 16 April 2007

Same as 652 except running in both directions via Lane Cove Tunnel instead of Longueville & Epping Rds.

City (Town Hall area) – West Pennant Hills – Knightsbridge

Alterations

- *From 11 May 2009:* From City (Bathurst St near George St) via George St, Druitt St, Clarence St. Unaltered on return.
- *From 11 May 2009:* Extended from Highs Rd/Castle Hill Rd via Castle Hill Rd, Old Northern Rd, Gilbert Rd, Ridgescrop Dr (complete anti-clockwise circuit) to Knightsbridge shops. Return from Knightsbridge shops via Ridgescrop Dr (complete anti-clockwise circuit), Gilbert Rd, then reverse route.
- *From 18 February 2013 (trips arriving the City between 6am & 10am weekdays):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expressway, Bridge St, Pitt St, Hunter St, Castlereagh St, Market St to near Pitt St (City). Trips to City at other times and trips ex City unaltered.

City (Kent St) – West Pennant Hills – Knightsbridge

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): To approach City from Bradfield Hwy [Sydney Harbour Bridge] via Western Distributor, Bathurst St, Kent St to Napoleon St. Return from Kent St at Druitt Pl via Kent St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 650.

Route 653

PENNANT HILLS – CASTLE HILL – GLENHAVEN ■

- **Selected trips ran to Beecroft instead of Pennant Hills**

Timeline

21 April 1986:

- Pennant Hills – Castle Hill – Glenhaven via Castle Hill Rd commenced by Glenorie Bus Co (Keith Todd).
- Pennant Hills – Castle Hill shared with 652 & 655.
- Selected trips ran via West Pennant Hills Valley instead of Castle Hill Rd.

11 December 1989:

- Selected trips altered to run to/from Beecroft instead of Pennant Hills.
- Selected trips diverted via David Rd.

13 June 1995: Renumbered 636.

Streets

Pennant Hills – Castle Hill – Glenhaven

From 21 April 1986

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Kentwell Av, Castle St (**Castle Hill**), Old Northern Rd, Crego Rd, Grange Rd, Greenbank Dr (clockwise loop), Grange Rd, Crego Rd, Old Northern Rd, Glenhaven Rd to Bannerman Rd (Glenhaven).

From Glenhaven (Glenhaven Rd at Bannerman Rd) via Glenhaven Rd, Old Northern Rd, Crego Rd, Grange Rd, Greenbank Dr (clockwise loop), Grange Rd, Crego Rd, Old Northern Rd, Showground Rd, Kentwell Av, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Anglican Retirement Villages diversion: Ex Pennant Hills from Castle Hill Rd via 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. Reverse on return.

Flinders Village diversion: Selected trips on the Anglican Retirement Villages diversion further diverted from James Cook Dr/Clarke Dr via Clarke Dr to Flinders Village turnaround, then Clarke Dr back to James Cook Dr.

Alterations

- **By 11 September 1988:** To approach Castle Hill from Showground Rd via Rowallan Av, Castle St.
- **From 22 January 1990 (David Rd diversion):** From Castle Hill Rd via David Rd, Westminster Dr, David Rd back to Castle Hill Rd.
- **By 29 January 1992:** From Old Northern Rd via Terminus St, Crane Rd, Old Castle Hill Rd, McMullen St, Old Northern Rd.
- **By 29 January 1992:** Pennant Hills terminus moved from Yarrara Rd to Railway St.

From 11 December 1989

David Rd diversion: From Castle Hill Rd/David Rd via David Rd to Westminster Dr, then David Rd back to Castle Hill Rd.

Timetable Summary

21 April 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Glenhaven	45	M-F	Pennant Hills	6.08am	Pennant Hills	6.05pm	8 trips	
		Sat		7.45am	Glenhaven	12.22pm	2 trips	
		Sun						

11 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills <i>or</i> Beecroft-Glenhaven	Fr Glen 45B 59P	M-F	Glenhaven	6.18am	Beecroft	8.45pm	A	
		Sat		7.30am	Pennant Hills	7.53pm	120	
		Sun		6.58am		7.53pm	6 trips	

* More frequent in peak hours.

A – Peak hours, Beecroft-Glenhaven. Day, Pennant Hills-Glenhaven 60*.

B – To Beecroft.

P – To Pennant Hills.

Route 653

MILSONS POINT – WEST PENNANT HILLS via M2 Hills Motorway

Timeline

14 September 2009: Peak hour route commenced by Hillsbus (Comfort Delgro Cabcharge).

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

Streets

From 14 September 2009

From Milsons Point (Alfred St near 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, Aiken Rd, Taylor St, Highs Rd to Castle Hill Rd (West Pennant Hills).

From West Pennant Hills (Highs Rd at Castle Hill Rd) via 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-West Pennant Hills	53	M-F	W Pennant Hls	6.25am	Milsons Pt	6.40pm	Ph	
		Sat						
		Sun						

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

Route 654

MACQUARIE CENTRE – BEECROFT – WEST PENNANT HILLS – CASTLE HILL ■ PENNANT HILLS – WEST PENNANT HILLS – CASTLE HILL ■

- **Extended from Castle Hill to Castlewood estate 1989-1991**

(Castlewood estate is in the area of Castlewood Dr & Darcey Rd.)

Timeline

21 April 1986: Pennant Hills – West Pennant Hills – Castle Hill commenced by Glenorie Bus Co (Keith Todd).

16 October 1989: Selected trips altered to run Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill.

11 December 1989:

- Most weekday trips altered/extended as Beecroft – West Pennant Hills – Castle Hill – Castlewood (Castle Hill – Castlewood transferred from 655)
- Selected trips extended from Beecroft to Macquarie Centre.
- Selected weekday & most Saturday trips continued as Pennant Hills – West Pennant Hills – Castle Hill.

11 June 1991: Service to Castlewood transferred from 654 to 655.

13 June 1995: Renumbered 635.

Streets

Pennant Hills – West Pennant Hills – Castle Hill

From 21 April 1986

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Aiken Rd, Taylor St, Highs Rd (**West Pennant Hills**), Castle Hill Rd, Old Northern Rd, Showground Rd, Kentwell Av, Castle St to near Old Northern Rd (Castle Hill).

From Castle Hill (Castle St near Old Northern Rd) via Old Northern Rd, then reverse route to Pennant Hills station.

Alteration

By 11 September 1988: To approach Castle Hill from Showground Rd via Rowallan Av, Castle St.

Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill

From 16 October 1989

From Macquarie Centre (bus terminal) via University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Beecroft Rd (**Epping**), Hannah St, Wongala Cr (**Beecroft**), Beecroft Rd, Hannah St, Cardinal Av, Pennant Hills Rd, Aiken Rd, Taylor Rd, Highs Rd (**West Pennant Hills**), Castle Hill Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St to near Old Northern Rd (Castle Hill).

From Castle Hill (Castle St near Old Northern Rd) via Old Northern Rd, then reverse route to Cardinal Av, then Hannah St, Wongala Cr (**Beecroft**), Beecroft Rd, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal.

Macquarie Centre – Beecroft – West Pennant Hills – Castle Hill – Castlewood

Alterations

- *From 11 December 1989:* Extended from Castle Hill (Old Northern Rd) via Cecil Av, Crane Rd, Castlewood Dr (**Castlewood**), Darcey Rd, Crane Rd, Cecil Av, Old Northern Rd.
- *From 11 December 1989:* To approach Castle Hill from Old Northern Rd via Showground Rd, Rowallan Av, Castle St to near Old Northern Rd (Castle Hill) (*not* via Castlewood estate). Return via Old Northern Rd.
- *By 29 January 1992:* From Old Northern Rd via Terminus St, Crane Rd, Old Castle Hill Rd, McMullen St, Old Northern Rd. Trips returning from Castlewood estate from Cecil Av via Terminus St, Crane Rd, Old Northern Rd, etc.

From 11 June 1991:

- **Blacks Rd diversion** (*selected trips*): From Highs Rd/Taylor St via Highs Rd, Blacks Rd to end, then Blacks Rd, Highs Rd to Taylor St.
- **Coonara Rd diversion** (*selected Saturday & all Sunday trips*): Ex Pennant Hills from Taylor St/Coonara Av via Coonara Rd, Castle Hill Rd. Reverse on return.

Timetable Summary

21 April 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Pennant Hills-West Pennant Hills- Castle Hill	Fr P Hills 20W 25C	M-F	W Pennant Hls	6.50amP	Pennant Hills	1.10pmC	A		
			Castle Hill	9.25amP		6.05pmW			
		Sat	Pennant Hills	9.10amC	Castle Hill	11.10amP			2 trips
		Sun							

A – Peak hours, Pennant Hills-West Pennant Hills. Most off-peak service provided by 652 or 653 diverted via West Pennant Hills: 4 trips from Castle Hill, 3 trips from Pennant Hills.

C – To Castle Hill.

P – To Pennant Hills.

W – To West Pennant Hills.

16 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre- Beecroft-West Penn Hills-Castle Hill	50	M-F	Castle Hill	7.47am	Macquarie Ctr	5.10pm	A	
		Sat						
		Sun						

A – 4 trips from Castle Hill, 3 trips from Macquarie Centre. Additional to Pennant Hills-Castle Hill trips.

11 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre- Beecroft-West Pennant Hills- Castlewood	Fr C'wood 46B 47P 56M	M-F	Castle Hill	6.00amB	Beecroft	9.15pmC	60*	A
		Sat		8.02amP	Pennant Hills	9.23pmC	120	D
		Sun		7.10amP		7.53pmC	120	

* More frequent in peak hours.

A – 4 trips extended from Beecroft *to* Macquarie Centre. 3 trips extended *from* Macquarie Centre. Most trips extended from Castle Hill to Castlewood. Selected trips ran Castlewood-Pennant Hills, with selected trips further extended to Hornsby.

B – To Beecroft.

C – To Castle Hill.

D – Most trips extended from Castle Hill to Castlewood.

M – To Macquarie Centre.

P – To Pennant Hills.

11 June 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre <i>or</i> Pennant Hills- West Pennant Hills- Castle Hill	Fr C Hill 32P 38B 58M	M-F	Castle Hill	6.00amB	Beecroft	8.43pmC	60*	A
		Sat		7.07amP	Pennant Hills	8.53pmC	60	
		Sun		7.37amP		7.53pmC	D	

* More frequent in peak hours.

A – 6 trips extended to Macquarie Centre. Most peak hour trips ran Beecroft-West Pennant Hills.

B – To Beecroft.

C – To Castle Hill.

D – 6 trips from Castle Hill, 7 trips from Pennant Hills.

M – To Macquarie Centre.

P – To Pennant Hills.

Route 654

CITY (Queen Victoria Building) – WEST PENNANT HILLS – ROUND CORNER, DURAL via M2 Hills Motorway & David Rd

Timeline

8 July 2002: Commenced by Glenorie Bus Co (National Express Group), under “Hillsbus” name. Shares City – West Pennant Hills with 650 & 652.

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Ceased as a result of Ministry of Transport review of Region 4. 650 & 652X continued to run City – West Pennant Hills during weekday peak hours.

Streets

From 8 July 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, Taylor St, Highs Rd (**West Pennant Hills**), County Dr, Woodgrove Av, David Rd, New Line Rd, Old Northern Rd to Round Corner, Dural.

From Round Corner, Dural (Old Northern Rd near Kenthurst Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Blacks Rd diversion (on request): Ex City from Taylor St/Highs Rd via Highs Rd, Blacks Rd to end, then Blacks Rd, Highs Rd to Taylor St.

Anglican Retirement Villages diversion: From Woodgrove Rd/David Rd via David Rd, Gough Dr, Gowrie Dr, Gough Dr, Hilliard Dr to Mowll Village Kiosk, then reverse route to Woodgrove Rd/David Rd.

By July 2004

Hastings Rd diversion (on request): Ex City from New Line Rd via Hastings Rd, Old Northern Rd to Round Corner, Dural.

Alteration

From circa 2007: Ex City from Epping Rd via Delhi Rd, M2 Hills Motorway. Reverse on return.

Timetable Summary

See 650.

Route 655

HORNSBY – PENNANT HILLS – CASTLE HILL – CASTLEWOOD via Castle Hill Rd ■

(Castlewood estate is in the area of Castlewood Dr & Darcey Rd.)

Timeline

21 April 1986: Pennant Hills – Castle Hill via Castle Hill Rd renumbered from part of 60/184 [1925 numbers], but extended from Castle Hill shops to Castlewood. Pennant Hills – Castle Hill shared with 652 & 653. Operated by Glenorie Bus Co (Keith Todd).

9 March 1989: Selected weekday trips extended from Pennant Hills to Hornsby.

11 December 1989:

- Curtailed to run Pennant Hills – Castle Hill shops. Castle Hill shops – Castlewood section transferred to 654.
- Selected trips diverted via David Rd.

11 June 1991: Castle Hill shops – Castlewood retransferred from 654 to 655.

13 June 1995: Renumbered 631.

Streets

Pennant Hills – Castle Hill – Castlewood

From 21 April 1986

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd (**Castle Hill**), Crane Rd, Darcey Rd, Castlewood Dr (**Castlewood**), Bolwarra Cr, Crane Rd, Cecil Av, Old Northern Rd, Showground Rd, Kentwell Av, Castle St to near Old Northern Rd (Castle Hill).

From Castle Hill (Castle St near Old Northern Rd) via Old Northern Rd, then reverse route to Pennant Hills station.

Anglican Retirement Villages diversion: Ex Pennant Hills from Castle Hill Rd via 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. Reverse on return.

Flinders Village diversion: Selected trips on the Anglican Retirement Villages diversion further diverted from James Cook Dr/Clarke Dr via Clarke Dr to Flinders Village turnaround, then Clarke Dr back to James Cook Dr.

Alterations

- *By 14 December 1987 (after 4.00pm):* left from Old Northern Rd into Crane Rd. Between 9.30am and 3.00pm from Old Northern Rd into Cecil Av to Crane Rd.
- *By 11 September 1988:* To approach Castle Hill from Showground Rd via Rowallan Av, Castle St.
- *By 11 September 1988:* Rerouted via full loop of Castlewood Dr instead of Bolwarra Cr.

Hornsby – Pennant Hills – Castle Hill – Castlewood

Alteration

From 9 March 1989: Extended from Pennant Hills via Yarrara Rd, Wells St bridge, Pennant Hills Rd, Pacific Hwy, Coronation St, Station St to Hornsby station. Return via Pacific Hwy, then reverse route to Pennant Hills station.

Hornsby – Pennant Hills – Castle Hill

From 11 December 1989

- **David Rd diversion:** Selected trips from Castle Hill Rd/David Rd via David Rd to Westminster Dr, then David Rd back to Castle Hill Rd.

