SYDNEY *GOVERNMENT* BUS ROUTES

Brief histories from 1932 to the present of Government bus services
in the metropolitan area of Sydney, New South Wales, Australia

Route histories – Northern Beaches *(continued)*

Part 2: Route numbers in the range 160-199, B1 & BN1

(Lower numbers listed in Part 1)

Route 160

MANLY WHARF – GEORGES HEIGHTS■

Timeline

Mid-1942: Peak hour industrial service (?) commenced.
(?): Ceased.

Route 160

MANLY WHARF – DEE WHY – COLLAROY PLATEAU via various routes■
NARRABEEN – COLLAROY PLATEAU ■

(War Veterans Home (Colooli Rd) terminus was renamed Collaroy Plateau on 14 August 1949. It is in current Narrabeen.)

Timeline

5 May 1946:

- New routes commenced:
  Manly Wharf – War Veterans Home (Colooli Rd) via Pittwater Rd (originally infrequent daily service)
  Narrabeen – War Veterans Home (Colooli Rd) (limited Monday-Saturday service).
- Shared Dee Why – War Veterans Home (Colooli Rd) with 180 from 15 June 1954 & selected trips on 155 by 13 October 1958.

By 8 August 1948: Manly Wharf – War Veterans Home (Colooli Rd) rerouted via Harbord Rd between Manly & Brookvale, instead of Pittwater Rd.
28 March 1960: Both routes extended in Collaroy Plateau from War Veterans Home (Colooli Rd) to Hall Av.
26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Curtailed to run Manly Wharf – Dee Why via Harbord Rd (limited peak hour service) *(see next entry)*.
- Manly Wharf – Collaroy Plateau replaced by:
  133 Manly Wharf – Collaroy Plateau via Harbord loop & North Curl Curl (night & Sunday service)
  148 Manly Wharf – Collaroy Plateau via Balgowlah shops & Condamine St (daytime service Mondays-Saturdays).
- Narrabeen – Collaroy Plateau ceased without direct replacement.

Streets

MANLY WHARF – COLLAROY PLATEAU

Manly Wharf – War Veterans Home (Colooli Rd) via Pittwater Rd

From 5 May 1946 *(based on Gregory's street directory of circa 1946)*
From Manly Wharf via Belgrave St, Pittwater Rd **(North Manly, Brookvale, Dee Why)**, Anzac Av, Plateau Rd, Aubreen St, Collaroy [now Telopea] St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliffe Blvd], Plateau Rd [now Veterans Pde] to Colooli Rd (War Veterans Home, Narrabeen).

Alteration
From 4 November 1946: Ex Manly Wharf from Anzac Av via Kent St, Hendy Av, Anzac Av. Reverse on return (?).

Manly Wharf – War Veterans Home (Colooli Rd) via Harbord Rd

Alterations

- ***By 8 August 1948:*** Ex Manly Wharf from Pittwater Rd via Carlton St, North Steyne **(Queenscliff)**, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Dalley Rd, Cavill St **(Harbord)**, Lawrence St, Harbord Rd **(Brookvale)**, Pittwater Rd. Reverse on return.
- ***By 4 September 1951:*** Ex Manly Wharf from Pittwater Rd via South Creek Rd, Plateau [now Parkes] Rd. Reverse on return.

Manly Wharf – Collaroy Plateau via Harbord Rd

Alterations

From 28 March 1960:

- Extended from Veterans Pde/Colooli Rd via Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau). Return via Veterans Pde.
- *(Selected trips):* Ex Manly Wharf from Wetherill St [now part of Edgecliffe Blvd] via Veterans Pde (***not*** via Colooli Rd intersection). Reverse on return.

By June 1972

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne **(Queenscliff)**, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Dalley Rd, Cavill St **(Harbord)**, Lawrence St, Harbord Rd **(Brookvale)**, Pittwater Rd **(Dee Why)**, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde to Colooli Rd, then Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Manly Wharf.

Alterations

By 26 April 1983 *(all trips):* Ex Manly Wharf from Edgecliffe Blvd via Veterans Pde (***not*** via Colooli Rd intersection). Reverse on return.

NARRABEEN – COLLAROY PLATEAU

Narrabeen – War Veterans Home (Colooli Rd)

From 5 May 1946 *(based on Gregory's street directory of circa 1946)*
From Narrabeen [Pittwater Rd at Waterloo St] via Pittwater Rd **(Collaroy)**, Anzac Av, Plateau Rd, Aubreen St, Collaroy [now Telopea] St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliffe Blvd], Plateau Rd [now Veterans Pde] to Colooli Rd (Collaroy Plateau).

Alterations

- ***From 4 November 1946*** *(based on alteration to Manly Wharf – Collaroy Plareau route above):* Ex Narrabeen from Anzac Av via Kent St, Hendy Av, Anzac Av. Reverse on return (?).
- ***By 4 September 1951:*** Ex Narrabeen from Pittwater Rd via South Creek Rd, Plateau [now Parkes] Rd. Reverse on return.

Narrabeen – Collaroy Plateau

Alterations

From 28 March 1960:

- Extended from Veterans Pde/Colooli Rd via Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau). Return via Veterans Pde.
- *(Selected trips):* Ex Manly Wharf from Wetherill St [now part of Edgecliffe Blvd] via Veterans Pde (***not*** via Colooli Rd intersection). Reverse on return.

By June 1972

From Narrabeen (Pittwater Rd at Waterloo St) via Pittwater Rd **(Collaroy)**, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Narrabeen.

Timetable Summary

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
160: Manly Wharf-War Veterans Home (Colooli Rd)†	35	M-F	Manly Wharf	6.55am	Manly Wharf	6.33pm	6 trips	A
		Sat		6.50am		6.20pm	B	
		Sun		1.38pm	W/Vets Home	5.05pm	2 trips	
160: Narrabeen-War Veterans Home (Colooli Rd)		M-F	W/Vets Home	8.45am	Narrabeen	3.35pm	C	
		Sat		8.42am		11.05pm	D	
		Sun						

† Via Harbord Rd.
A – Plus short-working/s after last trip shown.
B – 7 trips from Manly Wharf, 6 trips from War Veterans Home (Colooli Rd).
C – 1 trip from War Veterans Home (Colooli Rd), 2 trips from Narrabeen.
D – 2 trips from War Veterans Home (Colooli Rd), 3 trips from Narrabeen.

May 1967

Dee Why – Collaroy Plateau routes

155, 160, 180

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Collaroy Plateau via Pittwater Rd	41	M-F	Collaroy Plat	7.55am	Warr Mall	4.54pm	A	
		Sat		9.21am	Collaroy Plat	6.50pm	B	
		Sun						
160: Manly Wharf-Collaroy Plateau via Harbord Rd	38	M-F	Manly Wharf	6.33am	Manly Wharf	6.55pm	C	
		Sat	Collaroy Plat	9.21am		11.00pm	D	
		Sun	Manly Wharf	2.23pm	Collaroy Plat	4.55pm	2 trips	
160: Narrabeen-Collaroy Plateau	27	M-F	Collaroy Plat	8.38am	Narrabeen	3.59pm	E	
		Sat						
		Sun						
180: City (Wynyard)-Collaroy Plateau	66	M-F	Collaroy Plat	6.03am	Collaroy Plat	6.45pm	F	
		Sat		7.33am	Wynyard	12.15pm	2 trips	
		Sun						

A – 3 trips from Collaroy Plateau area to Manly Wharf, 2 trips from Brookvale Depot or Warringah Mall to Collaroy Plateau.
B – 3 trips from Collaroy Plateau to Manly Wharf, 1 trip from Brookvale Depot to Collaroy Plateau.
C – 5 trips from Collaroy Plateau, 9 trips from Manly Wharf.
D – 8 trips from Collaroy Plateau, 7 trips from Manly Wharf.
E – 2 trips from Collaroy Plateau, 3 trips from Narrabeen.
F – 10 trips from Collaroy Plateau (1 morning trip express), 4 trips from City (Wynyard).

February 1980
Dee Why – Collaroy Plateau routes
155, 160, 180

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Collaroy Plateau via Pittwater Rd	41	M-F	Collaroy Plat	7.55amM	Manly Wharf	1.10pmP	A	
					Warr Mall	4.54pmP		
		Sat		9.16amM	Collaroy Plat	1.40pmM	B	
		Sun						
160: Manly Wharf-Collaroy Plateau via Harbord Rd	38	M-F	Manly Wharf	7.14am	Manly Wharf	7.30pm	C	
		Sat	Collaroy Plat	9.40am		11.00pm	7 trips	
		Sun	Manly Wharf	2.30pm	Collaroy Plat	4.55pm	2 trips	
160: Narrabeen-Collaroy Plateau	27	M-F	Collaroy Plat	8.27am	Narrabeen	3.53pm	D	
		Sat						
		Sun						
180: City (Wynyard)-Collaroy Plateau	66	M-F	Collaroy Plat	5.59am	Collaroy Plat	7.45pm	E	
		Sat		7.33am	Wynyard	12.19pm	2 trips	
		Sun		10.05am			F	

A – 4 trips from Collaroy Plateau, 2 trips from Manly Wharf. Plus short working/s after last trip shown (last trip from Warringah Mall to Collaroy, Plateau).
B – 2 trips from Collaroy Plateau. Plus short working/s before first trip shown.
C – 5 trips from Collaroy Plateau, 9 trips from Manly Wharf.
D – 2 trips from Collaroy Plateau, 3 trips from Narrabeen.
E – 10 trips from Collaroy Plateau (1 morning trip express), 4 trips from City (Wynyard).
F – 1 trip from Collaroy Plateau. Plus short working/s before first trip shown.
M – To Manly Wharf.
P – To Collaroy Plateau

Route 160

MANLY WHARF – DEE WHY Shops via Harbord Rd■

Timeline

26 April 1983: Service in previous entry shortened to become a limited peak hour service, as part of the Manly-Warringah Bus Service Improvement Programme:
3 March 1991: Ceased without direct replacement as part of a general reorganisation of Manly-Warringah routes.

Streets

From 26 April 1983
From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne **(Queenscliff)**, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Dalley Rd, Cavill St **(Harbord)**, Lawrence St, Harbord Rd **(Brookvale)**, Pittwater Rd to Dee Why shops. Reverse on return.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Dee Why via Harbord Rd	17	M-F	Manly Wharf	7.48am	Dee Why	4.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from Dee Why).

Route 160
Route 160X
Route E60
Route L60

CHATSWOOD – DEE WHY – MONA VALE *(LIMITED STOPS)* ■

Timeline

23 May 1994: New limited stops peak hour service commenced, numbered 160. Ran express between Frenchs Forest & Chatswood.
10 March 1997: Renumbered L60, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".
By July 2000: Rerouted in Narraweena via McIntosh Rd instead of Warringah Rd.
26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- Renumbered E60 (stopping pattern unaltered).
- Compared with L60, rerouted between Chatswood & East Roseville via Archer St instead of Victoria Av & in Beacon Hill/Narraweena area via Warringah Rd instead of McIntosh Rd.

3 May 2020: Renumbered 160X as part of further renumbering of express routes with the suffix "X".
20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Curtailed to run Chatswood – Dee Why *(see next entry)*.
- Rerouted via Northern Beaches Hospital.
- Service improved to be "frequent".
- Replaced 136 between Chatswood & Frenchs Forest.
- Dee Why – Mona Vale replaced by existing B1 & 199.

Streets

Routes 160, later L60

Chatswood – Mona Vale via Victoria Av & Warringah Rd

From 23 May 1994
From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Victoria Av, High St, Smith St **(East Chatswood)**, Eastern Valley Way, Clive St, Babbage Rd **(East Roseville)**, Warringah Rd **(Forestville, Frenchs Forest, Beacon Hill)**, Pittwater Rd **(Dee Why, Collaroy, Narrabeen, North Narrabeen)**, Park St to Barrenjoey Rd (Mona Vale). Reverse on return.

Route L60

Chatswood – Mona Vale via Victoria Av & McIntosh Rd

Alterations

- ***By July 2000:*** Ex Chatswood from Warringah Rd via Alfred St, McIntosh Rd **(Narraweena)**, Fisher Rd, St David Av, Pittwater Rd. Ex Mona Vale from Pittwater Rd via Dee Why Pde, Avon Rd, Howard Av, St David Av, Fisher Rd, Alfred St, Warringah Rd.
- ***From 12 July 2008:*** To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.

Routes 160X, later E60

Chatswood – Mona Vale via Archer St & Warringah Rd

From 26 November 2017
From Chatswood (new interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd **(East Roseville)**, Warringah Rd **(Forestville, Frenchs Forest, Beacon Hill)**, Pittwater Rd **(Dee Why, Collaroy, Narrabeen, North Narrabeen)** Barrenjoey Rd to Village Park (Mona Vale). Reverse on return.

Timetable Summary

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
160: Chatswood-Mona Vale	53	M-F	Mona Vale	6.20am	Chatswood	5.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Mona Vale, afternoon from Chatswood). Plus short-working/s before first trip & after last trip shown.

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L60: Chatswood-Mona Vale	57	M-F	Mona Vale	6.26am	Chatswood	5.48pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Mona Vale, afternoon from Chatswood).

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E60: Chatswood-Mona Vale	55	M-F	Mona Vale	6.10am	Chatswood	5.42pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Mona Vale, afternoon from Chatswood).

Route 160X

CHATSWOOD – FRENCHS FOREST – DEE WHY (Howard Av) *(LIMITED STOPS)*

Timeline

20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Route in previous entry curtailed to run Chatswood – Dee Why, but rerouted via Northern Beaches Hospital.
- Times of service increased to full time.
- Service improved to be "frequent".
- Replaced 136 between Chatswood & Frenchs Forest, but running limited stops.

Streets

From 20 December 2020

From Chatswood (new interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd **(East Roseville)**, Warringah Rd **(Forestville),** Forest Way **(Frenchs Forest),** Naree Rd, Frenchs Forest Rd **(Northern Beaches Hospital)**, Warringah Rd **(Beacon Hill)**, Pittwater Rd to Howard Av (Dee Why).

From Dee Why (Howard Av) (in Pittwater Rd) via reverse route to Frenchs Forest Rd, then Rabbett St, Warringah Rd, then reverse route to Chatswood.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Dee Why	37	M-F	Dee Why	4.47am	Chatswood	12.27am	10	
		Sat		4.47am		12.27am	10	
		Sun		4.47am		12.27am	10	

Route 161

MANLY WHARF – MANLY HOSPITAL – QUARANTINE STATION *("loop" service, extended to North Fort Museum approx. 9am-4pm)*

Timeline

20 December 2020: Daily daytime service replaced equivalent part of 135 as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 20 December 2020

From Manly Wharf (West Esplanade at Belgrave St) via East Esplanade, Stuart St, Addison Rd, Darley Rd **(Manly Hospital)**, North Head Scenic Dr to Quarantine Station, then reverse route to Manly Wharf.

North Fort Museum extension: From Quarantine Station (North Head Scenic Dr) via North Head Scenic Dr to North Fort Rd (North Fort Museum). Reverse on return.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Fort Museum	15MQr 25MNr	M-F	Manly Wharf	6.38amQ	Nth Fort Mus	3.56pmM	60*	
				8.42amN	Q Station	8.07pmM		
		Sat		7.51amQ	Nth Fort Mus	4.56pmM	60	
				8.42amN	Q Station	7.47pmM		
		Sun		7.51amQ	Nth Fort Mus	4.56pmM	60	
				8.42amN	Q Station	7.47pmM		

* More frequent in peak hours.
M – To Manly Wharf.
MNr – Round trip, Many Wharf-North Fort Museum-Manly Wharf.
MQr – Round trip, Many Wharf-Quarantine station-Manly Wharf.
N – To North Fort Museum.
Q – To Quarantine station.

Route L61

CHATSWOOD – FRENCHS FOREST (House with No Steps) (*LIMITED STOPS*) ■

Timeline

4 February 2000: Limited peak hour service renumbered from 060.
Before 9 October 2005: Renumbered back to 060.

Streets

See 060.

Timetable Summary

See 060.

Route 162

MANLY WHARF – DEE WHY WEST via Pittwater Rd■

(Cromer West has been known as Cromer Heights since 1983.)

(The termini at Carawa Rd/Carcoola Rd & Toronto Av/Carrington Av, Dee Why West are in current Cromer.)

(The terminus at South Creek Rd/Penrith Av, Dee Why West is now known as Wheeler Heights shops.)

Timeline

9 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) renumbered from part of 131. Then or later ran daily.
- Shared Manly Wharf – Dee Why with 155.
- Shared Dee Why – Dee Why West (Carawa Rd) with 163.

19 January 1959: Extended in Dee Why West from Carawa Rd to Toronto Av/Carrington Av.
5 October 1965: Extended in Dee Why West from Toronto Av/Carrington Av to South Creek Rd/Penrith Av.
4 October 1966: Selected daytime trips Monday-Saturday diverted via Warringah Mall (bus terminal inside).
18 June 1972: Selected night trips replaced by 134.
26 April 1983: Replaced by 146 as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Circa 1946

From Manly Wharf via West Esplanade, Belgrave St, Pittwater Rd **(North Manly, Brookvale, Dee Why)**, Fisher Rd, Lynwood Av, South Creek [now Fisher] Rd, Carawa Rd to Carcoola Rd (Dee Why West).

Alterations

- ***From 19 January 1959:*** Extended in Dee Why West from Carawa Rd/Carcoola Rd via Carcoola Rd, Grover Av, Carrington Av to Toronto Av. Reverse on return.
- ***From 5 October 1965:*** Extended in Dee Why West from Carrington Av/Toronto Av via Toronto Av, South Creek Rd to Penrith Av. Reverse on return.

By 18 June 1972

From Manly Wharf via Belgrave St, Pittwater Rd **(North Manly, Brookvale, Dee Why)**, Fisher Rd, Lynwood Av, Fisher Rd, Carawa Rd **(Cromer)**, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to shops (Dee Why West).
From Dee Why West (South Creek Rd at shops) via Penrith St, Crummock St, Ambleside St, South Creek Rd, Toronto Av, then reverse route to Manly Wharf.

Alteration

From 21 May 1979:

Cromer West diversion: From Dee Why West (Carrington Av/Toronto Av) via Toronto Av, Truman Av, Howse Cr, McNamara St, Badcoe St **(Cromer West)**, Truman Av, Toronto Av to Carrington Av.

Timetable Summary

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Dee Why West (Carawa Rd) via Pittwater Rd	27	M-F	Carawa Rd	6.27am	Manly Wharf	6.18pm	A	
		Sat	Manly Wharf	7.00am	Carawa Rd	2.07pm	B	
		Sun	Carawa Rd	5.12pm			C	

A – 5 trips from Manly Wharf, 6 trips from Dee Why West (Carawa Rd). Plus short-working/s before first trip shown.
B – 5 trips from Manly Wharf, 3 trips from Dee Why West (Carawa Rd). Plus short-working/s before first trip shown.
C – 1 trip from Dee Why West (Carawa Rd) only.

Route 162

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH

Timeline

20 December 2020: Full time service commenced, replacing equivalent part of 132, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 20 December 2020

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av **(Fairlight)**, White St, Condamine St, Syney Rd **(Balgowlah),**Woodland St, Lower Beach St, Bungaloe Av, New St, Curban St, Ernest St **(Balgowlah Heights)**, Woodland St, Alma St, Moore St, Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St, Sydney Rd to Seaforth shops.

From Seaforth (Sydney Rd at shops) via Sydney Rd, Maretimo St, then reverse route to Manly Wharf.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Seaforth	24	M-F	Seaforth	5.49am	Manly Wharf	11.50pm	60*	
		Sat		6.11am		11.50pm	60	
		Sun		7.11am		11.50pm	60	

* More frequent in peak hours.

Route 163

MANLY WHARF – NORTH CURL CURL – DEE WHY WEST■

(Harbord was renamed Freshwater on 12 January 2008.)

(The termini at Carawa Rd/Carcoola Rd & Toronto Av/Carrington Av, Dee Why West are in current Cromer.)

(The terminus at South Creek Rd/Penrith Av, Dee Why West is now known as Wheeler Heights shops.)

Timeline

9 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) renumbered from part of 131. Then or later ran daily.
- Shared Manly Wharf – Dee Why with 136.
- Shared Dee Why – Dee Why West (Carawa Rd) with 162.

19 January 1959: Extended in Dee Why West from Carawa Rd to Toronto Av/Carrington Av.
5 October 1965: Extended in Dee Why West from Toronto Av/Carrington Av to South Creek Rd/Penrith Av.
18 June 1972: Night trips replaced by 134.
By 9 January 1978: Sunday service ceased. Service to Dee Why West continued to be provided by 162.
26 April 1983: Replaced by existing 136 & new 146 as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Circa 1946

From Manly Wharf via East Esplanade, Belgrave St, Pittwater Rd, Carlton St, North Steyne **(Queenscliffe)**, Queenscliffe Bridge, Greycliffe St, Queenscliffe Rd, Dalley St, Cavill St, Lawrence St **(Harbord)**, Harbord Rd, Wynua Av, Oliver St, Wyndora Av, Carlton St, Evans St, The Drive, Carrington Pde, Curl Curl Bridge, Griffin Rd **(North Curl Curl)**, The Strand **(Dee Why Beach)**, Howard Av, Pittwater Rd **(Dee Why),** Fisher Rd, Lynwood Av, South Creek [now Fisher] Rd, Carawa Rd to Carcoola Rd (Dee Why West).

Alterations

- ***From 19 January 1959:*** Extended in Dee Why West from Carawa Rd/Carcoola Rd via Carcoola Rd, Grover Av, Carrington Av to Toronto Av. Reverse on return.
- ***From 5 October 1965:*** Extended in Dee Why West from Carrington Av/Toronto Av via Toronto Av, South Creek Rd to Penrith Av. Reverse on return.