Alterations

- **From 11 December 1989:** To approach Castle Hill from Old Northern Rd via Showground Rd, Rowallan Av, Castle St to near Old Northern Rd (Castle Hill) (*not* via Castlewood estate). Return via Old Northern Rd.
- **From 22 January 1990 (David Rd diversion):** From Castle Hill Rd via David Rd, Westminster Dr, David Rd back to Castle Hill Rd.
- **From 11 June 1991:** Extended from Old Northern Rd, Castle Hill via Cecil Av, Crane Rd, Castlewood Dr (**Castlewood**), Darcey Rd, Crane Rd, Cecil Av, Old Northern Rd.
- **By 29 January 1992:** From Old Northern Rd via Terminus St, Crane Rd, Old Northern Rd, Showground Rd, Rowallan Av, Castle St, Old Castle Hill Rd, McMullen Av, Old Northern Rd.
- **By 29 January 1992:** Pennant Hills terminus moved from Yarrara Rd to Railway St.

From 11 June 1991

Coonara Rd diversion (*selected night and weekend trips*): Ex Pennant Hills from Pennant Hills Rd/Aiken Rd via Aiken Rd, Taylor St, Coonara Av to Castle Hill Rd. Reverse on return.

Timetable Summary

21 April 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill-Castlewood	Fr P Hills 25C 30Cw	M-F	Castle Hill	5.48am	Pennant Hills	8.08pm	30*	A
		Sat		7.20am		6.10pm	60	A
		Sun						

* More frequent in peak hours.

A – Includes 652 & 653 over the same route. Selected trips extended to Castlewood on weekdays.

C – To Castle Hill.

Cw – To Castlewood.

11 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Pennant Hills-Castle Hill Beecroft-Castle Hill	Fr C Hill 35P 35B	M-F	Castle Hill	5.42amB	Pennant Hills	6.10pmC	30-60*	A
				6.45amP	Beecroft	8.45pmC		
		Sat		7.12amP	Pennant Hills	6.53pmC	60	D
		Sun		7.10amP		3.23pmC	E	

* More frequent in peak hours.

A – Includes 651, 652, 653, 657 & 658 over the same route. Selected trips extended to Hornsby.

B – To Beecroft.

C – To Castle Hill.

D – All Saturday trips, Castle Hill-Pennant Hills. Includes 652 over the same route.

E – All Sunday trips, 652 Castle Hill-Pennant Hills (5 trips from Castle Hill, 4 trips from Pennant Hills).

P – To Pennant Hills.

Route 657

PENNANT HILLS – CASTLE HILL – ANNANGROVE

- **Selected trips to Beecroft instead of Pennant Hills**

Timeline

11 September 1988:

- Renumbered from part of 51 [1925 number]. Period of operation changed from school days only to all weekdays.
- Because of the geographical layout of routes 651, 652, 657 & 658, a change of bus into a connecting service on another of those routes may have been required at some point.
- Operated by Glenorie Bus Co (Keith Todd).

11 December 1989: Selected trips altered to run to/from Beecroft instead of Pennant Hills.

13 June 1995: Renumbered 641.

Streets

From 11 September 1988

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Rowallan Av, Castle St (**Castle Hill**), Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Annangrove Rd, Edwards Rd to Nelson Rd (Annangrove).

From Annangrove (Edwards Rd at Nelson Rd) via reverse route to Old Northern Rd, then Showground Rd, Rowallan Av, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Peak hour trips via New Line Rd: From Pennant Hills station via Ramsay Rd, Bellamy St, Boundary Rd, New Line Rd, Old Northern Rd. Return via reverse route to Ramsay St, then Rosemount Av, Warne St, Yarrara Rd to Pennant Hills station.

Alterations

By 29 January 1992:

- Pennant Hills terminus moved from Yarrara Rd to Railway St.
- Peak hour trips via New Line Rd altered, ex Pennant Hills via Pennant Hills Rd, Boundary Rd. Reverse on return.
- From Old Northern Rd via Terminus St, Crane Rd, Old Castle Hill Rd, McMullen St, Old Northern Rd.

Timetable Summary

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Annangrove	Fr Annan 25C 35P	M-F	Annangrove	6.32amP	Pennant Hills	6.12pmA	8 trips	B
		Sat						
		Sun						

A – To Annangrove.

B – Peak hours, Pennant Hills-Annangrove via New Line Rd. Day, Castle Hill-Annangrove. Connections provided when not a through service.

C – To Castle Hill.

P – To Pennant Hills via New Line Rd.

Route 658

PENNANT HILLS – CASTLE HILL – KENTHURST (Pitt Town Rd)

- **Selected trips to Beecroft instead of Pennant Hills**

Timeline

11 September 1988:

- Renumbered from part of 51 [1925 number]. Period of operation changed from school days only to all weekdays (and later also Saturdays).
- Because of the geographical layout of routes 651, 652, 657 & 658, a change of bus into a connecting service on another of those routes may have been required at some point.
- Operated by Glenorie Bus Co (Keith Todd).

11 December 1989: Selected trips altered to run to Beecroft instead of Pennant Hills.

13 June 1995: Renumbered 639.

Streets

From 11 September 1988

From Pennant Hills (Yarrara Rd at station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Rowallan Av, Castle St (**Castle Hill**), Old Northern Rd (**Round Corner, Dural**), Kenthurst Rd, Pitt Town Rd to McClymonts Rd (Kenthurst).

From Kenthurst (Pitt Town Rd at McClymonts Rd) via reverse route to Old Northern Rd, then Showground Rd, Rowallan Av, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills station.

Peak hour trips via New Line Rd: From Pennant Hills station via Ramsay Rd, Bellamy St, Boundary Rd, New Line Rd, Old Northern Rd. Return via reverse route to Ramsay St, then Rosemount Av, Warne St, Yarrara Rd to Pennant Hills station.

Alterations

By 29 January 1992:

- Pennant Hills terminus moved from Yarrara Rd to Railway St.
- (*Peak hour trips via New Line Rd*): Ex Pennant Hills via Pennant Hills Rd, Boundary Rd. Reverse on return.
- From Old Northern Rd via Terminus St, Crane Rd, Old Castle Hill Rd, McMullen St, Old Northern Rd.

Timetable Summary

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Kenthurst	Fr Kent 25C 35P	M-F	Kenthurst	6.13amP	Pennant Hills	6.12pm	A	
		Sat						
		Sun						

A – Peak hours, Pennant Hills-Kenthurst via New Line Rd. Day, Castle Hill-Kenthurst (8 trips from Kenthurst. 6 trips from Pennant Hills or Castle Hill). Connections provided when not a through service.

C – To Castle Hill.

P – To Pennant Hills via New Line Rd.

Route 659

DURAL – CHERRYBROOK – MANLY (Summer beach bus)

Timeline

By 12 November 2005: Commenced by Hillsbus (Comfort Delgro Cabcharge). Ran November-January in various years (if and when ceased?).

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

Streets

By 12 November 2005

Starting point: Dural Golf Range.

Timetable Summary

12 November 2005

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dural-Manly	80	M-F	Dural	8.40am	Manly	4.00pm	1 trip	A
		Sat		8.40am		4.00pm	1 trip	A
		Sun		8.40am		4.00pm	1 trip	A

A – Summer (November-January) only.

Route 660

DURAL – CASTLE HILL – MANLY (Summer beach bus)

Timeline

By 12 November 2005: Commenced by Hillsbus (Comfort Delgro Cabcharge). Ran November-January in various years (if and when ceased?).

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

Streets

By 12 November 2005

Starting point: Round Corner, Dural.

Timetable Summary

12 November 2005

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dural-Manly	80	M-F	Dural	8.40am	Manly	4.00pm	1 trip	A
		Sat		8.40am		4.00pm	1 trip	A
		Sun		8.40am		4.00pm	1 trip	A

A – Summer (November-January) only.

Route 700

PARRAMATTA – BLACKTOWN via Great Western Hwy

Timeline

2 April 1982: Renumbered from part of 210 as part of reorganization of 179, 210 & 213 [all 1925 numbers] into 700, 702 & 703. Operated by Western Road Bus Services (Trevor Thornley).

24 January 1987: Transferred to Toongabbie Buses (Delfs family).

19 December 1988: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

3 December 1994: Rerouted via Blacktown Rd direct. Service to the Hayes Rd area replaced by 702, Blacktown – Seven Hills via Toongabbie South.

May 1999: Westbus transferred to National Express group.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Rerouted in the Westmead area, replacing part of rerouted 705, as a result of Ministry of Transport review of Region 4.

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

Streets

From 2 April 1982

From Parramatta (Argyle St at station) via Argyle St, Wentworth St, Parkes St, Great Western Hwy, Blacktown Rd, Leabons Lane, Vienna St, Fowler St, Hayes Rd, Orana Av, Wall Park Av, Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

From Blacktown (Main St at station) via Main St, Wall Park Av, then reverse route to Great Western Hwy, then Marsden St, Argyle St to Parramatta station.

Alterations

- **By 5 March 1986** (*May have started on 15 September 1985, the opening date of the Church St mall*): To approach Parramatta from Great Western Hwy via Church St, Argyle St to Parramatta station. Return via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy.
- **By 27 January 1987:** To approach Parramatta from Great Western Hwy via Church St, Argyle St, Marsden St, Market St to near Church St. Return via Church St, George St, Smith St, Darcy St, Church St, Great Western Hwy.
- **By 27 January 1987:** To approach Blacktown from Wall Park Av via Main St, Campbell St, Newton Rd, Patrick St, Main St to Blacktown station. Return via Flushcombe Rd, Newton Rd, Main St, Wall Park Av.

- **By 11 September 1988:** Ex Parramatta from Great Western Hwy via Bridge Rd, Essington St, Bransgrove St, Fullagar Rd, Station St, Smith St, Pendle Way, Great Western Hwy. Reverse on return.
- **By 16 October 1989:** To approach Blacktown from Wall Park Av via Main St, Newton Rd, Patrick St.
- **By 3 December 1994:** To approach Parramatta from Great Western Hwy via Church St, Argyle St to Parramatta station. Return via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy.
- **By 3 December 1994:** To approach Blacktown from Blacktown Rd via Main St, Newton Rd. Reverse on return.
- **Approx 1995:** To approach Blacktown from Patrick St via bus bridge to Blacktown interchange. Reverse on return.
- **From 19 February 2006 (opening date of new Parramatta new interchange):** Parramatta terminus at new interchange (Argyle St).
- **By 11 March 2007:** To approach Parramatta from Great Western Hwy via Pitt St, Argyle St. Reverse on return.

From 11 May 2009

From Parramatta (new interchange) via Argyle St, Pitt St, Great Western Hwy, Good St, Church Av, Bridge Rd, Essington St, Fullagar Rd, Station St, Smith St, Pendle Way, Great Western Hwy, Blacktown Rd, Main St, Newton Rd, Patrick St, Westpoint tunnel, bus bridge to Blacktown interchange. Reverse on return.

Timetable Summary

2 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Blacktown	35	M-F	Blacktown	5.35amP	Blacktown	6.50pmP	30*	A
					Parramatta	9.12pmC		
		Sat		6.57amP	Blacktown	6.15pmP	AM 30 PM 120	A
					Parramatta	6.46pmC		
		Sun	Parramatta	8.32amB	Blacktown	5.30pmP	120	
					Parramatta	6.05pmC		

* More frequent in peak hours.

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

B – To Blacktown.

C – Combined 700/702.

P – To Parramatta.

16 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Blacktown	37	M-F	Blacktown	5.55am	Blacktown	8.42pm	30*	A
		Sat	Parramatta	7.15am	Parramatta	6.03pm	60	A
		Sun	Blacktown	8.38am		5.24pm	60	A

* More frequent in peak hours.

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

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Blacktown	41	M-F	Blacktown	5.22am	Parramatta	8.07pm	60*	A
		Sat		7.35am		6.02pm	60	A
		Sun		8.00am		5.35pm	60	B

* More frequent in peak hours.

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

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

19 February 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Blacktown	45	M-F	Blacktown	4.48am	Parramatta	11.00pm	30*	
		Sat		6.00am		10.52pm	30	
		Sun		7.00am		10.52pm	30	

* More frequent in peak hours.

Combined Routes 700/702

PARRAMATTA – GREYSTANES ■

Timeline

2 April 1982: Combined loop route 700/702 in early mornings & nights renumbered from parts of 179 & 210 as part of reorganization of 179, 210 & 213 [all 1925 numbers] into 700, 702 & 703. Operated by Western Road Bus Services (Trevor Thornley).

24 January 1987: Ceased when 700 & 702 transferred to different proprietors.

Streets

From 2 April 1982

From Parramatta (Argyle St at station) via 700 to Great Western Hwy/Greystanes Rd, then 702 return to Parramatta.

Route 702

PARRAMATTA – SOUTH WENTWORTHVILLE – GREYSTANES – BLACKTOWN ■

See Route Histories - Contract Region 3.

Route 702

BLACKTOWN – TOONGABBIE SOUTH – SEVEN HILLS

Timeline

3 December 1994: New route formed from parts of the Toongabbie – Seven Hills section of 705, but re-oriented to Seven Hills & Blacktown, as part of a reorganization of 700 & 705. Operated by Westbus (Bosnjak family, proprietors).

May 1999: Westbus transferred to National Express group.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

Streets

From 3 December 1994

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Main St, Wall Park Av, Orana Av, Hayes Rd, Fowler St, Vienna St, Leabons Lane, Seven Hills Rd, Cornelia Rd, The Crescent (**Toongabbie South**), Metella Rd, Lucretia Rd, Mackenzie Blvd, Harwood St, Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], Terminus Rd to Seven Hills interchange.

From Seven Hills (interchange) via Seven Hills Rd [now Prospect Hwy], Best Rd, then reverse route to Newton Rd, then Patrick St, Main St to Blacktown station.

Alteration

Approx 1995: To approach Blacktown from Patrick St via bus bridge to Blacktown interchange. Reverse on return.

From 11 May 2009

From Blacktown (interchange) via bus bridge, Westpoint tunnel, Patrick St, Newton Rd, Main St, Blacktown Rd, Leabons Lane, Seven Hills Rd, Cornelia Rd, The Crescent (**Toongabbie South**), Metella Rd, Lucretia Rd, Mackenzie Blvd, Harwood St, Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], Terminus Rd to Seven Hills interchange.

From Seven Hills (interchange) via Seven Hills Rd [now Prospect Hwy], Best Rd, then reverse route to Blacktown.

Timetable Summary

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills	33	M-F	Seven Hills	6.45am	Seven Hills	8.44pm	60*	A
		Sat	Blacktown	7.26am	Blacktown	5.23pm	60	C
		Sun						

* More frequent in peak hours.