By 18 June 1972
<u>From Manly Wharf</u> via Belgrave St, Pittwater Rd, Carlton St, North Steyne **(Queenscliff)**, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St **(Harbord)**, Bennett St, Adams St, Carrington Pde, Griffin Rd **(North Curl Curl)**, The Strand **(Dee Why Beach)**, Howard Av, Pittwater Rd, Fisher Rd **(Dee Why)**, Lynwood Av, Fisher Rd, Carawa Rd, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to Penrith Av (Dee Why West).
<u>From Dee Why West</u> (South Creek Rd at Penrith Av) via Penrith Av, Crummock St, Ambleside St, South Creek Rd, Toronto Av, then reverse route to Manly Wharf.

Timetable Summary
See 136

Route 165
Route 165X
Route E65

<u>CITY (Wynyard) – SOUTH CURL CURL</u> *(EXPRESS)*

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline
26 April 1983: "Blue Arrow" peak hour express renumbered from 133 to 165, as part of the Manly-Warringah Bus Service Improvement Programme.
25 September 1983: Referred to simply as an express (***not*** "Blue Arrow").
10 March 1997: Renumbered E65, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".
3 May 2020: Renumbered 165X as part of further renumbering of express routes with the suffix "X".

Streets

Route 165

From 26 April 1983
<u>From City (Wynyard)</u> (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge] *, Warringah Fwy*, Military Rd*, Spit Rd* **(Mosman)**, Spit Bridge*, Manly Rd*, Sydney Rd*, Condamine St*, Balgowlah Rd*, Pittwater Rd, Oliver St, Lawrence St **(Harbord)**, Albert St, Moore Rd, Charles St, Evans St, Carlton St, Wyndora Av, Oliver St, Wyuna Av, Harbord Rd, Brighton St, Oliver St, Bennett St, Adams St, Farnell St to Gardere Av (South Curl Curl).
<u>From South Curl Curl</u> (Farnell St at Gardere Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

(Not shown in timetable, but known route.)*

<u>Alterations</u>
- ***March 1985*** *(opening of Burnt Bridge Creek Deviation):* Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Kenneth Rd, Balgowlah Rd. Reverse on return.
- ***From 11 September 1988:*** To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St, Barrack St (Wynyard, City). Return via Clarence St.
- ***By February 1994:*** To approach City from Bradfield Hwy via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Routes E65, later 165X

From 10 March 1997
<u>From City (Wynyard)</u> (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St, Kenneth Rd, Balgowlah Rd, Pittwater Rd, Oliver St, Lawrence St **(Harbord)**, Albert St, Moore Rd, Charles St, Evans St, Carlton St, Wyndora Av, Oliver St, Wyuna Av, Harbord Rd, Brighton St, Oliver St, Bennett St, Adams St, Farnell St to Gardere Av (South Curl Curl).
<u>From South Curl Curl</u> (Farnell St at Gardere Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- ***From December 2001:*** To approach South Curl Curl from Adams St via Carrington Pde to Gardere Av. Reverse on return.
- ***By 5 December 2010:*** From City (Wynyard) (York St) via Erskine St, Clarence St. Unaltered on return.
- ***From 4 October 2015*** *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St, Jamison St to Clarence St. Return via Clarence St.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
165: City (Wynyard)-South Curl Curl	43	M-F	Sth Curl Curl	6.40am	Wynyard	6.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Curl Curl, afternoon from City (Wynyard)).

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E65: City (Wynyard)-South Curl Curl	43	M-F	Sth Curl Curl	6.40am	Wynyard	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Curl Curl, afternoon from City (Wynyard)).

February 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E65: City (Wynyard)-South Curl Curl	45	M-F	Sth Curl Curl	6.20am	Wynyard	7.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Curl Curl, plus short-workings from Harbord; afternoon from City (Wynyard)).

23 October 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E65: City (Wynyard)-South Curl Curl	45	M-F	Sth Curl Curl	5.59am	Wynyard	8.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Curl Curl, plus short-workings from Freshwater; afternoon from City (Wynyard)).

Route 166
Route 166X
Route E66

CITY (Wynyard) – ALLAMBIE HEIGHTS – SKYLINE SHOPS *(EXPRESS)* ■

- **Extended from Allambie Heights to Warringah Aquatic Centre *(1983-91)***

Timeline

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- New peak hour express, 166 City (Wynyard) – North Balgowlah – Allambie Heights, commenced.
- Shared City – North Balgowlah with 167 (until 25 September 1983) & 168 (until 1987).

8 August 1983: Extended from Allambie Heights to Warringah Aquatic Centre.

6 September 1987: Rerouted via Burnt Bridge Creek Deviation instead of North Balgowlah. 168 continued to serve North Balgowlah.
3 March 1991: Altered/extended to run City (Wynyard) – Allambie Heights – Skyline shops (***not*** via Warringah Aquatic Centre) as part of a general reorganisation of Manly-Warringah routes.
10 March 1997: Renumbered E66, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".
3 May 2020: Renumbered 166X as part of further renumbering of express routes with the suffix "X".
20 December 2020: Replaced by new 174X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Route 166

City (Wynyard) – North Balgowlah – Allambie Heights

From 26 April 1983
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St **(North Balgowlah)**, Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd, Cross St, Condamine St **(Manly Vale)**, Kentwell Rd, Allambie Rd, Inglebar Av, Flers St (Allambie Heights).
From Allambie Heights (Flers St) via Allambie Rd, then reverse route to Woodbine St, then Bangaroo St, Brook Rd, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – North Balgowlah – Allambie Heights – Warringah Aquatic Centre

Alterations
From 8 August 1983:

- Extended from Allambie Heights (Flers St) via Allambie Rd, Aquatic Dr to Warringah Aquatic Centre. Return via Aquatic Dr, Allambie Rd, Darmour Av, Inglebar Av, Flers St.
- Ex Warringah Aquatic Centre from Woodbine St via Hunter St, St Pauls Rd, Bangaroo St. Unaltered on return.

City (Wynyard) – Allambie Heights – Warringah Aquatic Centre via Burnt Bridge Creek Deviation

Alterations

- ***From 6 September 1987:*** Ex City (Wynyard) from Spit Bridge via Manly Rd, Burnt Bridge Creek Deviation, Condamine St (***not*** via North Balgowlah). Reverse on return.
- ***By 15 November 1989:*** From City (Wynyard) (Barrack St) via Clarence St.

Routes 166, later E66, later 166X

City (Wynyard) – Allambie Heights – Skyline shops

From 3 March 1991
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Kentwell Rd, Allambie Rd **(Allambie Heights)** to Frenchs Forest Rd (Skyline shops).
From Skyline shops (Allambie Rd at Frenchs Forest Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
166: City (Wynyard)-Allambie Heights	46	M-F	Allambie Hts	6.58am	Wynyard	5.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Allambie Heights, afternoon from City (Wynyard)).

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E66: City (Wynyard)-Skyline shops	39	M-F	Skyline shops	6.33am	Wynyard	6.13pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Skyline shops, afternoon from City (Wynyard)).

23 October 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E66: City (Wynyard)-Skyline shops	35	M-F	Skyline shops	6.08am	Wynyard	7.50pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Skyline shops, afternoon from City (Wynyard)).

Route 166

MANLY WHARF – DEE WHY – FRENCHS FOREST

Timeline

20 December 2020: Full time service renumbered from the equivalent part of 136, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 20 December 2020

From Manly Wharf via Eustace St, Gilbert St, Belgrave St, Pittwater Rd, Carlton St, North Steyne **(Queenscliff)**, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St **(Harbord)**, Bennett St, Adams St, Carrington Pde, Griffin Rd **(North Curl Curl)**, The Strand **(Dee Why Beach)**, Howard Av **(Dee Why)**, St David Av, Fisher Rd, McIntosh Rd **(Narraweena)**, Willandra Rd, Tristram Rd, Oxford Falls Rd **(Beacon Hill)**, Iris St, Patanga Rd, Frenchs Forest Rd **(Northern Beaches Hospital)**, Rabbett St to Forest Way (Frenchs Forest).

From Frenchs Forest (Forest Way at Forestway shops) via Naree Rd, Frenchs Forest Rd, then reverse route to Belgrave St, then West Esplanade to Manly Wharf.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Dee Why-Frenchs Forest	42	M-F	Manly Wharf	5.20am	Manly Wharf	12.20am	20*	A
		Sat	Frenchs Forest	5.56am		3.05am	20	
		Sun	Manly Wharf	6.10am		11.50pm	20	

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Later trips Thursday & Friday nights (last trip 3.05am).

Route 167

CITY (Wynyard) – NORTH BALGOWLAH *(EXPRESS)* ■

(The North Balgowlah terminus at Kitchener St/West St was located in Balgowlah.)

Timeline

23 January 1975: Limited service "Blue Arrow" peak hour express commenced. Similar route to 168, but running express over part of route.

25 September 1983:

- Renumbered part of 168.
- Referred to simply as an express (***not*** "Blue Arrow").

Streets

From 23 January 1975 *(likely route)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd. Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St **(North Balgowlah)**, Daisy St, Myrtle St, Kitchener St to West St (Balgowlah).

From Balgowlah (Kitchener St at West St) via reverse route to Woodbine St, then Bangaroo St, Brook Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- ***From 26 April 1983:*** To approach North Balgwolah from Kitchener St to Wanganella St. Reverse on return.
- ***From 8 August 1983:*** Ex North Balgowlah from Woodbine St via Hunter St, St Pauls Rd, Bangaroo St.

Timetable Summary

See 168

Route 167

MANLY WHARF – HARBORD – SOUTH CURL CURL – WARRINGAH MALL

Timeline

20 December 2020: Full time service renumbered from 139, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 20 December 2020

From Manly Wharf via Eustace St, Glbert St, Belgrave St, Pittwater Rd, Carlton St, North Steyne **(Queenscliff)**, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St **(Harbord)**, Charles St, Evans St, Lumsdaine Dr, Carrington Pde **(South Curl Curl)**, Adams St, Bennett St, Oliver St, Wyndora Av, Foam St, Wyadra Av, Corrie Rd, Sterland Av, Pittwater Rd, Cross St, Dale St to Warringah Mall (bus terminal inside).

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd, Sterland St, Corrie Rd, then reverse route to Belgrave St, then West Esplanade to Manly Wharf.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-South Curl Curl-Warringah Mall	33	M-F	Warr Mall	5.25am	Manly Wharf	12.18am	20	
		Sat		6.35am		12.18am	20	
		Sun		6.35am		11.18pm	20	

Route 168

CITY (Wynyard) – NORTH BALGOWLAH – WARRINGAH MALL *(some trips EXPRESS)* ■

- **Milsons Point – North Balgowlah – Warringah Mall** ***(1995-2020)***

Route 168X
Route E68

CITY (Wynyard) – NORTH BALGOWLAH – WARRINGAH MALL *(EXPRESS)* ■

(The North Balgowlah termini at Kitchener St/Wanganella St & Condamine St/Balgowlah Rd are located in Balgowlah.)

Timeline

30 June 1958:

- New peak hour service, 168 City (Wynyard) – North Balgowlah, commenced, as part of the replacement of Wynyard – The Spit tram service by buses.
- Shared City (Wynyard) – The Spit with 248.

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Extended from North Balgowlah to Warringah Mall.
- Times of operation extended from peak hours to all-day Mondays to Saturdays.
- On those days 168 & 169 shared route between Spit Junction & The Spit, replacing 248 at those times.