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

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

8 September 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills	25	M-F	Seven Hills	6.49am	Seven Hills	8.45pm	60*	A
		Sat	Blacktown	7.27am	Blacktown	6.20pm	60	C
		Sun		8.22am		6.20pm	60	D

* More frequent in peak hours.

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

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

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

Route 705

PARRAMATTA – TOONGABBIE – SEVEN HILLS – BLACKTOWN

Timeline

2 April 1982: 11 & 174 [1925 numbers] amalgamated as 705, Parramatta – Wentworthville – Toongabbie. Operated by Western Road Bus Services (Trevor Thornley).

24 January 1987: Transferred to Toongabbie Buses (Delfs family).

11 September 1988: Extended from Toongabbie to Seven Hills, replacing 711.

19 December 1988: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

3 December 1994: Rerouted between Toongabbie & Seven Hills via Best Rd instead of Toongabbie South as part of a reorganization of 700, 705 & 710. Service to Toongabbie South replaced by 702.

May 1999: Westbus transferred to National Express group.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007:

- Curtailed to Parramatta – Toongabbie in connection with opening of Parramatta-Merriville Rd section of North West T-way.
- Toongabbie – Seven Hills section replaced by extension of 711.

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

- Extended from Toongabbie to Blacktown via Seven Hills & Lalor Park, replacing parts of 630 & 711 between Seven Hills & Blacktown.
- Rerouted via North West T-way between Parramatta & Westmead Hospital instead of Good & Pye Sts, Westmead. Service in Good & Pye Sts, Westmead area replaced by rerouted 700.

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

Streets

Parramatta – Toongabbie

From 2 April 1982

From Parramatta (Argyle St at station) via Argyle St, Wentworth St, Parkes St, Great Western Hwy, Hawkesbury Rd, Church Av, Toohey Av, Bridge Rd, Jordan St, Lytton St, Veron St, Lane St, Dunmore St, Freame St, The Kingsway (**Wentworthville**), Station St, Dunmore St, Emert St, Oatlands St, Jones St, Rowley St, Pendle Way, Gilba

Rd, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Magowar Rd, Targo Rd, Mandoon Rd, Girraween Rd, Gilba Rd, Oramzi Rd, Targo Rd, Toongabbie Rd, Portico Pde, Cornelia Rd, The Portico (Toongabbie station).

From Toongabbie (The Portico at station) via Aurelia St, Targo Rd, Oramzi Rd, Gilba Rd Girraween Rd, Mandoon Rd, Targo Rd, Magowar Rd, Pendle Way, Gilba Rd, Goodall St, Joyce St, (**Pendle Hill**), Pendle Way, Rowley St, Jones St, Oatlands St, Emert St, Dunmore St, Freame St, The Kingsway (**Wentworthville**), Station St, Dunmore St, Lane St, then reverse route to Great Western Hwy, then Marsden St, Argyle St to Parramatta station.

Alterations

- **By 5 March 1986** (May have started on 15 September 1985, the opening date of the Church St mall): To approach Parramatta from Great Western Hwy via Church St, Argyle St to Parramatta station. Return via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy.
- **By 24 January 1987**: To approach Parramatta from Church Av via Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St to Parramatta station. Return via Wentworth St, Fitzwilliam St, Church St, Argyle St.
- **By 24 January 1987**: Ex Parramatta from Lane St via Dunmore St, Emert St. Reverse on return.

Parramatta – Toongabbie – Seven Hills

Alterations

- **From 11 September 1988**: Ex Parramatta from Rowley St via Pendle Way, Magowar St. Reverse on return.
- **From 11 September 1988**: Extended from Portico Pde, Toongabbie via Cornelia Rd, Cecilia St, Portico Pde, Carter St, Carrington St, Best Rd, Harwood St, Mackenzie Blvd, Lucretia Rd, Metella Rd, The Crescent, Cornelia Rd, Seven Hills Rd [now Prospect Hwy], Terminus Rd to Seven Hills interchange. Return from Seven Hills interchange via Seven Hills Rd [now Prospect Hwy], Best Rd, then reverse route to Carter St, then Portico Pde, Targo Rd.
- **From 16 October 1989**: To approach Parramatta from Hawkesbury Rd via Great Western Hwy, Church St, Argyle St, Marsden St, Market St. Return via Church St, George St, Smith St, Darcy St, Church St, Great Western Hwy, Hawkesbury Rd.
- **From 16 October 1989**: Ex Parramatta from Oatlands St via Jones St, Dunmore St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Magowar Rd. Ex Seven Hills from Magowar Rd via Pendle Way, Dunmore St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Dunmore St, Jones St, Oatlands St.

From 3 December 1994

From Parramatta (Argyle St at station) via Wentworth St, Fitzwilliam St, Church St, Great Western Hwy, Good St, Pye St, Hawkesbury Rd, Church Av, Toohey Av, Bridge Rd, Jordan St, Lytton St, Veron St, Lane St, Dunmore St, Emert St, Oatlands St, Jones St, Dunmore St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Magowar Rd, Targo Rd, Mandoon Rd, Girraween Rd, Gilba Rd, Oramzi Rd, Targo Rd, Toongabbie Rd, Portico Pde (**Toongabbie**), Carter St, Carrington Rd, Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], Terminus Rd to Seven Hills interchange.

From Seven Hills (interchange) via Seven Hills Rd, Best Rd, then reverse route to Magowar Rd, then Pendle Way, Dunmore St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Dunmore St, Jones St, then reverse route to Church St, then Argyle St to Parramatta station.

Alteration

From 19 February 2006 (opening date of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St).

Parramatta – Toongabbie

Alterations

From 11 March 2007:

- To approach Parramatta from Great Western Hwy via Pitt St, Argyle St. Reverse on return.
- To terminate at/start from Portico Pde, Toongabbie.

Parramatta – Toongabbie – Seven Hills – Lalor Park – Blacktown

From 11 May 2009

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Pde, Hawkesbury Rd, Darcy Rd, Bridge Rd, Jordan St, Lytton St, Veron St, Lane St, Dunmore St (**Wentworthville**), Emert St, Oatlands St, Jones St, Dunmore St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Magowar Rd, Targo Rd, Mandoon Rd, Girraween Rd, Gilba Rd, Oramzi Rd, Targo Rd, Portico Pde (**Toongabbie**), Carter St, Carrington St, Best Rd, George St, Olive St, Prospect Hwy, Terminus Rd, **Seven Hills** interchange, Terminus Rd, Prospect Hwy, Johnson Av, Vardys Rd, Heffron Rd,

Northcott Rd (**Lalor Park**), Wheeler St, Sackville St, Sunnyholt Rd, George St, Blacktown interchange, bus bridge, Westpoint tunnel (Blacktown).

From Blacktown (Westpoint tunnel) via reverse route to Johnson Av, then Prospect Hwy, Seven Hills interchange, Prospect Hwy, Best Rd, then reverse route to Parramatta.

Alteration

From 3 June 2018: Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

2 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	Fr P'matta 22P 34T	M-F	Toongabbie	7.50am	Parramatta	4.08pm	A	
		Sat		8.12am		12.10pm	60	B
		Sun						
Pendle Hill-Girraween	15 round trip	M-F	Girraween	6.08am	Pendle Hill	6.36pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Parramatta-Pendle Hill 60*, Parramatta-Toongabbie 120. Plus short-working/s before first trip & after last trip shown.

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

P – To Pendle Hill.

Ph – Peak hours only.

T – To Toongabbie.

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Seven Hills	Fr 7 Hills 21T 56P	M-F	Toongabbie	5.50amS	Parramatta	5.55pmS	A	
			Seven Hills	7.26amP				
		Sat		9.30amP		11.30amP	60	B
		Sun						

* More frequent in peak hours.

A – Early morning, Seven Hills-Toongabbie. Day & afternoon peak hour, Parramatta-Seven Hills 60*. Plus short-working/s after last trip shown.

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

P – To Parramatta.

S – To Seven Hills.

T – To Toongabbie.

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Seven Hills	37	M-F	Seven Hills	6.41am	Parramatta	6.20pm	60*	
		Sat		7.35am		5.13pm	60	
		Sun		8.35am		5.12pm	120	

* More frequent in peak hours.

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	30	M-F	Toongabbie	6.35am	Parramatta	6.31pm	60*	
		Sat		7.40am		4.55pm	60	
		Sun	Parramatta	8.26am	Toongabbie	4.59pm	120	

* More frequent in peak hours.

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Lalor Park-Blacktown	66	M-F	Blacktown	6.06am	Parramatta	6.35pm	60*	A
		Sat		7.10am	Blacktown	5.10pm	60	B
		Sun		8.10am	Parramatta	5.22pm	120	

* More frequent in peak hours.

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

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

Route 706

PARRAMATTA – WESTMEAD – BELLA VISTA – NORTH KELLYVILLE (Poole Rd) ■

Timeline

20 March 2000: Parramatta Wharf – North Kellyville (Poole Rd) commenced by Westbus (National Express group). Shared route between Parramatta & Westmead Hospital with 710-712 & 717 (712 replaced by 609 from 13 November 2000).

13 November 2000:

- Parramatta terminus changed from wharf to station.
- Rerouted through Winston Hills & Bella Vista.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

Streets

From 20 March 2000

From Parramatta (Phillip St at wharf) via Phillip St, Charles St, George St, Smith St, Darcy St, Church St, Argyle St, Park Pde, Alexandra Av, Hawkesbury Rd, Darcy Rd (**Westmead**), Hart Dr, Old Windsor Rd, Norwest Blvd, Westwood Way, Bella Vista Dr, Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Showground Rd, Kings Rd, Wrights Rd (**Kellyville**), Green Rd, Poole Rd [now Samantha Riley Dr] to Redden Dr (North Kellyville).

From North Kellyville (Poole Rd at Redden Dr) via Poole Rd [now Samantha Riley Dr], James Mileham Dr, Marella Av, Green Rd, then reverse route to Argyle St, then Wentworth St, Valentine Av, Parkes St, Station St, Smith St, Phillip St to Parramatta wharf.

Alterations

- ***From 13 November 2000:*** To approach Parramatta from Argyle St to Parramatta station (*not* to wharf). Return via Wentworth St, Fitzwilliam St, Church St, Argyle St.
- ***From 13 November 2000:*** Ex Parramatta from Old Windsor Rd via Oakes Rd, Buckleys Rd, Langdon Rd, Baulkham Hills Rd, Marina Rd, Seven Hills Rd, Chapel Lane, Crestwood Dr, Saxonvale Rd, Bella Vista Dr, Reston Grange, then same route to Green Rd, then Marella Av, James Mileham Dr, Poole Rd [now Samantha Riley Dr] to Redden Dr (North Kellyville). Reverse on return.
- ***From 19 February 2006 (opening date of new Parramatta interchange):*** To terminate at/start from at Parramatta at new interchange (Argyle St).

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		
Parramatta-North Kellyville (Poole Rd)	52	M-F	Poole Rd	6.27am	Parramatta	5.41pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 706

PARRAMATTA – WINSTON HILLS – KINGS LANGLEY – BLACKTOWN

Timeline

29 June 2015: New route commenced by Hillsbus (Comfort DelGro Cabcharge). Shares Blacktown – Kings Langley with T61.

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

Streets

From 29 June 2015

From Parramatta (new interchange) via Argyle St, bus tunnel, Station St, Wilde Av, Victoria Rd, Church St, Windsor Rd, Churchill Dr, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gibbon Rd, North West (Parramatta-Rouse Hill) T-way, Old Windsor Rd, Seven Hills Rd, Joseph Banks Dr, (left) Whitby Rd, James Cook Dr (**Kings Langley**), North West (Blacktown-Parklea) T-way, George St, Blacktown interchange, bus bridge, Westpoint tunnel (Blacktown). Reverse on return.

Alteration

From 3 June 2018: Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

29 June 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta- Winston Hills- Blacktown	Fr P'matta 21W 55B	M-F	Parramatta	5.30amB	Blacktown Winston Hills	6.30pmP 9.03pmP	A	
		Sat						
		Sun						

A – Peak hours & day, Parramatta-Blacktown 60. Night, Parramatta-Winston Hills.

B – To Blacktown.

P – To Parramatta.

W – To Winston Hills.

Route 708

TOONGABBIE SENIOR CITIZENS VILLAGES [now known as Constitution Hill] – WENTWORTHVILLE – PARRAMATTA (COMMUNITY BUS)

Timeline

3 December 1994: New route with limited service, Toongabbie Senior Citizens Villages – Wentworthville, commenced by Westbus (Bosnjak family, proprietors).

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

By October 2001: Extended from Wentworthville to Parramatta.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 May 2009: Route altered, but locations of termini unaltered. Toongabbie terminus now referred to as Constitution Hill.

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

Streets

Toongabbie Senior Citizens villages – Wentworthville

From 3 December 1994

From Centenary Village, Constitution Hill (inside) via Hammers Rd, Old Windsor Rd, Fitzwilliam Rd, Bogalara Rd, Binalong Rd (Mayflower Village), Binya Rd, Bago Rd, Burra St, Bungaree Rd (Melrose Village), Wentworth Av, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Dunmore St, Jones St, Stapleton St (Edith Walker Village), Emert St, Oatlands St, Jones St, Smith St (Wentworthville Leagues Club), Emert St, Dunmore St (**Wentworthville**), Lane St to Wentworthville Community Centre. Reverse on return.

Toongabbie Senior Citizens Villages – Wentworthville – Parramatta

Alterations

- **By October 2001:** Extended from Wentworthville Community Centre via Veron St, Bridge Rd, Darcy Rd, Hawkesbury Rd, Caroline St, Park Av (Mayflower Village), Queens Rd, Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St to Parramatta station. Return from Parramatta (Darcy St) via Church St, Argyle St, then reverse route.
- **From 19 February 2006** (opening date of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St).

From 11 May 2009

From Centenary Village (inside) via Hammers Rd, Old Windsor Rd, Fitzwilliam Rd, Bogalara Rd, Binalong Rd (Mayflower Village), Binya Rd, Bago Rd, Burra St, Bungaree Rd (Melrose Village), Wentworth Av, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Dunmore St, Jones St, Stapleton St (Edith Walker Village), Jones St, Smith St, Emert St, Dunmore St (**Wentworthville**), Lane St, Veron St, Bridge Rd, Darcy Rd, Hawkesbury Rd, Caroline St, Park Av, Queens Rd, Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St to Parramatta interchange.

From Parramatta (new interchange) via Argyle St, Alexandra Av, Park Pde, Hawkesbury Rd, Caroline St, Park Av, Queens Rd, Hawkesbury Rd, Darcy Rd, then reverse route to Jones St, then Stapleton St (Edith Walker Village), Jones St, Dunmore St, Pendle Way, then reverse route to Centenary Village.

From 3 June 2018

From Centenary Village (inside) via Hammers Rd, Old Windsor Rd, Fitzwilliam Rd, Burrabogee Rd, Bungaree Rd, Wentworth Av, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Dunmore St, Jones St, Smith St, Station St, Dunmore St (**Wentworthville**), Lane St, Veron St, Bridge Rd, Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St to Parramatta interchange.

From Parramatta (new interchange) via reverse route to Jones St, then Dunmore St, Joyce St, Pendle Way, Dunmore St, Goodall St, then reverse route to Centenary Village.

Timetable Summary

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Toongabbie villages-Wentworthville	29	M-F	Centenary Vlg	9.00am	Wentworthville	2.23pm	1 trip	
		Sat						
		Sun						

24 June 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Toongabbie villages-Parramatta	45	M-F	Centenary Vlg	9.00am	Parramatta	2.10pm	1 trip	
		Sat						
		Sun						

Route 709

SEVEN HILLS – WESTMEAD HOSPITAL (COMMUNITY BUS) ■

Timeline

3 December 1994: Limited service commenced by Westbus (Bosnjak family, proprietors), partly replacing through service between these points provided by 710, when curtailed to run Parramatta – Toongabbie.

24 June 1996: Curtailed to run Seven Hills – Old Toongabbie; one return trip daily on weekdays.

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

20 March 2000: Ceased. Partly replaced by extension of 717 from Seven Hills to Parramatta.

Streets

Seven Hills – Westmead Hospital

From 3 December 1994

From Seven Hills (interchange) via Seven Hills Rd [now Prospect Hwy], Best Rd, Cornelia Rd (**Toongabbie**), railway bridge, Wentworth Av, Fitzwilliam Rd, Binalong Rd, Burrabogee Rd, Bogalara Rd, Fitzwilliam Rd, Old Windsor Rd, Hart Rd, Darcy Rd, Hawkesbury Rd to Westmead Children's Hospital.

From Westmead Children's Hospital (Hawkesbury Rd) via reverse route to Best Rd, then George St, Olive St, Seven Hills Rd [now Prospect Hwy], Terminus Rd to Seven Hills interchange.

Seven Hills – Old Toongabbie

Alteration

From 24 June 1996: Ex Seven Hills, to terminate at Old Windsor Rd & Fitzwilliam Rd (Old Toongabbie) and return from that point.

Timetable Summary

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills- Westmead Hospital	30	M-F	Westm'd Hosp	9.30am	Seven Hills	2.03pm	120	
		Sat						
		Sun						

24 June 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Old Toongabbie	16	M-F	Old T'gabbie	10.04am	Seven Hills	2.10pm	1 trip	
		Sat						
		Sun						

Route 710

PARRAMATTA – TOONGABBIE – SEVEN HILLS – BLACKTOWN ■

Timeline

8 January 1986: Parramatta – Toongabbie – Seven Hills – Blacktown renumbered from an amalgamation of 178 & parts of 143, connected between Toongabbie & Seven Hills via Best Rd, as part of reorganisation & renumbering of 143, 144, 178, 180 & 198 [all 1925 numbers] into 710, 711, 716 & 718. Operated by Toongabbie Buses (name changed from Toongabbie Transport Services at about same time) (Delfs family).

19 December 1988: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

3 December 1994:

- Curtailed to Parramatta – Toongabbie.
- Toongabbie – Seven Hills section replaced by rerouting of 705.
- Seven Hills – Blacktown section replaced by parts of 717 & 718.
- Through service between Seven Hills and Westmead Hospital partly replaced in off-peak by 709.

24 June 1996: Altered to Parramatta Wharf – Westmead – Toongabbie (*not* via Westmead Children’s Hospital), weekday peak hours only. Shared part of route with 711. From 20 March 2000, shared route between Parramatta & Westmead Hospital with 710-712 & 717 (712 replaced by 609 from 13 November 2000).

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

By 13 November 2000: Ceased. 711 continued to cover same route, but rerouted via Westmead Children’s Hospital at all times.

Streets

Parramatta – Toongabbie – Seven Hills – Kings Langley – Blacktown

From 8 January 1986

From Parramatta (Market St) via Church St, George St, Smith St, Darcy St, Church St, Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd, Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Hart Dr, Old Windsor Rd, Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd, The Portico, Aurelia St (**Toongabbie**), Portico Pde, Cornelia Rd, Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], Terminus Rd to **Seven Hills** interchange, then Terminus Rd, Seven Hills Rd [part now Prospect Hwy], Johnson Av, Vardys Rd, Solander Rd, Joseph Banks Dr, Whitby Rd (**Kings Langley**), Vardys Rd, Heffron Rd, Northcott Rd (**Lalor Park**), Wheeler St, Sackville St, Sunnyholt Rd, Main St, Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, then reverse route to Johnson Av, then Seven Hills Rd [part now Prospect Hwy], **Seven Hills** interchange, Seven Hills Rd [now Prospect Hwy], Best Rd, Cornelia Rd, The Portico, Aurelia St (**Toongabbie**), Portico Pde, Cornelia Rd, railway bridge, then reverse route to Hart Dr, then Darcy Rd, Railway St, Wentworth Av (**Wentworthville station**), Hill St, Darcy Rd, then reverse route to Great Western Hwy, then Church St, Argyle St, Marsden St, Market St (Parramatta).

Weekday night & Sunday route: From Parramatta (Argyle St at station) via (?), Park Pde, Alexandra Av, Hawkesbury Rd, Darcy Rd, Hart Dr, then as above. Reverse on return to Park Pde, then Argyle St to Parramatta station.

Alterations

- **By 11 September 1988:** To approach Blacktown from Sunnyholt Rd via Newton Rd, Patrick St, Main St to Blacktown station. Return via Flushcombe Rd, Newton Rd, Campbell St, Main St, Sunnyholt Rd.
- **By 16 October 1989:** To depart Blacktown station via Flushcombe Rd, Newton Rd, Sunnyholt Rd.
- **By 16 October 1989:** Ex Parramatta from Great Western Hwy via Good St, Pye St. Reverse on return.
- **By 16 October 1989:** Ex Blacktown from Hart Dr via Darcy Rd, Hill St, Wentworth Av (**Wentworthville**), Railway St, Darcy Rd.

Parramatta – Toongabbie

From 3 December 1994

From Parramatta (Darcy St at station) via Church St, Argyle St, Park Pde, Alexandra Av, Hawkesbury Rd, Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Hart Dr, Old Windsor Rd, Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Bulli Rd, Ballandella Rd, Barangaroo Rd, Wentworth Av to Toongabbie station.

From Toongabbie (Wentworth Av at station) via Wentworth Av, Fitzwilliam Rd, Binalong Rd, then reverse route to Darcy Rd, then Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, then reverse route to Argyle St to Parramatta station.

Alteration

From 24 June 1996: Extended from Argyle St via Valentine Av, Parkes St, Station St, Smith St, Phillip St to Parramatta wharf. Return via Charles St, George St, Smith St, Darcy St, Church St, Argyle St.

Timetable Summary

8 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Blacktown	80	M-F	Blacktown	6.00am	Parramatta	8.00pm	30	A
		Sat		7.30am		4.30pm	60	B
		Sun		9.00am		5.00pm	60	

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

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

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	28	M-F	Toongabbie	5.16am	Parramatta	9.15pm	30	
		Sat		7.15am		6.55pm	60	
		Sun		8.34am	Toongabbie	5.43pm	60	

24 June 1996

See 711.

Route 711

SEVEN HILLS – SEVEN HILLS SOUTH – TOONGABBIE ■

Timeline

8 January 1986: Renumbered from part of 144 [1925 number]. Operated by Toongabbie Buses (name changed from Toongabbie Transport Services at about same time) (Delfs family).

11 September 1988: Replaced by extension of 705 from Toongabbie to Seven Hills.

Streets

From 8 January 1986

From Seven Hills (interchange) via Seven Hills Rd [part now Prospect Hwy], Cornelia Rd (**Seven Hills South**), The Crescent, Metella Rd, Lucretia Rd, Superior Av, Nipigon Rd, Mackenzie Blvd, Harwood St, Best Rd, Cornelia Rd to Toongabbie station.

From Toongabbie (Cornelia Rd at station) via reverse route to Seven Hills Rd [part now Prospect Hwy], then Terminus Rd to Seven Hills interchange.

Alteration

By 16 April 1986: Ex Seven Hills from Harwood St via Best Rd, Carrington St, Carter St, Portico Pde to Toongabbie station. Return via Cornelia Rd, Cecilia St, Portico Pde.

Timetable Summary

8 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Toongabbie	21	M-F	Toongabbie	6.00am	Seven Hills	6.31pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 711

PARRAMATTA – WESTMEAD HOSPITAL – TOONGABBIE ■

- **Known as “Parramatta-Westmead shuttle bus” (1995-2000)**

Timeline

16 January 1995: Parramatta Wharf – Westmead Hospital (known as “Parramatta-Westmead shuttle bus”) commenced by Westbus (Bosnjak family, proprietors).

24 June 1996:

- Extended from Westmead Hospital to Toongabbie, replacing 710 Parramatta – Toongabbie except for peak hour trips on 710 which *did not* run via Children’s Hospital.
- 711 ran via an extended loop in Toongabbie area including Bulli Rd.
- Generally every second trip (three out of every four trips on Sundays) ran only between Parramatta & Children’s Hospital.
- Extent of loop within Parramatta CBD reduced.

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

20 March 2000:

- Remained as Parramatta – Toongabbie, but Parramatta – Children’s Hospital trips replaced by new 706 & 712 & extended 717. (712 was replaced by extension of 609 on 13 November 2000.)
- By then, ceased to be known as “Parramatta-Westmead shuttle bus”.

13 November 2000:

- Curtailed to operate from Parramatta Station, *not* wharf. Service to Parramatta Wharf replaced by 717.
- Extended loop at Toongabbie reverted to route previously used by 710. Bulli Rd area served by rerouted 717.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007: In connection with opening of Parramatta-Merriville Rd section of North West T-way, route extended & altered (*see next entry*).

26 November 2017: Regular short-workings, Parramatta – Westmead Hospital, commenced at Most times of operation.

Streets

Parramatta – Westmead Hospital

From 16 January 1995

From Westmead (Hawkesbury Rd at Children’s Hospital) via Hawkesbury Rd, Alexandra Av, Park Pde, Argyle St, Wentworth St, Parkes St, Station St, Smith St, Macquarie St, Marsden St, Market St, Church St, Phillip St (**Parramatta wharf**), Charles St, Smith St, Darcy St, Church St, Argyle St, Park Pde, Alexandra Av, Hawkesbury Rd to Westmead Children’s Hospital.

Parramatta – Westmead Hospital – Toongabbie

From 24 June 1996

From Parramatta (Phillip St at wharf) via Charles St, George St, Smith St, Darcy St, Church St, Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd to Westmead Children’s Hospital, then Hawkesbury Rd, Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Hart Dr, Old Windsor Rd, Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Bulli Rd, Ballandella Rd, Barangaroo Rd, Wentworth Av to Toongabbie station.

From Toongabbie (Wentworth Av at station) via Wentworth Av, Fitzwilliam Rd, Binalong Rd, then reverse route to Darcy Rd, then Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, then reverse route to Argyle St, then Valentine Av, Parkes St, Station St, Smith St, Phillip St to Parramatta wharf.

From 13 November 2000

From Parramatta (Argyle St at station) via Wentworth St, Fitzwilliam St, Church St, Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd to Westmead Children’s Hospital, then Hawkesbury Rd, Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Hart Dr, Old Windsor Rd, Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd, Cecilia St, Portico Pde to Toongabbie station.

From Toongabbie (Portico Pde at station) via Cornelia Rd, railway bridge, then reverse route to Darcy Rd, then Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, then reverse route to Argyle St to Parramatta station.

Alteration

From 19 February 2006 (opening date of new Parramatta interchange): Parramatta terminus at new interchange (Argyle St).

Timetable Summary

16 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Westmead Hospital	30 round trip	M-F	Westm’d Hosp	6.45amW 8.36amP	Westm’d Hosp	8.15pmP	12	A
		Sat		6.45amW 8.36amP		8.15pmP	12	A
		Sun		6.45amW 8.00amP		8.15pmP	15	A

A – Early morning, Westmead-Westmead Hospital. Other times, Parramatta-Westmead Hospital.

P – To Parramatta.

W – To Westmead station.

24 June 1996
710 & 711

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	36	M-F	Toongabbie	5.15am	Parramatta	9.12pm	A	
		Sat		7.03am		6.50pm	B	
		Sun		8.40am	Toongabbie	6.44pm	C	

* More frequent in peak hours.

A – All-day, Parramatta-Westmead Hospital 10, Parramatta-Toongabbie 20* (711). Plus additional peak hour service, Parramatta-Toongabbie *not* via Westmead Hospital (morning from Toongabbie, afternoon from Parramatta) (710).

B – Parramatta-Westmead Hospital 15, Parramatta-Toongabbie 30 (711).

C – Parramatta-Westmead Hospital 15, Parramatta-Toongabbie 60 (711).

20 May 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	35	M-F	Toongabbie	5.10am	Parramatta	9.15pm	30*	
		Sat		7.00am		7.20pm	30	
		Sun		8.27am		6.48pm	60	

* More frequent in peak hours.

Route 711

PARRAMATTA – WESTMEAD HOSPITAL – TOONGABBIE – SEVEN HILLS – BLACKTOWN

Timeline

11 March 2007: Route in previous entry extended & altered as follows in connection with opening of Parramatta-Merriville Rd section of North West T-way:

- Extended from Toongabbie to Seven Hills, replacing that section of 705.
- Extended from Seven Hills to Blacktown, replacing parts of 715, 717 & 718 (which were reorganised as 743 & parts of 630 & 711).
- Operated by Hillsbus (Comfort Delgro Cabcharge).

11 May 2009: Rerouted between Seven Hills & Blacktown, replacing part of 630 between Seven Hills & Blacktown and in a rearrangement of 705, which was extended from Toongabbie to Blacktown, as a result of Ministry of Transport review of Region 4.

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

Streets

From 11 March 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd to **Westmead Children's Hospital**, then Hawkesbury Rd, Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Hart Dr, North West (Parramatta-Rouse Hill) T-way, Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Bungaree Rd, Bulli Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd, Portico Pde (**Toongabbie**), Carrington St, Best Rd, George St, Olive St, Prospect Hwy, Terminus Rd to **Seven Hills** interchange, then Terminus Rd, Prospect Hwy, Johnson Av, Vardys Rd, Heffron Rd, Northcott Rd (**Lalor Park**), Freeman St, Lucas Rd, Jordan St, Hope St, Phillip St, Barbara Blvd, Sackville St, North West (Blacktown-Parklea) T-way, George St, Blacktown interchange, bus bridge, Westpoint tunnel (Blacktown).