25 September 1983: 167 renumbered 168, continuing as express trips via Warringah Fwy.

6 September 1987:

- Most peak hour trips altered to express & rerouted via Warringah Fwy.
- Peak hour service Milsons Point – North Balgowlah commenced.

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Off-peak & Saturday service curtailed to run as a feeder service, Seaforth – North Balgowlah – Warringah Mall. Connected at Seaforth with City buses (169 & others).
- Peak hour service remained as City (Wynyard) – North Balgowlah.
- Milsons Point – North Balgowlah ceased.

7 May 1995: Limited peak hour service Milsons Point – North Balgowlah (1 trip extended to Warringah Mall) recommenced.

25 September 1995:

- Reverted to peak hours only, running City (Wynyard) – North Balgowlah (selected afternoon peak hour trips extended to Warringah Mall).
- Off-peak & Saturday service Seaforth – North Balgowlah – Warringah Mall replaced by extension of 132 & existing 141.

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Most morning peak hour trips & all afternoon peak hour trips (all express) renumbered E68.
- 168 continued as:

  North Balgowlah – City (Wynyard) (limited morning all stops peak hour service)
  Milsons Point – North Balgowlah – Warringah Mall (limited peak hour service)

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1),

- Remaining 168 City (Wynyard) – North Balgowlah all stops trips made express & renumbered E68.
- 168 remained as Milsons Point – North Balgowlah – Warringah Mall, but hours of service for trips ***from*** Milsons Point to Warringah Mall extended to weekday daytime.

3 May 2020: E68 renumbered 168X as part of further renumbering of express routes with the suffix "X".

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Neutral Bay Junction – North Balgowlah – Warringah Mall part of 168 replaced by new 172X.
- 168X fully replaced by new 172X.

Streets

CITY – NORTH BALGOWLAH – WARRINGAH MALL

Route 168

City (Wynyard) – North Balgowlah

From 30 June 1958 *(based on November 1968 timetable)*

<u>From City (Wynyard)</u> (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd, (first) Parriwi Rd **(Mosman)**, Spit Rd, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St **(North Balgowlah)**, Daisy St, Myrtle St, Kitchener St, Wanganella St, Brighton St, Rickard St, Kitchener St to Wanganella St (Balgowlah).

<u>From Balgowlah</u> (Kitchener St at Wanganella St) via Kitchener St, Myrtle St, Daisy St , Woodbine St, Bangaroo St, Brook Rd, Frenchs Forest Rd, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

<u>Alterations</u>

- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex North Balgowlah from Frenchs Forest Rd via Sydney, Manly Rd, Spit Bridge. Unaltered on return.
- ***From 18 June 1968*** *(opening of Warringah Fwy):* Ex North Balgowlah from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

- ***By January 1979:*** Ex City (Wynyard) from Military Rd via Spit Rd, Spit Bridge (***not*** via Parriwi Rd). Reverse on return.
- ***By January 1979:*** At North Balgowlah extended from Kitchener St/Wanganella St via Kitchener St to West St. Reverse on return.

City (Wynyard) – North Balgowlah – Warringah Mall

From 26 April 1983

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St **(North Balgowlah)**, Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Woodbine St, then Bangaroo St, Brook St, Frenchs Forest Rd, Sydney Rd, then Manly Rd, Spit Bridge, then reverse route to Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 8 August 1983:*** Ex Warringah Mall from Woodbine St via Hunter St, St Pauls Rd, Bangaroo St. Unaltered on return.
- ***From 25 September 1983*** *(express trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***By October 1985:*** Ex Warringah Mall from Pacific Hwy via Arthur St, Mount St.
- ***By 18 July 1986:*** Ex City (Wynyard) from Balgowlah Rd via Condamine St (***not*** via Cross St, Balgowlah). Reverse on return.

From 3 March 1991

Morning peak hour

From Balgowlah (Kitchener St at Wanganella St) via Myrtle St, Daisy St, Woodbine St **(North Balgowlah)**, Hunter St, St Pauls Rd, Bangaroo St, Brook Rd, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction),** Falcon St, Warringah Fwy, Sydney Harbour Bridge, York St to Wynyard Park (City).

Afternoon peak hour

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Warringah Mall.

Daytime Mondays-Saturdays (Seaforth – Warringah Mall)

From Seaforth (Frenchs Forest Rd at Sydney Rd) via Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St **(North Balgowlah)**, Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd, Cross St, Dale St to Warringah Mall (bus terminal inside).

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd, then reverse route to Seaforth.

Routes E68, later 168X

City (Wynyard) – North Balgowlah – Warringah Mall

From 10 March 1997

Morning peak hour

From Balgowlah (Kitchener St at Wanganella St) via Myrtle St, Daisy St, Woodbine St **(North Balgowlah)**, Hunter St, St Pauls Rd, Bangaroo St, Brook Rd, Sydney Rd **(Seaforth)**, Manly Rd, Spit Bridge, Spit Rd **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction),** Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Afternoon peak hour

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Myrtle St, then Kitchener St, West St, Balgowlah Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.

Alterations:

- ***By May 2008*** *(morning peak hour):* Extended to start from Balgowlah (Condamine St/Balgowlah Rd) via Balgowlah Rd, West St, Kitchener St.
- ***From 23 October 2016:*** To depart City (Wynyard) from Clarence St at Erskine St. Unaltered arriving Wynyard.

MILSONS POINT – NORTH BALGOWLAH – WARRINGAH MALL

Route 168

Milsons Point – North Balgowlah

From 6 September 1987

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St **(North Balgowlah)**, Daisy St, Myrtle St, Kitchener St to Wanganella St (Balgowlah).

From Balgowlah (Kitchener St at Wanganella St) via reverse route to Sydney Rd, then Manly Rd, Spit Bridge, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Alteration

Circa 1995: From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (***not*** via Lavender St, Arthur St). Unaltered on return.

Milsons Point – North Balgowlah – Warringah Mall

Alteration:

- ***From 7 May 1995*** *(when route recommenced)**:*** Extended from Balgowlah (Kitchener St at Wanganella St) via Kitchener St, West St, Balgowlah Rd, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.
- ***By May 2008*** *(morning peak hour):* Extended to start from Balgowlah (Condamine St/Balgowlah Rd) via Balgowlah Rd, West St, Kitchener St.

Timetable Summary

November 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: City (Wynyard)-North Balgowlah	40	M-F	Nth Balgowlah	6.29am	Wynyard	6.12pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
167: City (Wynyard)-North Balgowlah *(Blue Arrow express)*	32	M-F	Nth Balgowlah	7.30am	Wynyard	5.00pm	Ph	
		Sat						
		Sun						
168: City (Wynyard)-North Balgowlah	40	M-F	Nth Balgowlah	6.29am	Wynyard	6.14pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Balgowlah, afternoon from City (Wynyard)).

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: City (Wynyard)-North Balgowlah†	Fr Wyn 39N 46W	M-F	Nth Balgowlah	6.30amY	Wynyard	6.17pmW	60*	A
			Wynyard	8.32amW				
		Sat	Warr Mall	7.59amY		5.37pmW	60	
		Sun						

* More frequent in peak hours.
† Selected trips extended to Warringah Mall.
A – Morning peak hour, from North Balgowlah to City (Wynyard). Day, City (Wynyard)-Warringah Mall 60. Afternoon peak hour, from City (Wynyard) to North Balgowlah or Warringah Mall. Extra trips Thursday night, Warringah Mall to Seaforth (last trip 8.36pm from Warringah Mall). Plus short-working/s before first trip shown.
N – To North Balgowlah.
W – To Warringah Mall.
Y – To City (Wynyard).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: City (Wynyard)-North Balgowlah†	Fr Wyn 39N 46W	M-F	Nth Balgowlah	6.30amY	Wynyard	6.17pmW	A	
		Sat	Warr Mall	7.59amY		5.37pmW	60	
		Sun						
168: Milsons Point-North Balgowlah†	33	M-F	Nth Balgowlah	7.17amM	Milsons Point	5.45pmW	Ph	
		Sat						
		Sun						

† Selected trips extended to Warringah Mall.
A – Morning peak hour, from North Balgowlah to City (Wynyard) (most trips express). Day, City (Wynyard)-Warringah Mall 60. Afternoon peak hour, from City (Wynyard)n to North Balgowlah or Warringah Mall (most trips express). Extra trips Thursday night, Warringah Mall to Seaforth (last trip 8.35pm from Warringah Mall). Plus short-working/s before first trip shown.
M – To Milsons Point.
N – To North Balgowlah.
Ph – Peak hours only (morning from North Balgowlah, afternoon from Milsons Point to North Balgowlah or Warringah Mall).
W – To Warringah Mall.
Y – To City (Wynyard).

21 May 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: City (Wynyard)-North Balgowlah†	17SW Fr Wyn 31N 41W	M-F	Nth Balgowlah	6.30amY	Wynyard	6.19pmW	A	
			Seaforth	8.42amW				
		Sat	Warr Mall	7.49amS	Seaforth	5.42amW	60	
		Sun						

† Selected afternoon peak hour trips extended to Warringah Mall.
A – Morning peak hour, North Balgowlah-City (Wynyard) (includes express trips). Day, Seaforth-Warringah Mall 60. Afternoon peak hour, City (Wynyard)-North Balgowlah-Warringah Mall (includes express trips). Extra trips Thursday night, Warringah Mall to Seaforth (last trip 8.35pm from Warringah Mall).
N – To North Balgowlah.
S – To Seaforth.
SW – Seaforth-Warringah Mall.
W – To Warringah Mall.
Y – To City (Wynyard).

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: City (Wynyard)-North Balgowlah†	32	M-F	Nth Balgowlah	6.30amY	Wynyard	7.15pmW	Ph1	
		Sat						
		Sun						
168: Milsons Point-North Balgowlah†	Fr Mil Pt 37N 45W	M-F	Nth Balgowlah	7.30amM	Milsons Point	3.35pmW 5.11pmN	Ph2	
		Sat						
		Sun						

† Selected afternoon peak hour trips extended to Warringah Mall.
M – To Milsons Point.
N – To North Balgowlah.
Ph1 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to North Balgowlah or to Warringah Mall). Most peak hour trips ran as express.
Ph2 – Peak hours only (morning from North Balgowlah to Milsons Point, afternoon from Milsons Point to North Balgowlah or to Warringah Mall).
W – To Warringah Mall.
Y – To City (Wynyard).

10 March 1997

City or Milsons Point – North Balgowlah routes

168, E68

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: City (Wynyard)-North Balgowlah†		M-F	Nth Balgowlah	6.30amY	Wynyard	7.15pmW	Ph1	
		Sat						
		Sun						
168: Milsons Point-North Balgowlah†	Fr Mil Pt 37N 45W	M-F	Nth Balgowlah	7.30amM	Milsons Point	3.35pmW 5.11pmN	Ph2	
		Sat						
		Sun						
E68: City (Wynyard)-North Balgowlah†	31	M-F	Nth Balgowlah	7.05amY	Wynyard	6.19pmW	Ph3	
		Sat						
		Sun						

† Selected afternoon peak hour trips extended to Warringah Mall.
M – To Milsons Point.
N – To North Balgowlah.
Ph1 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to Warringah Mall). Plus short-working/s before first trip shown.
Ph2 – Peak hours only (morning from North Balgowlah to Milsons Point, afternoon from Milsons Point to North Balgowlah or Warringah Mall).
Ph3 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to North Balgowlah with selected trips extended to Warringah Mall).
W – To Warringah Mall.
Y – To City (Wynyard).