From Blacktown (Westpoint tunnel) via reverse route to Johnson Av, then Prospect Hwy, **Seven Hills** interchange, Prospect Hwy, Best Rd, then reverse route to Parramatta.

From 11 May 2009

From Parramatta (new interchange) Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd to **Westmead Children's Hospital**, then Hawkesbury Rd, Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill

St, Darcy Rd, Hart Dr, Ferndale Cl, Constitution Rd, Emma Cr (**Constitution Hill**), Hollis St, Bulli Rd, Bogalara Rd, Burrabogee Rd, Bungaree Rd, Bulli Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd, Portico Pde (**Toongabbie**), Carrington St, Best Rd, George St, Olive St, Prospect Hwy, Terminus Rd to **Seven Hills** interchange, then Terminus Rd, Prospect Hwy, Johnson Av, Northcott Rd (**Lalor Park**), Freeman St, Lucas Rd, Jordan St, Hope St, Phillip St, Barbara Blvd, Sackville St, North West (Blacktown-Parklea) T-way, George St, Blacktown interchange, bus bridge, Westpoint tunnel (Blacktown).

From Blacktown (Westpoint tunnel) via reverse route to Johnson Av, then Prospect Hwy, **Seven Hills** interchange, Prospect Hwy, Best Rd, then reverse route to Darcy Rd, then Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, then reverse route to Parramatta.

Alteration

From 3 June 2018: Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

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		
Parramatta-Toongabbie-Blacktown	68	M-F	Blacktown	5.00am	Parramatta	9.49pm	30	
		Sat		6.30am		9.30pm	60	A
		Sun		7.30am		7.30pm	60	A

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

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Blacktown	Fr Pmatta 10W 73B	M-F	Parramatta	4.53amB	Parramatta	10.48pmB	A	
		Sat		7.30amB		10.30pmB	C	
		Sun	Blacktown	7.13amP		10.30pmB	C	
					Westmead	11.05pmP		

A – Parramatta-Westmead Hospital 15, Parramatta-Blacktown 30.

B – To Blacktown.

C – Parramatta-Westmead Hospital 30, Parramatta-Blacktown 60.

P – To Parramatta.

W – To Westmead Hospital.

Route 712

PARRAMATTA – WESTMEAD HOSPITAL – NORTHMEAD ■

Timeline

20 March 2000:

- Commenced by Westbus (National Express group). Through-routed with 609 to form a combined bi-directional loop, Parramatta – Lake Parramatta – Northmead – Westmead Hospital – Parramatta Wharf.
- Shared route between Parramatta & Westmead Hospital with 706, 710, 711 & 717, which together replaced 711 (Parramatta-Westmead shuttle bus) between those points.

13 November 2000: Ceased - partly replaced by extension of 609 from Parramatta to Westmead Hospital.

Streets

From 20 March 2000

From Parramatta (Phillip St at wharf) via Charles St, George St, Smith St, Darcy St, Church St, Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd to **Westmead Children's Hospital**, then Hawkesbury Rd, Darcy Rd, Briens Rd, Redbank Rd, Glenn Av, Hammers Rd (**Northmead**), Kleins Rd, Briens Rd, Windsor Rd (609 & 712 were shown in timetable as overlapping in the Northmead area), then via 609 to Parramatta.

From Northmead (after travelling from Parramatta via 609) via Windsor Rd, Boundary Rd, Kleins Rd, then reverse route to Park Pde, then Argyle St, Wentworth St, Valentine Av, Parkes St, Station St, Smith St, Phillip St to Parramatta wharf.

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		
Parramatta-Westmead Hosp-Northmead	24	M-F	Northmead	7.48am	Northmead	5.07pm	30	
		Sat		8.33am	Parramatta	5.25pm	60	
		Sun						

Through-routed with 609, Northmead-Lake Parramatta-Parramatta.

Route 713

SEVEN HILLS – SEVEN HILLS Industrial Area ■

Timeline

3 December 1994: Weekday peak hour service commenced by Westbus (Bosnjak family, proprietors).

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

20 March 2000: Replaced by rerouting of 630 along Powers Rd.

Streets

From 3 December 1994

From Seven Hills (interchange) via Terminus Rd, Seven Hills Rd [now Prospect Hwy], Station Rd, Powers Rd, Tucks Rd, Anvil Rd (anti-clockwise loop) (**Seven Hills Industrial Area**), Tucks Rd, Powers Rd, Old Windsor Rd, Abbott Rd, Seven Hills Rd [now Prospect Hwy] to Seven Hills interchange.

Timetable Summary

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Seven Hills Industrial Area	18 round trip	M-F	Seven Hills	6.24am	Seven Hls ind	5.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 714

SEVEN HILLS – WEST BAULKHAM HILLS – BELLA VISTA (Reston Grange)

SEVEN HILLS – WEST BAULKHAM HILLS – KELLYVILLE (Kings Rd) ■

Timeline

3 December 1994:

- Peak hour service, Seven Hills – West Baulkham Hills – Kellyville (Kings Rd) commenced.
- Selected trips ran as combined 714/715.
- Operated by Westbus (Bosnjak family, proprietors).

By 6 January 1997: Combined 714/715 ceased. All service provided by 714.

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

20 March 2000: Curtailed to Seven Hills – Crestwood loop (almost identical to 715 prior to 16 October 1989).

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007: Crestwood loop replaced by extension to Bella Vista coincident with opening of Parramatta-Merriville Rd section of North West T-way.

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

Streets

Seven Hills – West Baulkham Hills – Kellyville (Kings Rd)

From 3 December 1994

From Seven Hills (interchange) via Terminus Rd, Seven Hills Rd [now Prospect Hwy], Merindah Rd, Jasper Rd, Turon Av, Buckingham Rd, Lukes Lane (**West Baulkham Hills**), Merindah Rd, Windsor Rd, Victoria Av, Victoria Rd, Wrights Rd to Kings Rd (Kellyville).

From Kellyville (Kings Rd near Wrights Rd) via Kings Rd, Showground Rd, Victoria Rd, then reverse route to Seven Hills Rd [now Prospect Hwy], then Seven Hills interchange.

Johnson Av diversion (*mornings only*): Ex Kellyville from Seven Hills Rd/Solander Rd via Solander Rd, Vardys Rd, Johnson Av to Seven Hills Rd.

Alterations

From 6 January 1997:

- Ex Seven Hills from Lukes Lane via Chapel Lane, Mackillop Dr, Barina Downs Rd, Windsor Rd, Showground Rd, Kings Rd to Wrights Rd (Kellyville). Return via Wrights Rd, Victoria Rd, Showground Rd.
- Selected trips, ex Seven Hills from Merindah Rd via Windsor Rd, Victoria Av, Showground Rd, Kings Rd to Wrights Rd. Return via Wrights Rd, Victoria Rd, Victoria Av, Windsor Rd.

Seven Hills – Crestwood

From 20 March 2000

From Seven Hills (shops, south side) via Seven Hills Rd [now Prospect Hwy], Terminus Rd, Seven Hills interchange, Terminus Rd, Seven Hills Rd [part now Prospect Hwy], Merindah Rd, Peel Rd, Leumeah Av, Chapel Lane, Crestwood Dr (complete loop) (**Crestwood**), Peel Rd, Kanangra Av, Merindah Rd, Lukes Lane, Buckingham Rd, Turon Av, Jasper Rd, Glanmire Rd, Merindah Rd, Seven Hills Rd [part now Prospect Hwy], Seven Hills interchange, Seven Hills Rd to Seven Hills shops.

Seven Hills – Crestwood – Bella Vista (Reston Grange)

From 11 March 2007

From Seven Hills (interchange) via Terminus Rd, Prospect Hwy, Seven Hills Rd, Merindah Rd, Glanmire Rd, Jasper Rd, Turon Av, Buckingham Rd, Lukes Lane, Merindah Rd, Kanangra Av, Chapel Lane, Crestwood Dr (west leg) (**Crestwood**), Saxonvale Rd, Bella Vista Dr (west and north legs), Reston Grange to Norwest Blvd (Bella Vista).

From Bella Vista (Reston Grange at Norwest Blvd) via reverse route to Prospect Hwy, then Seven Hills interchange.

Timetable Summary

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills- West Baulkham Hills- Kellyville	Fr 7 Hills 27SWr 25K	M-F	Seven Hills	5.27amW 6.20pmK	Seven Hills W Baulk Hls	6.00pmK 7.02pmS	Ph	
		Sat						
		Sun						

K – To Kellyville.

Ph – Peak hours only (morning, 3 trips Seven Hills-West Baulkham Hills-Seven Hills (combined 714/715), then 5 trips Seven Hills-Kellyville; afternoon, 7 trips Seven Hills-Kellyville, then 2 trips Seven Hills-West Baulkham Hills-Seven Hills (combined 714/715)).

S – To Seven Hills.

SWr – Round trip Seven Hills-West Baulkham Hills-Seven Hills (combined 714/715).

W – To West Baulkham Hills (Lukes Lane).

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills- Crestwood	36 round trip	M-F	Crestwood	5.46am	Seven Hills	6.30pm	120*	
		Sat						
		Sun						

* More frequent in peak hours.

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Bella Vista	36	M-F	Bella Vista	6.25am	Seven Hills	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bella Vista, afternoon from Seven Hills).

Combined Routes 714/715

SEVEN HILLS – WEST BAULKHAM HILLS loop

Timeline

3 December 1994: Combined 714/715 loop commenced by Westbus (Bosnjak family, proprietors). Selected peak hour trips only.

By 6 January 1997: Ceased. All trips provided on individual routes.

Streets

From 3 December 1994

Morning

From Seven Hills (interchange) via 714 to Lukes Lane (**West Baulkham Hills**), then Chapel Lane to Crestwood Dr, then 715 to Seven Hills interchange.

Afternoon

From Seven Hills (interchange) via 715 to Crestwood Dr, then Chapel Lane to Lukes Lane (**West Baulkham Hills**), then 714 to Seven Hills interchange.

Route 715

BLACKTOWN – SEVEN HILLS – NORTH BAULKHAM HILLS – BELLA VISTA – CASTLE HILL

Timeline

8 January 1986: Seven Hills – North Baulkham Hills weekday peak hour service, renumbered from part of 144 [1925 number]. Operated by Toongabbie Buses (name changed from Toongabbie Transport Services at about same time) (Delfs family).

24 January 1987: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

16 October 1989:

- Extended from North Baulkham Hills to Castle Hill
- Off-peak trips commenced, which were extended from Seven Hills to Blacktown via Wall Park Av.

3 December 1994:

- Altered between Blacktown & Seven Hills, running full-time, replacing part of 716 as part of reorganisation & renumbering of 715, 716 & 718 into 715, 717 & 718.
- Rerouted between Crestwood & Castle Hill.
- Selected peak hour trips ran as combined 714/715.
- Night services provided by on-demand service from Seven Hills covering any bus stop in Kings Langley or Lalor Park between Seven Hills & Sunnyholt Rds.

By 6 January 1997: Combined 714/715 ceased. All service provided by 715.

6 January 1997: Rerouted again between Crestwood & Castle Hill, through new suburb of Bella Vista.

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

20 March 2000: Rerouted between Blacktown & Seven Hills & in the North Baulkham Hills/Bella Vista area, as part of a further reorganisation & renumbering of 715, 717 & 718.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

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

- Curtailed to operate Seven Hills – Bella Vista & reduced to a peak hour service.
- Blacktown – Seven Hills replaced by parts of 630 & 711.
- Bella Vista – Castle Hill replaced by extension of 740.

11 May 2009: Selected trips extended from Bella Vista to Castle Hill as a result of Ministry of Transport review of Region 4.

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

Streets

Seven Hills – North Baulkham Hills

From 8 January 1986

From Seven Hills (shops, south side) via Seven Hills Rd [now Prospect Hwy], Terminus Rd, Seven Hills interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Seven Hills Rd, Merindah Rd, Lukes Lane (**North Baulkham Hills**), Buckingham Rd, Turon Av, Jasper Rd, Glanmire Rd, Merindah Rd, Seven Hills Rd [part now Prospect Hwy], Old Windsor Rd, Abbott Rd, Seven Hills interchange, Seven Hills Rd [now Prospect Hwy], to Seven Hills shops.

Alteration

From 16 April 1986: Ex Seven Hills from Old Windsor Rd via Seven Hills Rd, Merindah Rd, Peel Rd, Leumeah Av, Chapel Lane, Crestwood Dr (complete loop), Chapel Lane, Kanangra Av, Merindah Rd, Lukes Lane.

Blacktown – Seven Hills – North Baulkham Hills – Castle Hill

From 16 October 1989

Other than in peak hours (Blacktown – Castle Hill)

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Main St, Wall Park Av, Seven Hills Rd [now Prospect Hwy], Terminus Rd, **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Seven Hills Rd, Merindah Rd, Peel Rd, Leumeah Av, Chapel Lane, Crestwood Dr (complete loop) (**Crestwood**), Chapel Lane, Kanangra Av, Merindah Rd (**North Baulkham Hills**), Windsor Rd, Victoria Av, Carrington Rd, Showground Rd, Old Northern Rd, Castle St (Castle Hill).

From Castle Hill (Castle St near Old Northern Rd) via Pennant St, Showground Rd, then reverse route to Abbott Rd, then Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Seven Hills Rd [now Prospect Hwy], Wall Park Av, Main St, Newton Rd, Patrick St, Main St to Blacktown station.

Peak hours (Seven Hills – North Baulkham Hills only)

From Seven Hills (interchange) via Terminus Rd, Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Seven Hills Rd, Merindah Rd, Glanmire Rd, Jasper Rd, Turon Av, Buckingham Rd, Lukes Lane (**North Baulkham Hills**), Merindah Rd, Kanangra Av, Chapel Lane, Crestwood Dr (complete loop) (**Crestwood**), Chapel Lane, Leumeah Av, Peel Rd, Merindah Rd, Seven Hills Rd, Old Windsor Rd, Abbott Rd, Seven Hills Rd [now Prospect Hwy], Seven Hills interchange.

From 3 December 1994

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Sunnyholt Rd, Gordon St, Sydney St, Stephen St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Jordan St, Lucas Rd, Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Chapel Lane, Crestwood Dr (complete loop) (**Crestwood**), Chapel Lane, Mackillop Dr (**North Baulkham Hills**), Barina Downs Rd, Windsor Rd, Showground Rd, Victoria 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 Eric Felton St, Pennant St, Showground Rd, then reverse route to Crestwood Dr, then Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Lucas Rd, Jordan St, then reverse route to Newton Rd, then Patrick St, Main St to Blacktown station.

Blacktown – Seven Hills – Bella Vista – Castle Hill

From 6 January 1997

From Blacktown (Patrick St at Westpoint shops) via bus bridge, Blacktown interchange, George St, Sunnyholt Rd, Gordon St, Sydney St, Stephen St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Jordan St, Lucas Rd, Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Chapel Lane, Crestwood Dr (west leg) (**Crestwood**), Saxonvale Rd, Bella Vista Dr (east leg), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Showground Rd, Victoria 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 Eric Felton St, Pennant St, Showground Rd, then reverse route to Crestwood Dr, then Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Lucas Rd, Jordan St, then reverse route to Blacktown.

From 20 March 2000

From Blacktown (Patrick St at Westpoint shops) via bus bridge, Blacktown interchange, George St, Sunnyholt Rd, Gordon St, Sarsfield St, Cardiff St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Jordan St, Lucas Rd, Freeman St, Northcott Rd (**Lalor Park**), Kennedy Pde, Marks Av, Quinn Av, Prospect Hwy, **Seven Hills** interchange, Terminus Rd, Prospect Hwy, Seven Hills Rd, Old Windsor Rd, Norwest Blvd, Westwood Way, Bella Vista Dr (south and west legs), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Showground Rd, Victoria 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, Pennant St, Showground Rd, then reverse route to Old Windsor Rd, then Seven Hills Rd, Prospect Hwy, **Seven Hills** interchange, Terminus Rd, Prospect Hwy, Lucas Rd, Quinn Av, then reverse route to Blacktown.

Seven Hills – Bella Vista (Reston Grange)

From 11 March 2007

From Seven Hills (interchange) via Terminus Rd, Prospect Hwy, Seven Hills Rd, Old Windsor Rd, Norwest Blvd to Reston Grange (Bella Vista).

From Bella Vista (Norwest Blvd at Reston Grange) via Norwest Blvd, Old Windsor Rd, Seven Hills Rd, Prospect Hwy, Seven Hills interchange.

Seven Hills – Bella Vista (Reston Grange) (selected trips extended to Castle Hill)

Alterations

- **From 11 May 2009:** Extended from Bella Vista (Norwest Blvd/Reston Grange) via Norwest Blvd, Windsor Rd, Victoria Av, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill). Return via Pennant St, Showground Rd, then reverse route.
- **Circa 2010:** To approach Castle Hill from Showground Rd via Pennant St, Castle St, Old Castle Hill Rd.
- **By 12 November 2012:** Ex Seven Hills from Victoria Av via Carrington Rd, Showground Rd. Unaltered on return.
- **By 20 October 2013:** Ex Seven Hills from Old Windsor Rd via Norbrik Dr, (right) Loop Rd, Norbrik Dr (**Norwest Private Hospital**), (right) Elizabeth Macarthur Dr, Norwest Blvd. Reverse on return.
- **By 20 October 2013:** Ex Castle Hill from Showground Rd via Carrington Rd, Victoria Av.

Timetable Summary

8 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-North Baulkham Hills	31 round trip	M-F	Seven Hills	5.55am	Nth Baulk Hls	7.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

16 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills-Crestwood-Castle Hill	29BC 31SCr	M-F	Crestwood	5.27amS	Seven Hills	4.30pmC	75*	A
			Castle Hill	7.03amS		6.45pmCr		
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Seven Hills-Crestwood loop. Day, Seven Hills-Castle Hill (between 9.30am & 2.30pm extended to Blacktown – 5 trips *to* Blacktown, 4 trips *from* Blacktown).

BC – Blacktown-Castle Hill.

C – To Castle Hill.

Cr – To Crestwood loop.

S – To Seven Hills.

SCr – Round trip Seven Hills-Crestwood loop-Seven Hills.

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills-Crestwood-Castle Hill	42	M-F	Blacktown	6.43am	Castle Hill	5.46pm	60*	A
		Sat	Castle Hill	8.06am	Blacktown	5.22pm	60	A
		Sun		10.06am		4.52pm	90	A

* More frequent in peak hours.

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

11 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Bella Vista	18	M-F	Seven Hills	6.35am	Bella Vista	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Seven Hills, afternoon from Bella Vista).

11 May 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Bella Vista†	Fr 7 Hills 18B 34C	M-F	Seven Hills	6.35am	Bella Vista	6.30pm	Ph	
		Sat						
		Sun						

† Peak hour trips extended to Castle Hill.

B – To Bella Vista.

C – To Castle Hill.

Ph – Peak hours only (morning from Seven Hills, afternoon from Bella Vista, 2 trips extended to Castle Hill).

Route 716

BLACKTOWN – SEVEN HILLS via Barbara Blvd ■

Timeline

8 January 1986: Commenced by Toongabbie Buses (Delfs family) as part of reorganisation & renumbering of 143, 178, 180 & 198 [1925 numbers] into 710, 716 & 718.

19 December 1988: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

3 December 1994: Ceased when 715, 716 & 718 reorganised as 715, 717 & 718. 715 largely replaced 716.

Streets

From 8 January 1986

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cardiff St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Jordan St, Lucas Rd, Freeman St, Northcott Rd (**Lalor Park**), Kennedy Pde, Marks Av, Quinn Av, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Seven Hills interchange, Seven Hills Rd [now Prospect Hwy], Best St, George St, Olive St, Seven Hills Rd to Seven Hills shops.

From Seven Hills (shops, south side) via Seven Hills Rd [now Prospect Hwy], Terminus Rd, Seven Hills interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Lucas Rd, then reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Timetable Summary

8 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills	24	M-F	Seven Hills	6.14am	Blacktown	6.00pm	60*	
		Sat		8.14am		12.35pm	60	
		Sun						

* More frequent in peak hours.

Route 717

BLACKTOWN – KINGS LANGLEY – SEVEN HILLS – PARRAMATTA ■

BLACKTOWN – SEVEN HILLS – KINGS LANGLEY EAST ■

Timeline

3 December 1994:

- Blacktown – Seven Hills – Kings Langley East commenced by Westbus (Bosnjak family, proprietors) as part of reorganisation & renumbering of 715, 716 & 718 into 715, 717 & 718.
- Night services provided by on-demand service from Seven Hills covering any bus stop in Kings Langley or Lalor Park between Seven Hills & Sunnyholt Rds.

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

20 March 2000:

- Altered between Blacktown & Seven Hills via Kings Langley as part of a further reorganisation of 715, 717 & 718
- Extended to Parramatta (wharf) during shopping hours 7 days a week. Shared route between Parramatta & Westmead Hospital with 706, 710-712 (712 replaced by 609 from 13 November 2000).

13 November 2000: Altered between Toongabbie & Westmead to cover Bulli Rd area, replacing part of 711.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007:

- Ceased in connection with opening of Parramatta-Merriville Rd section of North West T-way.
- Blacktown – Seven Hills section replaced by parts of 630 & 711.
- Most of Toongabbie – Parramatta section replaced by or already served by 711.

Streets

Blacktown – Seven Hills – Kings Langley East

From 3 December 1994

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Sunnyholt Rd, Sackville St, Wheeler St, Northcott Rd (**Lalor Park**), Freeman St, Lucas Rd, Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Johnson Av, Vardys Rd, Solander Rd, Joseph Banks Dr, Whitby Rd (**Kings Langley East**), Joseph Banks Dr, Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], then reverse route to Newton Rd, then Patrick St, Main St to Blacktown station.

Blacktown – Kings Langley – Seven Hills – Parramatta

From 20 March 2000

From Blacktown (Patrick St at Westpoint shops) via bus bridge, Blacktown interchange, George St, Sunnyholt Rd, Sackville St, Wheeler St, Northcott Rd (**Lalor Park**), Heffron Rd, Vardys Rd, Whitby Rd (**Kings Langley**), Joseph

Banks Dr, Solander Rd, Botany Blvd, Johnson Av, Prospect Hwy, **Seven Hills** interchange, Prospect Hwy, Best Rd, Cornelia Rd, Cecilia St, Portico Pde (**Toongabbie**), Cornelia Rd, railway bridge, Wentworth Av, Fitzwilliam Rd, Old Windsor Rd, Hart Dr, Darcy Rd, Hawkesbury Rd to Westmead Children's Hospital, then Hawkesbury Rd, Alexandra Av (**Westmead**), Park Pde, Argyle St, Wentworth St, Parkes St, Station St, Smith St, Phillip St to Parramatta wharf. **From Parramatta** (Phillip St at wharf) via Charles St, George St, Smith St, Darcy St, Church St, Argyle St, then reverse route to Toongabbie railway bridge, then Cornelia Rd, Best Rd, George St, Olive St, Prospect Hwy, Terminus Rd, **Seven Hills** interchange, Terminus Rd, Prospect Hwy, then reverse route to Blacktown.

Alteration

From 13 November 2000: Ex Blacktown from Toongabbie railway bridge via Wentworth Av, Ballandella Rd, Bulli Rd, Bungaree Rd, Burragobee Rd, Binalong Rd, Darcy Rd. Reverse on return.

Timetable Summary

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills-Kings Langley East	54 round trip	M-F	Blacktown	5.44am	Blacktown	9.03pm	30*	A
		Sat	K/Langley E	7.11am		6.48pm	60	A
		Sun		8.08am		5.50pm	60	A

* More frequent in peak hours.

A – Plus on-demand service from Seven Hills at night (last trips: M-F 11.28pm, Saturday 11.30pm, Sunday 9.30pm). Plus short-working/s before first trip & after last trip shown.

20 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Kings Langley-Parramatta	Fr Black 20S 60P	M-F	Seven Hills	5.47amB	Parramatta	2.25pmB	A	
			Blacktown	8.36amP	Blacktown	8.48pmS		
		Sat	Seven Hills	6.30amB		4.21pmP	60	C
			Parramatta	9.05amB		7.03pmS		
		Sun	Blacktown	7.50amS		3.50pmP	60	C
				9.50amP		6.41pmS		

* More frequent in peak hours.

A – Peak hours, Blacktown-Seven Hills. Day, Blacktown-Seven Hills 30, Blacktown-Parramatta 60. Plus short-working/s before first trip shown. Plus on-demand service from Seven Hills at night (last trip 11.28pm).

B – To Blacktown.

C – Base service, Blacktown-Seven Hills. Extended to Parramatta approx 9.30am-4.00pm. Plus short-working/s before first trip shown on Suns. Plus on-demand service from Seven Hills at night (last trips Saturday 11.28pm, Sunday 9.15pm).

P – To Parramatta.

S – To Seven Hills.

Route 718

For details of 718 after 11 March 2007, see *Route Histories – Contract Region 1*.

BLACKTOWN – KINGS LANGLEY – SEVEN HILLS

Timeline

8 January 1986: Commenced by Toongabbie Buses (Delfs family) as part of reorganisation & renumbering of 143, 178, 180 & 198 [1925 numbers] into 710, 716 & 718.

19 December 1988: Transferred to Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

3 December 1994:

- Altered when 715, 716 & 718 reorganised as 715, 717 & 718, parts of all of which replaced 716.
- Night services provided by on-demand service from Seven Hills covering any bus stop in Kings Langley or Lalor Park between Seven Hills & Sunnyholt Rds.

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

20 March 2000: Altered when 715, 717 & 718 again reorganised between Blacktown & Seven Hills.

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

August 2005: Hillsbus transferred to Comfort Delgro Cabcharge joint venture.

11 March 2007:

- Curtailed to run Seven Hills – Kings Langley.
- Transferred to Busways Blacktown (Rowe family) in connection with opening of Parramatta-Merriville Rd section of North West T-way.
- Blacktown – Kings Langley replaced by part of 743.
- Most trips through-routed with 743.
- Transferred to Contract Region 1.

Streets

From 8 January 1986

From Blacktown (Main St at station) via Main St, Sunnyholt Rd, Cambridge St, Stephen St, Lawson St, Venn Av, Northcott Rd (**Lalor Park**), Turner St, Garden St, Vardys Rd, Capricorn Rd, Whitby Rd, James Cook Dr, Isaac Smith Pde, Ravenhill St (**Kings Langley**), James Cook Dr, Whitby Rd, Joseph Banks Dr, Seven Hills Rd [part now Prospect Hwy], **Seven Hills** interchange, Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd to Seven Hills shops.

From Seven Hills (Seven Hills Rd at shops) via Seven Hills Rd [now Prospect Hwy], Terminus Rd, **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [part now Prospect Hwy], Joseph Banks Dr, then reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown station.

Alterations

- **By 11 September 1988:** To approach Blacktown from Sunnyholt Rd via Newton Rd, Patrick St, Main St to Blacktown station. Return via Flushcombe Rd, Newton Rd, Campbell St, Main St, Sunnyholt Rd.
- **By 16 October 1989:** To depart Blacktown station via Flushcombe Rd, Newton Rd, Sunnyholt Rd.

From 3 December 1994

From Blacktown (Main St at station) via Flushcombe Rd, Newton Rd, Sunnyholt Rd, Cambridge St, Stephen St, Lawson St, Venn Av, Northcott Rd (**Lalor Park**), Turner St, Garden St, Vardys Rd, Capricorn Rd, Parkinson St, Sutherland Av, Keppel St, Isaac Smith Pde, Ravenhill St (**Kings Langley**), James Cook Dr, Whitby Rd, Vardys Rd, Heffron Rd, Northcott Rd, Kennedy Pde, Marks Av, Quinn Av, Lucas Rd, Seven Hills Rd [now Prospect Hwy], **Seven Hills** interchange, Seven Hills Rd [now Prospect Hwy], Best St, George St, Olive St, Seven Hills Rd to Seven Hills shops.

From Seven Hills (shops, south side) via Seven Hills Rd [now Prospect Hwy], Terminus Rd, **Seven Hills** interchange, Terminus Rd, Seven Hills Rd [now Prospect Hwy], Lucas Rd, then reverse route to Newton Rd, then Patrick St, Main St to Blacktown station.

Alteration

By 6 January 1997: To approach Blacktown from Sunnyholt Rd via George St, Blacktown interchange, bus bridge, Patrick St to Westpoint. Reverse on return.

Timetable Summary

8 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Kings Langley-Seven Hills	33	M-F	Seven Hills	6.14am	Blacktown	6.50pm	60*	A
		Sat		7.44am		12.25pm	60	B
		Sun						

* More frequent in peak hours.

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

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

3 December 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Kings Langley-Seven Hills	30	M-F	Seven Hills	5.30am	Blacktown	9.18pm	30*	A
		Sat		6.55am		8.03pm	60	A
		Sun		7.40am		6.03pm	60	A

* More frequent in peak hours.

A – Plus on-demand service from Seven Hills at night (last trips: M-F 11.28pm, Saturday 11.30pm, Sunday 9.30pm).