26 November 2017

City or Milsons Point – North Balgowlah routes

168, E68

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168: Milsons Point-North Balgowlah-Warringah Mall	Fr Mil Pt 42N 47W	M-F	Nth Balgowlah	6.45amM	Milsons Point	10.10amW	Ph1	
			Milsons Point	8.50amW		5.55pmN		
		Sat						
		Sun						
E68: City (Wynyard)-North Balgowlah†	31	M-F	Nth Balgowlah	6.00amY	Wynyard	7.36pmW	Ph2	
		Sat						
		Sun						

† Selected afternoon peak hour trips extended to Warringah Mall.
M – To Milsons Point.
N – To North Balgowlah.
Ph1 – Peak hours only (morning peak hour from North Balgowlah to Milsons Point & from Milsons Point to Warringah Mall via North Balgowlah; afternoon peak hour from Milsons Point to North Balgowlah).
Ph2 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to North Balgowlah with most trips extended to Warringah Mall).
W – To Warringah Mall.
Y – To City (Wynyard).

Route 169

CITY (various termini) – NARRAWEENA – DEE WHY – MANLY WHARF via Wakehurst Pkwy, then various routes between Dee Why & Manly Wharf ***(some trips EXPRESS)*** ■

- **Dee Why (Fisher Rd) – Warringah Aquatic Centre – Allambie Heights** ***(trial service, 1981-82)***
- **Manly Wharf – Warringah Mall – Frenchs Forest** ***(peak hours, nights & Sundays, 1983-2018)***
- **Extended from Frenchs Forest (Forest Way) to Frenchs Forest Cemetery** ***(limited Sunday service from 1983)***

Route 169X
Route E69

CITY (Wynyard) – NARRAWEENA ***(EXPRESS)*** ■

- **Extended from Narraweena to Manly Wharf** ***(selected afternoon peak hour trips)***

(Wingala is a locality name within the suburbs of North Curl Curl & Dee Why.)

Timeline

19 December 1955:

- New route, 169 City (Wynyard) – Narraweena – Wingala – Manly Wharf, commenced on weekdays & Saturday morning. 149, 172 & 173 provided peak hour services over similar routes.
- Services were:
  City (Wynyard) – Narraweena – Wingala – Manly Wharf (off-peak & Saturday morning)
  City (Wynyard) – Narraweena – Wingala – Brookvale Depot (morning & afternoon peak hours).
  Morning peak hour service ceased by 3 December 1956.
- 172 & 173 continued to provide a peak hour service between City (Wynyard) & Narraweena over same route.
- 149 was extended from Wingala to Dee Why and provided a peak hour service between Dee Why & Manly Wharf over same route.

By August 1964: Afternoon peak hour trips (limited service) from City (Wynyard) to Brookvale Depot via Narraweena renumbered 173 (same route City (Wynyard) – Narraweena, but not via Wingala).

19 December 1981: Trial service, Monday-Saturday, Dee Why (Fisher Rd) – Warringah Aquatic Centre – Allambie Heights commenced (ceased 2 February 1982).

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- City (Wynyard) – Narraweena – Dee Why – Manly Wharf rerouted via Pittwater Rd instead of Wingala. Service between Dee Why & Brookvale via Wingala replaced by extended 139 (off-peak & Saturday morning).
- Hours of service on weekdays extended to afternoon peak hour, when 173 trips from City (Wynyard) to Narraweena (selected trips extended to Brookvale Depot) renumbered 169 (most trips ran express). 1 trip on Thursday night (later also 1 trip on Friday night) similarly ran from City (Wynyard) – Narraweena – Brookvale Depot.
- Hours of service on Saturday extended to afternoons.
- New Manly Wharf – Dee Why – Frenchs Forest night & Sunday service commenced, replacing 154, which was reduced to a peak hour service (until it ceased on 3 March 1991).
- Limited Sunday service Manly Wharf – Frenchs Forest Cemetery commenced, replacing the equivalent service on 154, although by a different route.
- Additional off-peak & Saturday service commenced Manly Wharf – Narraweena – Warringah Aquatic Centre (improving Manly Wharf – Skyline shops service from 60 to 30 frequency) & though-routed with 142, Warringah Aquatic Centre – Allambie Heights – Manly Wharf. (These additional trips and through-routing with 142 ceased by 3 March 1991, but resumed again by 24 September 1995.)

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Night & Sunday service Manly Wharf – Frenchs Forest curtailed to run Warringah Mall – Narraweena – Frenchs Forest.
- Selected extensions from Narraweena to Brookvale Depot of afternoon peak hour expresses further extended to Manly Wharf.
- 169 fully replaced 154, which ceased.

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Afternoon peak hour expresses City (Wynyard) – Narraweena (selected trips extended to Manly Wharf) renumbered E69.
- Off-peak & weekend 169 trips extended in City from Wynyard to Queen Victoria Building.
- Days of service of 169 City (Queen Victoria Building) – Narraweena – Manly Wharf extended to Sundays.

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- Hours of service of E69 expanded to both morning & afternoon peak hours, running City (Wynyard) – Narraweena via Wakehurst Pkwy, replacing 172, E72, 173 & E73 over this part of route.
- Selected afternoon peak hour trips continued to be extended from Narraweena to Manly Wharf.

7 October 2012: City terminus of 169 altered to Wynyard at all times.

26 November 2017: Hours of service of 169 City (Wynyard) – Narraweena – Manly Wharf extended to nights Monday-Sunday.

30 September 2018: In anticipation of the opening of Northern Beaches Hospital, Frenchs Forest:

- 169 City (Wynyard) – Narraweena – Manly Wharf rerouted via new hospital, thus absorbing night & Sunday service Warringah Mall – Narraweena – Frenchs Forest.
- E69 remained unaltered.
- Routes became:

  169 City (Wynyard) – Frenchs Forest – Narraweena – Manly Wharf (full time service).

  E69 City (Wynyard) – Narraweena (peak hour service, selected afternoon peak hour trips extended to Manly Wharf).

3 May 2020: E69 renumbered 169X as part of further renumbering of express routes with the suffix "X".

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- City (Wynyard) – Seaforth replaced by new 172X.
- Seaforth – Frenchs Forest replaced by existing 141 *(see Private Route Histories – Contract Region 14).*
- Frenchs Forest – Narraweena replaced by existing 193 *(see Private Route Histories – Contract Region 14).*
- Frenchs Forest – Dee Why replaced by new 160X & 166.
- Skyline shops – Narraweena replaced by new 174X.
- Dee Why – Manly Wharf replaced by existing 199.
- Frenchs Forest – Frenchs Forest Cemetery (limited service on Sundays) replaced by existing 281 *(see Private Route Histories – Contract Region 14).*

CITY – NARRAWEENA – MANLY WHARF

Route 169

City (Wynyard) – Narraweena – Wingala – Manly Wharf

From 19 December 1955 *(based on Guide to Bus Services dated 1959 & 19 December 1960 timetable)*
From City (Wynyard) (Carrington St?) via [Margaret St,] Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Warringah Rd **(Beacon Hill)**, Waratah Pde, McIntosh Rd **(Narraweena)**, Fisher Rd, Pittwater Rd **(Dee Why)**, Pacific Pde, Wheeler Pde, Headland Rd, Parr Av, Playfair Rd **(Wingala)**, Pitt Rd, Abbott Rd, Harbord Rd, Winbourne Rd **(Brookvale)**, Pittwater Rd **(North Manly)**, Belgrave St to Manly Wharf.
From Manly Wharf via reverse route to Clontarf St, then Frenchs Forest Rd, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses)**:*** Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Manly Wharf from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By 1959*** *(possibly from 29 June 1958, when various routes were moved away from York St & Carrington St to provide for additional routes being terminated at Wynyard when North Sydney system tram services were replaced by buses):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St, Barrack St (Wynyard, City). Return via Clarence St.
- ***By August 1964:*** Ex City (Wynyard) from Wakehurst Pkwy via Frenchs Forest Rd, Warringah Rd. Reverse on return.
- ***From 18 June 1968:*** Ex Manly Wharf from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***From 15 May 1972:*** Ex Manly Wharf from Waratah St via Warringah Rd, Allambie Rd, Frenchs Forest Rd. Unaltered on return.
- ***By 5 March 1973:*** Ex Manly Wharf from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.

City (Wynyard) – Narraweena – Manly Wharf via Pittwater Rd

From 26 April 1983
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd **(Frenchs Forest, Beacon Hill))**, Warringah Rd, Alfred St, McIntosh Rd **(Narraweena)**, Fisher Rd **(Dee Why)**, Pittwater Rd **(Brookvale, North Manly)**, Belgrave St to Manly Wharf.
From Manly Wharf via reverse route to Alfred St, then Warringah Rd, Allambie Rd, Frenchs Forest Rd, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).
Express trips via Warringah Fwy: Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

Alterations

- ***By 13 October 1985:*** Ex Manly Wharf from Pacific Hwy via Arthur St, Mount St.
- ***By 1991:*** Ex Manly Wharf from Pittwater Rd via St David Av, Fisher Rd. Reverse on return.

City (Queen Victoria Building) – Narraweena – Manly Wharf

Alteration
From 10 March 1997: To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Queen Victoria Building. Return via Druitt St, Clarence St, Erskine St, Wynyard St, Carrington St, Margaret St, Clarence St.

City (Wynyard) – Narraweena – Manly Wharf

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Alfred St, McIntosh Rd **(Narraweena)**, Fisher Rd, St David Av**,** Pittwater Rd **(Dee Why, Brookvale, North Manly)**, Belgrave St to Manly Wharf.

City (Wynyard) – Narraweena – Manly Wharf

Alterations

- ***From 7 October 2012:*** To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.
- ***From 23 October 2016:*** To depart City (Wynyard) from Clarence St at Erskine St. Unaltered arriving Wynyard.

City (Wynyard) – Frenchs Forest – Narraweena – Manly Wharf

From 30 September 2018

From City (Wynyard) (Clarence St at Erskine St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Warringah Rd, Forest Way **(Frenchs Forest)**, Naree Rd, Frenchs Forest Rd **(Northern Beaches Hospital)**, Warringah Rd **(Beacon Hill)**, Alfred St, McIntosh Rd **(Narraweena)**, Fisher Rd, St David Av, Pittwater Rd **(Dee Why, Brookvale, North Manly)**, Belgrave St, Sydney Rd, West Prom to Gilbert Park (Manly Wharf).

From Manly Wharf (Belgrave St at Gilbert Park) via Belgrave St, then reverse route to Alfred St, then Warringah Rd, Frenchs Forest Rd, Rabbett St, Warringah Rd, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Routes E69, later 169X

City (Wynyard) – Narraweena *(selected trips extended to Manly Wharf)*

From 2 August 2009

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Alfred St to McIntosh Rd (Narraweena).