Route M60

PARRAMATTA – CASTLE HILL – CHERRYBROOK – HORNSBY

Timeline

7 March 2011:

- Commenced as part of a Government pre-election programme of “high frequency” Metrobus routes, using buses in a distinctive red livery, running to a standard timetable.
- M60 replaced Parramatta – Castle Hill trips on 600 during “Metrobus” hours (approx 6am to 8pm).
- Shares route from Parramatta to various points along Church St/Windsor Rd/Old Northern Rd as far as Castle Hill with 601, 603, 604 & 606.
- Outside Metrobus hours, trips on the same route between Parramatta & Castle Hill continue to display 600.
- 600 also continues to be used for limited peak hour service, Parramatta – Castle Hill – Cherrybrook – West Pennant Hills.
- Pennant Hills – Hornsby shared with 632 until 17 June 2013.
- Operated by Hillsbus (Comfort Delgro Cabcharge).

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

26 November 2017: Trips on 600 entirely between Parramatta & Castle Hill renumbered M60 (route unaltered).

Streets

From 7 March 2011

From Parramatta (new interchange) via bus tunnel, Station St, Smith St, Macquarie St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd (**Castle Hill**), McMullen Av, 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 to Hornsby interchange.

From Hornsby (interchange) via Pacific Hwy, then reverse route to Castle Hill Rd, then Old Northern Rd, Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd, Windsor Rd, Church St, 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.

Timetable Summary

7 March 2011

600 & M60

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
M60: Parramatta-Castle Hill-Hornsby†	80	M-F	Parramatta	5.30am	Hornsby	7.55pm	15*	A
		Sat		7.28am		6.50pm	20	A
		Sun		7.28am		6.50pm	20	A
600: Parramatta-Castle Hill‡	Fr P'matta 36C 72W	M-F	Castle Hill	5.15am	Parramatta	12.10am	B	
		Sat		6.15am		12.10am	D	
		Sun				10.10pm	E	

* More frequent in peak hours.

† See also 600 below.

‡ Additional to M60 above. Selected peak hour trips extended to West Pennant Hills.

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

B – Early morning before 8.00am & night after 8.30pm (before & after M60 operating hours). Selected peak hour trips extended to West Pennant Hills (morning from West Pennant Hills, afternoon to Parramatta).

C – To Castle Hill.

D – Early morning before 8.00am & night after 8.30pm (before & after M60 operating hours).

E – Night after 8.30pm (after M60 operating hours).

W – To West Pennant Hills.

26 November 2017

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 Pmatta 34C 56N 73H	M-F	Parramatta	5.30amH	Hornsby	10.31pmP	A	
					Parramatta	12.10amC		
		Sat	Castle Hill	5.45amP	Hornsby	10.20pmP	B	
			Hornsby	7.30amP	Parramatta	3.20amC		
			Sun	Castle Hill	6.22amP	Hornsby		
Hornsby	7.30amP	Parramatta		11.38pmN				

* More frequent in peak hours.

A – Early morning, from Castle Hill to Parramatta. Day, Parramatta-Hornsby 15*. Later night, Parramatta-Pennant Hills. Later again, Parramatta-Castle Hill. Plus short-working/s before first trip shown. Extra trips Friday night, Parramatta-Castle Hill.

B – Early morning, from Castle Hill to Parramatta. Day, Parramatta-Hornsby 20. Later night, Parramatta-Pennant Hills. Later again, Parramatta-Castle Hill.

C – To Castle Hill.

D – Early morning, from Castle Hill to Parramatta. Day, Parramatta-Hornsby 20. Later night, Parramatta-Pennant Hills.

H – To Hornsby.

N – To Pennant Hills.

P – To Parramatta.

Route M61

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

Timeline

20 December 2010:

- City (Railway Sq) – Castle Hill commenced as part of a Government pre-election programme of “high frequency” Metrobus routes, using buses in a distinctive red livery, running to a standard timetable.
- 610/610X timetable rearranged such that City (Railway Sq) – Castle Hill trips on 610 & 610X during “Metrobus” hours (approx 6am to 8pm), which complied with the standard Metrobus timetable, rerouted via Lane Cove Tunnel (where not already doing so) & renumbered M61. Trips on the same route additional to the standard timetable and those outside the standard Metrobus hours display 610X.

- M61 shares C City (Railway Sq) – Castle Hill service with 610 (City (Railway Sq) – Rouse Hill Town Centre via Epping Rd, Lane Cove) & 610X (City (Railway Sq) – Rouse Hill Town Centre via Lane Cove Tunnel).
- As a result of the introduction of M61, 619 curtailed to run Macquarie Park – Castle Hill.
- Operated by Hillsbus (Comfort Delgro Cabcharge).

4 October 2015: City termini altered from Railway Square to Town Hall area as a result of construction on light rail line in George St, City/new CBD bus network.

19 February 2017: 610X trips entirely between City (Town Hall area) & Castle Hill renumbered M61 (route unchanged, as M61 & 610X were identical between these points).

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

Streets

City (Railway Square) – Castle Hill

From 20 December 2010

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, 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, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alteration

From 21 May 1012: To depart Railway Square (Lee St) via George St. Unaltered arriving Railway Square.

City (Queen Victoria Building) – Castle Hill

Alteration

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

Timetable Summary

20 December 2010

610, 610X & M61

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
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	
610 & 610X: City (Railway Square)-Castle Hill-Rouse Hill Town Centre (<i>additional to M61 above</i>)	Fr Rly Sq 61C 97R	M-F	Castle Hill	4.57amS	Railway Sq	11.01pmR	30*	A
			R/Hill Tn Ctr	6.31amS		11.31pmC		
		Sat	Castle Hill	5.35amS		2.06amR	60	A
			R/Hill Tn Ctr	6.14amS		2.35amC		
		Sun	Castle Hill	7.57amS		11.05pmR	60	A
R/Hill Tn Ctr	8.21amS							

* More frequent in peak hours.

† See also 610/ 610X below.

A – 610 & 610X provide all service between Railway Square & destinations beyond Castle Hill (day service Railway Square-Rouse Hill Town Centre), as well as selected trips Railway Square-Castle Hill during peak hours & all service Railway Square-Castle Hill (& Rouse Hill Town Centre) after 8.00pm. Plus extra trips Friday night (last trip from Railway Square 2.40amR).

C – To Castle Hill.

R – To Rouse Hill Town Centre.

S – To City (Railway Square).

4 October 2015
610, 610X & M61

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)- Castle Hill- Rouse Hill Town Centre	Fr QVB 47C 88R	M-F	Castle Hill	4.37amQ	Q Vic Bldg	12.50amR	A	
			R/Hill Tn Ctr	6.22amQ				
		Sat	Castle Hill	4.00amQ		2.10amR 3.40amC	B	
			R/Hill Tn Ctr	6.08amQ				
		Sun	Castle Hill	4.00amQ		11.10pmR	D	
			R/Hill Tn Ctr	7.10amQ				

* More frequent in peak hours.

A – Day, City (Queen Victoria Building)-Castle Hill 15* (M61), plus additional City (Queen Victoria Building)-Rouse Hill Town Centre 30* (610).

Peak hours, City (Queen Victoria Building)-Castle Hill run as both 610X & M61 (which are identical). City (Queen Victoria Building)- Rouse Hill Town Centre run as 610 (from City (Queen Victoria Building) in morning & from Rouse Hill Town Centre in afternoon) or 610X (morning from Rouse Hill Town Centre, afternoon from City (Queen Victoria Building)).

Extra trips Friday night (610X) with last trip from City (Queen Victoria Building) to Rouse Hill Town Centre at 2.40am, but with City (Queen Victoria Building)-Castle Hill service continuous throughout Friday night/Saturday morning.

B – Day, City (Queen Victoria Building)-Castle Hill 10, comprising 610X & M61 (which are identical) & 610 trips City (Queen Victoria Building)-Rouse Hill Town Centre 60. City (Queen Victoria Building)-Castle Hill service (610X) continuous throughout Saturday night/Sunday morning.

C – To Castle Hill.

D – Day, City (Queen Victoria Building)-Castle Hill 10, comprising 610X & M61 (which are identical) & 610 trips City (Queen Victoria Building)- Rouse Hill Town Centre 60.

Q – To City (Queen Victoria Building).

R – To Rouse Hill Town Centre.

19 February 2017
610, 610X & M61

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)- Castle Hill-Rouse Hill Town Centre	Fr QVB 48C 92R	M-F	Castle Hill	4.07amQ	Q Vic Bldg	12.50amR	A	
			R/Hill Tn Ctr	6.22amQ				
		Sat	Castle Hill	4.00amQ		2.10amR 3.40amC	B	
			R/Hill Tn Ctr	6.06amQ				
		Sun	Castle Hill	4.00amQ		12.10amR	D	
			R/Hill Tn Ctr	7.08amQ				

* More frequent in peak hours.

A – Day, City (Queen Victoria Building)-Castle Hill 15* (M61), plus additional City (Queen Victoria Building)-Rouse Hill Town Centre 30* (610).

Peak hours, City (Queen Victoria Building)-Castle Hill (M61), plus City (Queen Victoria Building)-Rouse Hill Town Centre (610X).

Extra trips Friday night (M61 & 610X) with last trip from City (Queen Victoria Building) to Rouse Hill Town Centre at 3.10am, but with City (Queen Victoria Building)-Castle Hill service (M61) continuous throughout Friday night/Saturday morning.

B – Day, City (Queen Victoria Building)-Castle Hill 10 (M61, 610 & 610X), City (Queen Victoria Building)-Rouse Hill Town Centre 130 (alternately 610 & 610X). City (Queen Victoria Building)-Castle Hill service (M61) continuous throughout Saturday night/Sunday morning.

C – To Castle Hill.

D – Day, City (Queen Victoria Building)-Castle Hill (M61 & 610), City (Queen Victoria Building)-Rouse Hill Town Centre 60 (610).

Q – To City (Queen Victoria Building).

R – To Rouse Hill Town Centre.

Route S8

NORTHMEAD (Centenary Village, Constitution Hill) – WENTWORTHVILLE

Timeline

11 May 2009:

- Shopper hopper route commenced by Hillsbus (Comfort Delgro Cabcharge), as a result of Ministry of Transport review of Region 4.
- Wentworthville terminus at shops in Dunmore St.
- For the period from 14 December 2010 to 25 January 2012, this route operated extended hours, atypically for a Shopper Hopper route, from 6am to 10pm on weekdays.

27 January 2012: Extended from Wentworthville shops (Dunmore St) to Wentworthville Shopping Plaza.

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

Streets

From 11 May 2009

From Northmead (Centenary Village, Constitution Hill) (inside) via Hammers Rd, Old Windsor Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Fitzwilliam Rd, Bogalara Rd, Binalong Rd, Darcy Rd, Hart Dr, Dunmore St to Wentworthville shops. Reverse on return.

Alteration

From 27 January 2012: Extended from Wentworthville shops (Dunmore St) via Station St, Great Western Hwy, Lane St to Wentworthville Shopping Plaza. Return via Fullagar Rd, Station St.

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		
Northmead (Centenary Vlg)-Wentworthville	23	M-F	Centenary Vlg	9.00am	Went'ville	2.30pm	60	
		Sat						
		Sun						

14 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Northmead (Centenary Vlg)-Wentworthville	23	M-F	Centenary Vlg	6.02am	Went'ville	9.37pm	60	
		Sat						
		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		
Northmead (Centenary Vlg)-Wentworthville Plz	26	M-F	Centenary Vlg	9.02am	Went'ville Plz	2.34pm	60	
		Sat						
		Sun						

Route T60

PARRAMATTA – WINSTON HILLS – CASTLE HILL via North West T-way

Timeline

11 May 2009:

- New Transitway (T-way) route commenced by Hillsbus (Comfort Delgro Cabcharge) as a result of Ministry of Transport review of Region 4.
- Replaced 606 between Winston Hills and Castle Hill.
- Shares route from Parramatta to various points along the T-way with other routes in the T60-66 range.

21 December 2009: Selected trips extended from Parramatta interchange to Market St, Parramatta.

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

3 June 2018: Extension from Parramatta interchange to Market St, Parramatta ceased.

Streets

From 11 May 2009

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, (right) Gooden Dr (**Baulkham Hills**), Baulkham Hills Rd, Seven Hills Rd, Merindah Rd, Kanangra Av, Chapel Lane, MacKillop Dr, Barina Downs Rd, Windsor Rd, Showground Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Old Northern Rd at Castle Towers shops) via Pennant St, Showground Rd, then reverse route to Parramatta interchange.

Alterations

- **From 21 December 2009** (*Market St, Parramatta extension*): From Parramatta interchange via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Marist Pl, Market St. Return via Church St, Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel to Parramatta interchange.
- **Circa 2010:** Ex Parramatta from Showground Rd via Pennant St, Castle St, Old Castle Hill Rd.
- **From 3 June 2018:** Market St, Parramatta extension ceased.

Timetable Summary

11 May 2009

See also other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Parramatta-Castle Hill	49	M-F	Barina Dns Rd	4.46am	Parramatta	10.50pm	60*		
			Castle Hill	6.48am					
		Sat		6.17am		11.30pm			60
		Sun		7.17am	Castle Hill	10.17pm			60

* More frequent in peak hours.

Route T61

PARRAMATTA – KINGS LANGLEY – BLACKTOWN via North West T-way

Timeline

11 March 2007:

- Transitway (T-way) route commenced by Hillsbus (Comfort Delgro Cabcharge) in connection with opening of the first section of North West T-way.
- Follows parts of 718 through Kings Langley.
- Shares route from Parramatta to various points along the T-way with other routes in the T60-66 range. From 29 June 2015, has also shared Blacktown – Kings Langley with 706.

21 December 2009: Selected trips extended from Parramatta interchange to Market St, Parramatta.

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

3 June 2018: Extension from Parramatta interchange to Market St, Parramatta ceased.

Streets

From 11 March 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Old Windsor Rd, Seven Hills Rd, Joseph Banks Dr, (right first) Whitby Rd, James Cook Dr (**Kings Langley**), Sunnyholt Rd, George St, Blacktown interchange, bus bridge, Westpoint tunnel (Blacktown). Reverse on return.

Alterations

- **From 4 November 2007:** Ex Parramatta from James Cook Dr via North West (Blacktown-Parklea) T-way, George St. Reverse on return.

- **By 11 May 2009:** Ex Parramatta from Seven Hills Rd via Joseph Banks Dr, (left second) Whitby Rd, James Cook Dr. Reverse on return.
- **From 21 December 2009 (Market St, Parramatta extension):** From Parramatta interchange via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Marist Pl, Market St. Return via Church St, Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel to Parramatta interchange.
- **From 3 June 2018:** Market St, Parramatta extension ceased.
- **From 3 June 2018:** Curtailed to start from/terminate at Blacktown interchange. (Shuttle bus runs daily Westpoint Blacktown – Blacktown interchange.)

Timetable Summary

11 March 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Blacktown	35	M-F	Blacktown	5.15am	Parramatta	11.15pm	30	
		Sat		6.25am		12.05am	60	
		Sun		7.25am	Blacktown	9.40pm	60	

29 June 2015

See also 706 & other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Blacktown	38	M-F	Parramatta	5.10am	Parramatta	11.20pm	60*	
		Sat	Blacktown	6.51am		11.40pm	60	
		Sun		7.30am	Blacktown	9.43pm	60	

* More frequent in peak hours.

Route T62

PARRAMATTA – BELLA VISTA – NORTH KELLYVILLE – ROUSE HILL Town Centre via North West T-way

Timeline

11 March 2007:

- Transitway (T-way) route, Parramatta – North Kellyville (Brampton Dr), commenced by Hillsbus (Comfort Delgro Cabcharge) in connection with opening of the first section of North West T-way.
- Replaced 706.
- Shares route from Parramatta to various points along the T-way with other routes in the T60-66 range.

4 November 2007: Extended from North Kellyville to Rouse Hill Town Centre by temporary provision of additional trips, Rouse Hill Town Centre – Bella Vista via Sanctuary Dr.

26 November 2007: Full service between Parramatta and Rouse Hill Town Centre introduced.

11 May 2009: Altered to Parramatta – Castle Hill via North West T-way & Bella Vista (*see next entry*). Rerouted T64 and new T66 replaced most of route through Kellyville & Rouse Hill.

Streets

Parramatta – Bella Vista – North Kellyville (Samantha Riley Dr)

From 11 March 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Old Windsor Rd, Seven Hills Rd, Chapel Lane, Crestwood Dr (west leg), Saxonvale Rd, Bella Vista Dr (west leg), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Wrights Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr to Brampton Dr (North Kellyville). Reverse on return.

Bella Vista – North Kellyville – Rouse Hill Town Centre
(Temporary service which partly duplicated existing Route T62)

From 4 November 2007

From Bella Vista (Saxonvale Rd) via Bella Vista Dr (west leg), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Wrights Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr (**North Kellyville**), Sanctuary Dr, Caddies Blvd, Rouse Hill Dr to Rouse Hill Town Centre. Reverse on return.

Parramatta – Bella Vista – North Kellyville – Rouse Hill Town Centre

From 26 November 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Old Windsor Rd, Seven Hills Rd, Chapel Lane, Crestwood Dr (west leg), Saxonvale Rd, Bella Vista Dr (west leg), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Wrights Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr (**North Kellyville**), Sanctuary Dr, Caddies Blvd, Rouse Hill Dr to Rouse Hill Town Centre. Reverse on return.

Timetable Summary

11 March 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-North Kellyville (Sam Riley Dr)	45	M-F	Sam Riley Dr	5.00am	Parramatta	10.20pm	60	
		Sat		7.45am		7.15pm	60	
		Sun		8.45am		7.15pm	60	

26 November 2007

See also other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Beaumont Hills-Rouse Hill Tn Ctr	57	M-F	R/Hill Tn Ctr	4.45am	Parramatta	10.20pm	60	
		Sat		7.53am		7.15pm	60	
		Sun		8.53am		7.15pm	60	

Route T62

PARRAMATTA – BELLA VISTA – CASTLE HILL via North West T-way

Timeline

11 May 2009: Altered to run Parramatta – Castle Hill as a result of Ministry of Transport review of Region 4. Route unaltered between Parramatta and Windsor Rd/Showground Rd.

21 December 2009: Selected trips extended from Parramatta interchange to Market St, Parramatta.

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

3 June 2018: Extension from Parramatta interchange to Market St, Parramatta ceased.

Streets

From 11 May 2009

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Old Windsor Rd, Seven Hills Rd, Chapel Lane, Crestwood Dr (west leg), Saxonvale Rd, Bella Vista Dr (west leg), Reston Grange (**Bella Vista**), Norwest Blvd, Windsor Rd, Showground Rd, Gilbert Rd, Tuckwell Rd, Old Castle Hill Rd, McMullen St, 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, Tuckwell Rd, then reverse route to Parramatta interchange.

Alterations

- From 21 December 2009 (Market St, Parramatta extension):** From Parramatta interchange via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Marist Pl, Market St. Return via Church St, Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel to Parramatta interchange.

- *From 3 June 2018:* Market St, Parramatta extension ceased.

Timetable Summary

11 May 2009

See also other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bella Vista-Castle Hill	48	M-F	Castle Hill	4.43am	Parramatta	10.00pm	60	
		Sat		7.47am	Castle Hill	6.49pm	60	
		Sun		8.47am		6.49pm	60	

Route T63

PARRAMATTA – GLENWOOD – KELLYVILLE RIDGE – ROUSE HILL Town Centre via North West T-way

Timeline

11 March 2007: In connection with opening of the first section of North West T-way:

- Transitway (T-way) route, Parramatta – Kellyville Ridge, renumbered from 730 (Region 1), but rerouted via T-way.
- Transferred from Busways Blacktown to Hillsbus (Comfort Delgro Cabcharge).
- Shares route from Parramatta to various points along the T-way with other routes in the T60-66 range.

25 September 2007: Extended from Kellyville Ridge to Rouse Hill Town Centre, upon completion of North West T-way from Merriville Rd to Rouse Hill Town Centre, coinciding with the opening of Rouse Hill Town Centre.

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

Streets

Parramatta – Glenwood – Kellyville Ridge

From 11 March 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, 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, Conrad Rd, Merriville Rd to Perfection Av (Kellyville Ridge). Reverse on return.

Parramatta – Glenwood – Kellyville Ridge – Rouse Hill Town Centre

Alteration

From 26 September 2007: Extended from Merriville Rd/Perfection Av via Merriville Rd, North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre. Reverse on return.

Timetable Summary

11 March 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville Ridge	45	M-F	Kellyville Rdg	5.45am	Parramatta	7.00pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

26 November 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville Ridge-Rouse Hill Tn Ctr	45	M-F	R/Hill Tn Ctr	5.45am	Parramatta	7.00pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

18 June 2012

See also other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Kellyville Ridge-Rouse Hill Tn Ctr	47	M-F	R/Hill Tn Ctr	5.37am	Parramatta	9.05pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route T64

PARRAMATTA – BEAUMONT HILLS – ROUSE HILL (various termini) via North West

T-way

Timeline

11 March 2007:

- Transitway (T-way) route commenced by Hillsbus (Comfort Delgro Cabcharge) in connection with opening of the first section of North West T-way.
- Rouse Hill terminus at Adelphi St.
- Shares route from Parramatta to various points along the T-way with other routes in the T60-66 range.

26 September 2007: Extended from Rouse Hill (Adelphi St) to Rouse Hill Town Centre, coincident with completion of North West T-way from Merriville Rd to Rouse Hill Town Centre.

11 May 2009: as a result of Ministry of Transport review of Region 4.

- Rerouted in the Bella Vista area to replace T62.
- Rerouted on the approach to Rouse Hill Town Centre. Previous route through Rouse Hill replaced by new T66.

21 December 2009: Selected trips extended from Parramatta interchange to Market St, Parramatta.

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

3 June 2018: Extension from Parramatta interchange to Market St, Parramatta ceased.

Streets

Parramatta – Rouse Hill (Adelphi St)

From 11 March 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Samantha Riley Dr, Brampton Dr, (first) The Parkway (**Beaumont Hills**), Mungerie Rd, Withers Rd, Milford Dr, Mile End Rd, Adelphi St (Rouse Hill). Reverse on return.

Parramatta – Rouse Hill Town Centre

Alterations

- **From 26 September 2007:** Extended from Adelphi St, Rouse Hill via Windsor Rd to Rouse Hill Town Centre. Reverse on return.
- **From 11 May 2009:** Ex Parramatta from North West (Parramatta-Rouse Hill) T-way via Norwest Blvd, Windsor Rd, Wrights Rd, Green Rd (**Kellyville**), Marella Av, James Mileham Dr, Samantha Riley Dr, Brampton Dr, (first) The Parkway (**Beaumont Hills**), Hotham Av, Sanctuary Dr, Caddies Blvd, Rouse Hill Dr to Rouse Hill Town Centre. Reverse on return.

Alterations

- **From 21 December 2009** (Market St, Parramatta extension): From Parramatta interchange via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Marist Pl, Market St. Return via Church St, Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel to Parramatta interchange.
- **From 14 November 2011:** Ex Parramatta from North West (Parramatta-Rouse Hill) T-way via Norbrik Dr, (right) Loop Rd, Norbrik Dr (**Norwest Private Hospital**), (right) Elizabeth Macarthur Dr, Norwest Blvd. Reverse on return.
- **From 3 June 2018:** Market St, Parramatta extension ceased.

Timetable Summary

11 March 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
P'matta-Beaumont Hills-Rouse Hill (Adelphi St)	60	M-F	Adelphi St	5.05am	Parramatta	8.00pm	60*	A
		Sat		6.15am		7.40pm	60	
		Sun		6.15am		7.40pm	60	

* More frequent in peak hours.

A – Morning before 9.00am, **from** Parramatta to Bella Vista only; afternoon after 4.00pm, **to** Parramatta from Bella Vista only. Other times, Parramatta-Rouse Hill (Adelphi St).

11 May 2009

See also other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Beaumont Hills-Rouse Hill Tn Ctr	50	M-F	R/Hill Tn Ctr	5.00am	Parramatta	10.20pm	60*	
		Sat		8.05am		7.35pm	60	
		Sun		9.05am		7.35pm	60	

* More frequent in peak hours.

Route T65

PARRAMATTA – ROUSE HILL Town Centre via North West T-way direct

Timeline

11 March 2007:

- Transitway (T-way) route, Parramatta – KellyvilleRidge/Beaumont Hills (Merriville Rd/Windsor Rd), commenced by Hillsbus (Comfort Delgro Cabcharge) in connection with opening of the first section of North West T-way.
- Initially shared route from Parramatta to various points along the T-way with other routes in the T61-65 range.
- From 11 May 2009 has shared route from Parramatta to Rouse Hill Town Centre with T66. Also shares route from Parramatta to various other points along the T-way with other routes in the T60-66 range.

25 September 2007: Extended from KellyvilleRidge/Beaumont Hills (Merriville Rd/Windsor Rd) to Rouse Hill Town Centre upon completion of North West T-way from Merriville Rd to Rouse Hill Town Centre, coinciding with the opening of Rouse Hill Town Centre.

21 December 2009: Selected trips extended from Parramatta interchange to Market St, Parramatta.

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

3 June 2018: Extension from Parramatta interchange to Market St, Parramatta ceased.

Streets

Parramatta – KellyvilleRidge/Beaumont Hills (Merriville Rd/Windsor Rd)

From 11 March 2007

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way to Merriville Rd (on the boundary of **Kellyville Ridge & Beaumont Hills**) (temporary terminus until North West T-way completed to Rouse Hill Town Centre). Reverse on return.

Parramatta – Rouse Hill Town Centre

Alterations

- **From 26 September 2007:** Extended from Merryville Rd via North West (Parramatta-Rouse Hill) T-way to Rouse Hill Town Centre.
- **From 21 December 2009 (Market St, Parramatta extension):** From Parramatta interchange via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Marist Pl, Market St. Return via Church St, Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel to Parramatta interchange.
- **From 3 June 2018:** Market St, Parramatta extension ceased.

Timetable Summary

11 March 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-KellyvilleRidge (Merryville Rd)	38	M-F	Merryville Rd	5.07am	Parramatta	11.40pm	30*	A
		Sat		5.07am		12.35am	30	
		Sun		6.07am		11.05pm	60	

* More frequent in peak hours.

A – Extra trip Friday night.

26 November 2007

See also other routes in the range T61-65

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Rouse Hill Town Centre	40	M-F	R/Hill Tn Ctr	5.01am	Parramatta	11.40pm	30*	A
		Sat		4.56am		12.35am	30	
		Sun		5.56am		11.05pm	60	

* More frequent in peak hours.

A – Extra trip Friday night.

11 May 2009

T65 & T66

See also other routes in the range T60-66

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
T65: Parramatta-Rouse Hill Town Centre T66: Parramatta-Rouse Hill (Adelphi St)	Fr P'matta 34T 49A	M-F	R/Hill Tn Ctr	5.06amP	Parramatta	9.10pmA	B	
			Adelphi St	6.40amP		11.50pmT		
		Sat	R/Hill Tn Ctr	5.11amP		7.55pmA	C	
			Adelphi St	6.26amP		12.15amT		
		Sun	R/Hill Tn Ctr	6.11amP		6.55pmA	C	
			Adelphi St	7.26amP		10.55pmT		

* More frequent in peak hours.

A – To Rouse Hill (Adelphi St).

B – Parramatta-Rouse Hill Town Centre 30* (T65 & T66), Parramatta-Rouse Hill (Adelphi St) 60* (T66). Extra trip to Rouse Hill Town Centre Friday night.

C – Parramatta-Rouse Hill Town Centre 30 (T65 & T66), Parramatta-Rouse Hill (Adelphi St) 60 (T66).

P – To Parramatta.

T – To Rouse Hill Town Centre.

Route T66

PARRAMATTA – ROUSE HILL (Adelphi St) via North West T-way & Milford Dr

Timeline

11 May 2009:

- Transitway (T-way) route commenced by Hillsbus (Comfort Delgro Cabcharge), replacing T64 through Rouse Hill, as a result of Ministry of Transport review of Region 4.
- Shares route from Parramatta to Rouse Hill Town Centre with T65. Also shares route from Parramatta to various other points along the T-way with other routes in the T60-66 range.

21 December 2009: Selected trips extended from Parramatta interchange to Market St, Parramatta.

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

3 June 2018: Extension from Parramatta interchange to Market St, Parramatta ceased.

Streets

From 11 May 2009

From Parramatta (new interchange) via Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd, Briens Rd, North West (Parramatta-Rouse Hill) T-way, Rouse Hill Town Centre, Rouse Hill Dr, Caddies Blvd, Commercial Rd, Withers Rd, Milford Dr, Mile End Rd, Clower Av, Adelphi St to Mile End Rd (Rouse Hill). Reverse on return.

Alterations

- **From 21 December 2009 (Market St, Parramatta extension):** From Parramatta interchange via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Marist Pl, Market St. Return via Church St, Victoria Rd, Wilde Av, Smith St, Station St, bus tunnel to Parramatta interchange.
- **From 3 June 2018:** Market St, Parramatta extension ceased.

Timetable Summary

11 May 2009

See T65.