From Narraweena (McIntosh Rd/Alfred St) via reverse route to Clontarf St, then Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Manly Wharf extension: From Narraweena (McIntosh Rd/Alfred St) via McIntosh Rd, Fisher Rd, St David Av**,** Pittwater Rd **(Dee Why, Brookvale, North Manly)**, Belgrave St to Manly Wharf. Return via reverse route.

Alteration

From 23 October 2016: From City (Wynyard) (Clarence St at Erskine St) via Clarence St. Unaltered on return.

MANLY WHARF – NARRAWEENA – FRENCHS FOREST

Route 169

Manly Wharf – Narraweena – Frenchs Forest *(peak hours, nights & Sundays, plus limited service extended to Frenchs Forest Cemetery on Sundays)*

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd **(North Manly, Brookvale, Dee Why)**, Fisher Rd, McIntosh Rd, Alfred St **(Narraweena)**,Warringah Rd **(Beacon Hill),** Allambie Rd, Frenchs Forest Rd, Wakehurst Pkwy, Warringah Rd, Forest Way to shops (Frenchs Forest).

From Frenchs Forest (Forest Way at shops) via Naree Rd, Rabbett St, Warringah Rd, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd, then reverse route to Manly Wharf.

Frenchs Forest Cemetery extension *(limited service Sundays):* From Foresway shops (Forest Way) via Forest Way, Adams St, Prince Charles Rd, Blackbutts Rd, Kambora Av, Hakea Av to Blackbutts Rd. Return via Blackbutts Rd, Prince Charles Rd, Adams St, Forest Way, Naree Rd, Rabbbett St, Warringah Rd.

Alteration
By 1991: Ex Manly Wharf from Pittwater Rd via St David Av, Fisher Rd. Reverse on return.

Warringah Mall – Narraweena – Frenchs Forest *(nights & Sundays, plus limited service extended to Frenchs Forest Cemetery on Sunday)*

From 3 March 1991
From Warringah Mall (Pittwater Rd) via Pittwater Rd **(North Manly, Brookvale, Dee Why)**, St David Av, Fisher Rd, McIntosh Rd, Alfred St **(Narraweena)**, Warringah Rd **(Beacon Hill),** Allambie Rd, Frenchs Forest Rd, Wakehurst Pkwy, Warringah Rd, Forest Way to shops (Frenchs Forest).
From Frenchs Forest (Forest Way at shops) via Naree Rd, Rabbett St, Warringah Rd, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd, then reverse route to Warringah Mall.
Trips to/from Warringah Mall (bus terminal inside) *(daytime Sunday):* From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd. Return from Pittwater Rd via Cross St, Dale St to Warringah Mall (bus terminal inside).
Frenchs Forest Cemetery extension *(limited service Sundays):* From Forestway shops (Forest Way) via Forest Way, Adams St, Prince Charles Rd, Blackbutts Rd, Kambora Av, Hakea Av to Blackbutts Rd. Return via Blackbutts Rd, Prince Charles Rd, Adams St, Forest Way, Naree Rd, Rabbbett St, Warringah Rd.

Timetable Summary

3 December 1956
City – Narraweena – Wingala – Manly Wharf routes
149, 169, 172, 173

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
149: Manly Wharf-Wingala-Dee Why†	25	M-F	Dee Why	8.10am	Dee Why	5.39pm	Ph1	
		Sat		7.39am	Manly Wharf	1.10pm	Ms	
		Sun						
169: City (Wynyard)-Narraweena-Wingala-Manly Wharf	Fr Wyn 69B 82M	M-F	Manly Wharf	9.10amY	Manly Wharf	4.10pmM	A	
					Wynyard	5.55pmB		
		Sat		8.10amY		11.41amM 12.45pmB	C	
		Sun						
172: City (Wynyard)-Bantry Bay (Burnt St)	40	M-F	Bantry Bay	7.40am	Bantry Bay	7.50am	Ph2	
		Sat						
		Sun						
173: City (Wynyard)-Narraweena	52	M-F	Narraweena	5.55am	Wynyard	6.05pm	Ph3	
		Sat						
		Sun						

† Limited service extended to Narraweena.
A – Day, City (Wynyard)-Manly Wharf 60. Afternoon peak hour, from City (Wynyard) to Brookvale Depot.
B – To Brookvale Depot.
C – Morning, City (Wynyard)-Manly Wharf 60. Last trip from City (Wynyard) to Brookvale Depot. Plus short-working/s before first trip shown.
M – To Manly Wharf.
Ms – Early morning & midday peak hour service.
Ph1 – Peak hours only (both directions). 4.40pm trip from Manly Wharf extended to Narraweena.
Ph2 – Morning peak hour only (from Bantry Bay (Burnt St)).
Ph3 – Peak hours only (morning from Narraweena, afternoon from City (Wynyard)).
Y – To City (Wynyard).

April 1967

City – Narraweena – Wingala – Manly Wharf routes

149, 169, 172-174

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
149: Manly Wharf-Wingala-Dee Why	28	M-F	Dee Why	8.09am	Manly Wharf	4.36pm	Ph1	
		Sat		8.36am		1.10pm	2 trips	
		Sun						
169: City (Wynyard)-Narraweena-Wingala-Manly Wharf	Fr Manly 29N 81Y	M-F	Manly Wharf	9.10amY	Manly Wharf	3.10pmY 6.10pmN	A	
		Sat	Wynyard	8.37amM		11.10amY	C	
					Wynyard	12.50pmB		
		Sun						
172: Skyline shops-City (Wynyard)	42	M-F	Skyline shops	7.27am			Ph2	
		Sat						
		Sun						
173: City (Wynyard)-Dee Why West (South Creek Rd)§	Fr Wyn 56N 68D	M-F	Sth Creek Rd	5.22amY	Wynyard	6.05pmB 6.15pmD	PNs	
		Sat		7.23amY		11.15pmB	MNs	
		Sun						
174: City (Wynyard)-Dee Why West (South Creek Rd)‡	68	M-F	Sth Creek Rd	6.49am	Wynyard	5.17pm	Ph3	
		Sat						
		Sun						

§ Via Alfred St, Narraweena. Selected afternoon peak hour trips extended from Narraweena to Brookvale Depot.
‡ Via Willandra Rd, Narraweena.
A – Day, City (Wynyard)-Manly Wharf 60. Afternoon peak hour, from Manly Wharf to Narraweena.
B – To Brookvale Depot.
C – Morning, City (Wynyard) – Manly Wharf. Last trip from City (Wynyard) to Brookvale Depot.
D – To Dee Why West (South Creek Rd).
M – To Manly Wharf.
MNs – Early morning, 1 trip from Dee Why West (South Creek Rd) to City (Wynyard). Late night, 1 trip from City (Wynyard) to Brookvale Depot via Narraweena. Plus short-working/s before first trip shown.
N – To Narraweena.
Ph1 – Peak hours only (morning from Dee Why, afternoon from Manly Wharf). Plus short-working/s before first trip shown.
Ph2 – Morning peak hour only.
Ph3 – Peak hours only (morning from Dee Why West (South Creek Rd), afternoon from City (Wynyard)).
PNs – Peak hours & late night service (morning from Dee Why West (South Creek Rd) or Narraweena to City (Wynyard), afternoon from City (Wynyard) to Narraweena, Dee Why West (South Creek Rd) or Brookvale Depot via Dee Why shops). Plus 11.15pm trip from City (Wynyard) to Brookvale Depot.
Y – To City (Wynyard).

October 1978

City – Narraweena via Wakehurst Pkwy routes

169, 173, 174

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Wynyard)-Narraweena-Manly Wharf†	Fr Manly 32N 89Y	M-F	Manly Wharf	8.55amY	Wynyard	3.20pmM	A	
					Manly Wharf	6.25pmN		
		Sat	Wynyard	8.35amM	Wynyard	11.50amM	B	
		Sun						
173: City (Wynyard)-Cromer West *or* Dee Why West (South Creek Rd)§	Fr Wyn 56N 70C 68D 60S	M-F	Sth Creek Rd	5.23amY	Wynyard	5.50pmC 6.05pmS 6.30pmD	PNs	
			Cromer West	6.33amY				
					Seaforth¶	11.53pmN		
		Sat	Seaforth¶	11.58pmN				
		Sun						
174: City (Wynyard)-Dee Why West (South Creek Rd)‡	68	M-F	Sth Creek Rd	6.49am	Wynyard	5.25pm	Ph	
		Sat						
		Sun						

† Via Wingala.
§ Via Alfred St, Narraweena. Selected trips extended from Narraweena to Dee Why shops.
‡ Via Willandra Rd, Narraweena.
¶ Late night trips from Seaforth connected there with buses from City (Wynyard).
A – Day, City (Wynyard)-Manly Wharf 60. Afternoon peak hour, from Manly Wharf to Narraweena.
B – City (Wynyard)-Manly Wharf 60. Plus short-working/s before first trip& after last truip shown.
C – To Cromer West.
D – To Dee Why West (South Creek Rd).
M – To Manly Wharf.
N – To Narraweena.
Ph – Peak hours only (morning from Dee Why West (South Creek Rd), afternoon from City (Wynyard)).
PNs – Peak hours & late night service (morning from Cromer West, Dee Why West (South Creek Rd) or Narraweena to City (Wynyard), afternoon from City (Wynyard) to Narraweena, Cromer West, Dee Why West (South Creek Rd) or Dee Why shops). Extra trip from City (Wynyard) to Narraweena on Thursday night. Late night trip from Seaforth to Narraweena.
S – To Dee Why shops.
Y – To City (Wynyard).

26 April 1983

City – Narraweena via Wakehurst Pkwy & related routes

169, 173, 174

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Wynyard)-Narraweena-Manly Wharf	Fr Manly 32S 81Y	M-F	Wynyard	7.32amM	Manly Wharf	3.57pmY	A	
					Wynyard	6.05pmB		
		Sat	Brookvale Dep	7.11amY	Manly Wharf	3.57pmY	D	
		Sun	Manly Wharf	8.57amY	Wynyard	6.07pmB		
169: Manly Wharf-Narraweena-Frenchs Forest†	34	M-F	Frenchs Forest	5.36am	Manly Wharf	10.50pm	PNs	
		Sat		7.41am		11.00pm	MNs	
		Sun		8.01amM	F/Forest Cem	4.23pmM	E	
			Manly Wharf	2.12pmC	Manly Wharf	10.50pmF		
173: City (Wynyard)-Cromer Heights *or* Wheeler Heghts§	Fr Wyn 67H 65W	M-F	Wheeler Hts	5.35amY	Wynyard	6.30pmV	Ph1	
			Cromer Hts	6.26amY				
		Sat						
		Sun						
173: Milsons Point-Cromer Heights§	62	M-F	Milsons Point	4.37pm	Milsons Point	5.03pm	Ph2	
		Sat						
		Sun						
174: City (Wynyard)-Wheeler Heights‡	Fr Wyn 53N 65W	M-F	Wheeler Hts	6.13amY	Wynyard	5.50pmV	Ph3	
		Sat						
		Sun						

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Via Alfred St, Narraweena.

‡ Via Willandra Rd, Narraweena. Limited service to Cromer Heights.

A – Day, Manly Wharf-Skyline shops 30, Manly Wharf-Wynyard 60. Afternoon peak hour, from City (Wynyard) to Narraweena (most express) (selected trips extended to Brookvale Depot). Extra trip from City (Wynyard) to Brookvale Depot via Narraweena on Thursday nights.

B – To Brookvale Depot.

C – To Frenchs Forest Cemetery.

D – Day, Manly Wharf-Skyline shops 30, Manly Wharf-Wynyard 60. Early morning & late afternoon, City (Wynyard)-Dee Why or Brookvale Depot. Plus 11.20pm from City (Wynyard) to Brookvale Depot via Narraweena.

E – Manly Wharf-Frenchs Forest 120, Manly Wharf-Frenchs Forest Cemetery 1 trip.

H – To Cromer Heights.

M – To Manly Wharf.

MNs – Early morning & night service. Plus short-working/s after last trip shown.

N – To Narraweena.

Ph1 – Peak hours only (morning from Cromer Heights, Wheeler Heights or Narraweena to City (Wynyard), afternoon from City (Wynyard) to Narraweena, Cromer Heights or Wheeler Heights). Some trips express.

Ph2 – Afternoon peak hour only (from Milsons Point).

Ph3 – Peak hours only (morning from Cromer Heights or Narraweena to City (Wynyard), afternoon from City (Wynyard) to Narraweena or Wheeler Heights).

PNs – Peak hour & night service. Plus short-working/s after last trip shown.

S – To Skyline shops.

V – To Wheeler Heights via Cromer Heights.

W – To Wheeler Heights.

Y – To City (Wynyard).

3 March 1991

City – Narraweena via Wakehurst Pkwy & related routes

169, 172, 173

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Wynyard)-Narraweena-Manly Wharf	Fr Manly 32S 75Y	M-F	Wynyard	7.33amM	Wynyard	5.30pmM	60	A
		Sat	Dee Why	7.47amY	Manly Wharf	4.27pmY	B	
			Manly Wharf	9.06amY	Wynyard	6.06pmW		
		Sun						
169: Manly Wharf-Narraweena-Frenchs Forest†	Fr F For 21W 27M	M-F	Frenchs Forest	5.40amM	Manly Wharf	7.00pmF	PNs	
					Warr Mall	11.03pmF		
		Sat		7.37amM	Manly Wharf	5.27pmF	MNs	
					Warr Mall	11.03pmF		
		Sun		8.17amW	F/Forest Cem	4.08pmM	D	
			Manly Wharf	2.12pmC	Warr Mall	11.03pmF		
172: City (Wynyard)-Narraweena‡	44	M-F	Narraweena	6.06am	Wynyard	6.15pm	Ph1	
		Sat						
		Sun						
173: City (Wynyard)-Cromer Heights§	56	M-F	Cromer Hts	5.35am	Wynyard	6.30pm	Ph2	
		Sat						
		Sun						
173: Milsons Point-Cromer Heights§	60	M-F	Cromer Hts	6.53am	Milsons Point	5.35pm	Ph3	
		Sat						
		Sun						

† Limited service extended to Frenchs Forest Cemetery on Sundays.
§ Via Alfred St, Narraweena.
‡ Via Willandra Rd, Narraweena.
A – Afternoon peak hour trips from City (Wynyard) to Manly Wharf ran express.
B – Early morning & late afternoon, City (Wynyard)-Dee Why or Warringah Mall. Day, City (Wynyard)-Manly Wharf 60. Plus 11.30pm from City (Wynyard) to Dee Why via Narraweena.
C – To Frenchs Forest Cemetery.
D – Warringah Mall-Frenchs Forest 120, Manly Wharf-Frenchs Forest Cemetery 1 trip. Plus short-working/s before first trip shown.
F – To Frenchs Forest.
M – To Manly Wharf.
MNs – Early morning & night service. Plus short-working/s after last trip shown.
Ph1 – Peak hours only (morning, from Narraweena, afternoon from City (Wynyard)). Most trips express.
Ph2 – Peak hours only (morning, from Cromer Heights, afternoon from City (Wynyard)). Most trips express.
Ph3 – Peak hours only (morning, from Cromer Heights, afternoon from Milsons Point).
PNs – Peak hours, Manly Wharf-Frenchs Forest. Night, Warringah Mall-Frenchs Forest. Plus short-working/s after last trip shown.
S – To Skyline shops.
W – To Warringah Mall.
Y – To City (Wynyard).

10 March 1997

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 172, E72, 173, E73

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Queen Victoria Building)-Narraweena-Manly Wharf	Fr Manly 32S 76Q	M-F	Wynyard	7.28amM	Q Vic Bldg	2.52pmM	A	
			Manly Wharf	9.27amQ	Wynyard	5.30pmM		
		Sat	Q Vic Bldg	9.00amM	Q Vic Bldg	6.00pmM	B	
		Sun	Manly Wharf	8.27amQ		6.01pmM	60	D
169: Manly Wharf-Narraweena-Frenchs Forest†	Fr F For 21W 30M	M-F	Frenchs Forest	5.40amM	Manly Wharf	6.57pmF	PNs	
					Frenchs Forest	12.05amW		
		Sat		8.42amM	Manly Wharf	6.27pmF	MNs	
					Frenchs Forest	12.05amW		
		Sun		7.43amM	F/Forest Cem	2.05pmM	MCNs	
			Manly Wharf	12.07pmC	Manly Wharf	6.27pmF		
					Frenchs Forest	11.06pmW		
E69: City (Wynyard)-Narraweena-Manly Wharf	69	M-F	Wynyard	4.40pm	Wynyard	5.30pm	Ph1	
		Sat						
		Sun						
172: City (Wynyard)-Narraweena‡	49	M-F	Narraweena	6.16am			Ph2	
		Sat						
		Sun						
E72: City (Wynyard)-Narraweena‡	40	M-F	Narraweena	6.46am	Wynyard	6.15pm	Ph3	
		Sat						
		Sun						
173: City (Wynyard)-Cromer Heights§	59	M-F	Cromer Hts	5.32am	Wynyard	7.05pm	Ph4	
		Sat						
		Sun						
E73: City (Wynyard)-Cromer Heights§	52	M-F	Cromer Hts	6.28am	Wynyard	6.45pm	Ph4	
		Sat						
		Sun						

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Via Alfred St, Narraweena.

‡ Via Willandra Rd, Narraweena.

A – Manly Wharf-Skyline shops 30, Manly Wharf-City (Queen Victoria Building) 60. Plus short-working/s before first trip shown.

B – Manly Wharf-Skyline shops 30, Manly Wharf-City (Queen Victoria Building) 60. Plus short-working/s before first trip shown.

C – To Frenchs Forest Cemetery.

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

F – To Frenchs Forest.

M – To Manly Wharf.

MCNs – Early morning, Manly Wharf-Frenchs Forest. Day, Manly Wharf-Frenchs Forest Cemetery 1 trip. Night, Warringah Mall-Frenchs Forest.

MNs – Early morning, Manly Wharf-Frenchs Forest. Night, Warringah Mall-Frenchs Forest. Plus short-working/s before first trip shown.

Ph1 – Afternoon peak hour only (from City (Wynyard)).

Ph2 – Morning peak hour only (from Narraweena).

Ph3 – Peak hours only (morning from Narraweena, afternoon from City (Wynyard)).

Ph4 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).

PNs – Peak hours, Manly Wharf-Frenchs Forest. Night, Warringah Mall-Frenchs Forest. Plus short-working/s before first trip shown.

Q – To City (Queen Victoria Building).

S – To Skyline shops.

W – To Warringah Mall.

2 August 2009

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 173

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Queen Victoria Building)-Narraweena-Manly Wharf	Fr Manly 37S 80Y	M-F	Wynyard	7.19amM	Q Vic Bldg	2.02pmM	A	
			Manly Wharf	8.49amQ	Manly Wharf	5.02pmY		
		Sat	Q Vic Bldg	9.01amM	Q Vic Bldg	6.01pmM	B	
		Sun	Manly Wharf	8.25amQ		6.01pmM	60	
169: Manly Wharf-Narraweena-Frenchs Forest†	Fr F For 23W 36M	M-F	Frenchs Forest	5.37amM	Manly Wharf	6.47pmF	PNs	
					Warr Mall	12.05amF		
		Sat		8.42amM	Manly Wharf	6.25pmF	MNs	
					Warr Mall	12.05amF		
		Sun		7.34amM	F/Forest Cem	2.02pmM	MCNs	
			Manly Wharf	12.12pmC	Frenchs Forest	11.05pmW		
E69: City (Wynyard)-Narraweena§	Fr Wyn 43N 74M	M-F	Narraweena	6.23amY	Wynyard	5.21pmM 7.09pmN	Ph1	
		Sat						
		Sun						
173: Milsons Point-Narraweena	55	M-F	Narraweena	6.48am	Milsons Point	5.36pm	Ph2	
		Sat						
		Sun						

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Selected afternoon trips extended to Manly Wharf.

A – Early morning & mid-afternoon, Manly Wharf-City (Wynyard). Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Queen Victoria Building) 60.

B – Manly Wharf-Skyline shops 30, Manly Wharf-City (Queen Victoria Building) 60. Plus short-working/s before first trip shown.

C – To Frenchs Forest Cemetery.

F – To Frenchs Forest.

M – To Manly Wharf.

MCNs – Early morning, Manly Wharf-Frenchs Forest. Day, Manly Wharf-Frenchs Forest Cemetery 1 trip. Night, Warringah Mall-Frenchs Forest.

MNs – Early morning & late afternoon, Manly Wharf-Frenchs Forest. Night, Warringah Mall-Frenchs Forest.

N – To Narraweena.

Ph1 – Peak hours only (morning from Narraweena, afternoon from City (Wynyard) to Narraweena (selected trips extended to Manly Wharf)).

Ph2 – Peak hours only (morning from Narraweena, afternoon from Milsons Point).

PNs – Peak hours, Manly Wharf-Frenchs Forest. Night, Warringah Mall-Frenchs Forest.

Q – To City (Queen Victoria Building).

S – To Skyline shops.

Y – To City (Wynyard).

W – To Warringah Mall.

26 November 2017

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 173

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Wynyard)-Narraweena-Manly Wharf	Fr Manly 36S 76Y	M-F	Manly Wharf	5.20amY	Wynyard	12.12amM	A	
		Sat	Wynyard	9.02amM		12.12amM	B	
		Sun		9.02amM		12.12amM	60	D
169: Manly Wharf-Narraweena-Frenchs Forest†	36	M-F	Frenchs Forest	5.31am	Manly Wharf	7.21am	MNs1	
		Sat		8.35am		1.57am	MNs2	
		Sun		7.49amM	F/Forest Cem	1.58pmM	MCNs	
			Manly Wharf	12.13pmC	Manly Wharf	11.27pmF		
E69: City (Wynyard)-Narraweena§	Fr Wyn 47N 75M	M-F	Narraweena	5.53amY	Wynyard	8.18pmM	Ph1	
		Sat						
		Sun						
173: Milsons Point-Narraweena	55	M-F	Narraweena	6.48am	Milsons Point	5.36pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.
† Limited service extended to Frenchs Forest Cemetery on Sundays.
§ Selected afternoon trips extended to Manly Wharf.
A – Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Wynyard) 60*. Night, Manly Wharf-City (Wynyard).
B – Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Wynyard) 60. Night, Manly Wharf-City (Wynyard). Plus short-working/s before first trip shown.
C – To Frenchs Forest Cemetery.
D – Plus short-working/s before first trip shown.
F – To Frenchs Forest.
M – To Manly Wharf.
MCNs – Early morning & late night, Manly Wharf-Frenchs Forest. Day, Manly Wharf-Frenchs Forest Cemetery 1 trip.
MNs1 – Morning peak hour (both directions) & late night Thursday & Friday service from Manly Wharf (last trip 2.30am from Manly Wharf).
MNs2 – Early morning (both directions) & late night service from Manly Wharf.
N – To Narraweena.
Ph1 – Peak hours only (morning from Narraweena, afternoon from City (Wynyard) to Narraweena (selected trips extended to Manly Wharf)).
Ph2 – Peak hours only (morning from Narraweena, afternoon from Milsons Point).
S – To Skyline shops.
Y – To City (Wynyard).

30 September 2018

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 173

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Wynyard)-Frenchs Forest-Narraweena-Manly Wharf	Fr Manly 38S 83Y	M-F	Manly Wharf	5.20amY	Wynyard	12.15amM	A	
		Sat	Wynyard	8.57amM		12.09amM	B	
					Manly Wharf	1.57amF		
		Sun	Manly Wharf	8.31amY	Wynyard	12.07amM	60	C
169: Manly Wharf-Narraweena-Frenchs Forest Cemetery	48	M-F						
		Sat						
		Sun	Manly Wharf	12.13pm	F/Forest Cem	1.58pm	1 trip	
E69: City (Wynyard)-Narraweena§	Fr Wyn 42N 67M	M-F	Narraweena	5.53amY	Wynyard	8.19pmM	Ph1	
		Sat						
		Sun						
173: Milsons Point-Narraweena	55	M-F	Narraweena	6.48am	Milsons Point	5.36pm	Ph2	
		Sat						
		Sun						

§ Selected afternoon trips extended to Manly Wharf.

A – Early morning, mainly Manly Wharf-Skyline shops or Manly Wharf-Frenchs Forest. Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Wynyard) 60. Night, Manly Wharf-City (Wynyard). Extra trips from Manly Wharf to Frenchs Forest on Thursday & Friday nights (last trip 2.30am).

B – Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Wynyard) 60. Night, Manly Wharf-City (Wynyard). Late night, from Manly Wharf to Frenchs Forest. Plus short-working/s before first trip & after last trip shown.

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

F – To Frenchs Forest.

M – To Manly Wharf.

N – To Narraweena.

Ph1 – Peak hours only (morning from Narraweena, afternoon from City (Wynyard) to Narraweena (selected trips extended to Manly Wharf)).

Ph2 – Peak hours only (morning from Narraweena, afternoon from Milsons Point).

S – To Skyline shops.

Y – To City (Wynyard).

Route 170

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – PALM BEACH via Wakehurst Pkwy direct *(EXPRESS)* ■

Timeline

30 March 1952: Peak hour (& Saturday approx 10am-2pm ***from*** City (Wynyard) only) service replaced part of 150, as part of the Manly bus/ferry Co-ordination Scheme.

10 May 1952: Replaced by part of restored 150, running via Condamine St, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

Streets

From 30 March 1952 *(based on April 1952 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy **(Oxford Falls)**, Pittwater Rd **(North Narrabeen, Mona Vale)**, Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport),** Avalon Pde **(Avalon)**, Barrenjoey Rd, Beach Rd, Ocean Rd to Palm Beach.

From Palm Beach (Ocean Rd) via reverse route to Barrenjoey Rd (Newport), Newport [now Barrenjoey] Rd [trips from Palm Beach ***not*** via Gladstone St, Kalinya St, Beaconsfield St], then reverse route to Frenchs Forest Rd, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Short-workings from Avalon or Newport to City (Wynyard) *(morning peak hour):* From Avalon (Barrenjoey Rd/Avalon Pde) via Barrenjoey Rd, Gladstone St, Kalinya St, Beaconsfield St, Newport [now Barrenjoey] Rd, then same route.

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach†	99	M-F	Palm Beach	5.33am	Wynyard	6.10pm	Ph	
		Sat	Wynyard	10.19am		2.01pm	30	A
		Sun						

† Via Wakehurst Pkwy direct.
A – ***From*** City (Wynyard) ***to*** Palm Beach only. Service in reverse direction provided by 150.
Ph – Peak hours only (morning from Palm Beach, afternoon from City (Wynyard)). Plus short-working/s before first trip shown.

Route 170

CITY (Wynyard) – CLONTARF■

- **Extended to commence at Seaforth *(from circa 1981)***

Timeline

3 August 1953: Limited peak hour service, City (Wynyard) – Clontarf, renumbered from 130, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
By 9 August 1981: Morning trips extended to commence at Seaforth.
6 September 1987: Renumbered part of 171.

Streets

City (Wynyard) – Clontarf

From 3 August 1953 *(based on later timetables)*
From City (Wynyard) (Carrington St?) via [Margaret St,] Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Amiens Rd, Holmes Av to Allenby St (Clontarf).
From Clontarf (Holmes Av at Allenby St) via reverse route to Maretimo St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard (City).

Alteration

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd, Maretimo St. Reverse on return.
- ***By 20 July 1962:*** City (Wynyard) departure point was Barrack St.
- ***From 9 November 1964:*** Ex City (Wynyard) from Spit Bridge via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd. Unaltered on return.
- ***From 18 June 1968:*** Ex Clontarf from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

From July 1971
From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Ethel St **(Seaforth)**, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Amiens Rd, Holmes Av to Allenby St (Clontarf).
From Clontarf (Holmes Av at Allenby St) via reverse route to Maretimo St, then Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

City (Wynyard) – Clontarf – Seaforth

Alterations

- ***By 9 August 1981:*** Morning trips altered/extended to commence from Seaforth (Ethel St at Sydney Rd) via Ethel St, Kanangra Cr, Peronne Av, Amiens Rd. Afternoon trip extended from Amiens Rd via Peronne Av to Kanangra Cr.
- ***From 26 April 1983:*** To approach City (Wynyard) from York St to Wynyard Park. Return via Erskine St, Clarence St.
- ***By 13 October 1985:*** Ex Manly Wharf from Pacific Hwy via Arthur St, Mount St.

Timetable Summary

1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Clontarf	41	M-F	Clontarf	7.16am	Wynyard	5.14pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Clontarf, afternoon from City (Wynyard)).

Route 170
CITY (Wynyard) – MANLY WHARF ■

Route 170X
CITY (Wynyard) – MANLY WHARF *(EXPRESS)*

Route E70
CITY (Wynyard) – MANLY WHARF *(EXPRESS)* ■

Timeline

5 March 2007: E70 new peak hour express service commenced.
By 2017: 170 weekend all stops service commenced.
3 May 2020: E70 renumbered 170X as part of further renumbering of express routes with the suffix "X".
20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 170 replaced by improved services on existing B1 & 144.
- 170X unaltered.

Streets

Route 170

By 2017
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction**, **Cremorne Junction, Spit Junction),** Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, West Prom to Gilbert Park (Manly Wharf).
From Manly Wharf (Belgrave St at Gilbert Park) via Sydney Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Routes E70, later 170X

From 5 March 2007
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction**, **Cremorne Junction, Spit Junction),** Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Belgrave St to Manly Wharf.
From Manly Wharf via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- ***Later:*** To approach Manly Wharf from Sydney Rd via West Prom to Gilbert Park. Return from Belgrave St at Gilbert Park via Sydney Rd.
- ***From 23 October 2016:*** From City (Wynyard) (Clarence St at Erskine St) via Clarence St. Unaltered on return.

Timetable Summary

5 March 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E70: City (Wynyard)-Manly Wharf	31	M-F	Manly Wharf	5.59am	Wynyard	7.03pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from City (Wynyard)).

2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
170: City (Wynyard)-Manly Wharf	38	M-F						
		Sat	Manly Wharf	10.00am	Wynyard	7.22pm	30	
		Sun		10.00am		7.22pm	30	

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
170X: City (Wynyard)-Manly Wharf	31	M-F	Manly Wharf	5.57am	Wynyard	7.57pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from City (Wynyard)).

Route 171

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – WARRIEWOOD – CHURCH POINT via Wakehurst Pkwy direct *(EXPRESS)*■

Note: *The street listing in the 20 April 1952 timetable shows this route operating City (Wynyard) – Church Point (in both directions, as per the Streets below). However the timetable pages show the only trip ran from Mona Vale to City (Wynyard).*

Timeline

30 March 1952: Peak hour trips renumbered from 151, when rerouted via entire length of Wakehurst Pkwy, as part of the Manly bus/ferry Co-ordination Scheme (but see Note above, which suggests that, at least from 20 April 1952, only one trip ran with this route number).
10 May 1952: Ceased, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful. All City (Wynyard) – Warriewood – Church Point trips reverted to 151.

Streets

From 30 March 1952 *(based on April 1952 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy **(Oxford Falls)**, Pittwater Rd, Garden St, Macpherson St **(Warriewood)**, Warriewood Rd, Herbert [now Foley] St, Gordon [now Mona Vale] Rd, Pittwater Rd **(Mona Vale)**, Bayview [now Pittwater] Rd **(Bayview)** to Church Point [wharf].
From Church Point [wharf] via reverse route to Frenchs Forest Rd, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Wynyard St to Wynyard Park (City).

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Mona Vale†	Fr Wyn 77M‡ 89C‡	M-F	Mona Vale	7.14am			A	
		Sat						
		Sun						

† Via Wakehurst Pkwy direct.
‡ See Note above.
A – 1 trip from Mona Vale to City (Wynyard).
C – To Church Point.
M – To Mona Vale.

Route 171

CITY (Wynyard) – BALGOWLAH HEIGHTS – MANLY WHARF ***(some trips EXPRESS)***■

- **City (Wynyard) – Clontarf** ***(limited peak hour express, 1987-91)***
- **Milsons Point – Balgowlah Heights** ***(peak hours, 1987-91)***

Route 171X
Route E71

CITY (Wynyard) – BALGOWLAH HEIGHTS – MANLY WHARF ***(EXPRESS)*** ■

(Balgowlah Heights terminus is located at Condamine St/White St, Balgowlah.)

Timeline

3 August 1953: 171 peak hour service, City (Wynyard) – Balgowlah Heights (Condamine St/White St), renumbered from 147, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings). Shared route with 172 from 23 July 1975 to 25 September 1983.
25 September 1983: 172 express trips renumbered part of 171 (already running via Warringah Fwy(?)). By January 1986 other express trips introduced & also rerouted via Warringah Fwy.
By 13 October 1985: City (Wynyard) – Clontarf, limited peak hour service, renumbered from 170. Ran express & rerouted via Warringah Fwy.
6 September 1987:

- New peak hour route, 171 Milsons Point – Balgowlah Heights, commenced.
- 170 renumbered 171.

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Selected City (Wynyard) – Balgowlah Heights trips extended from Balgowlah Heights to Manly Wharf (morning peak hour from Manly Wharf & afternoon peak hour to Manly Wharf). These trips replaced 132 between Manly Wharf & Seaforth shops at those times.
- Most trips ran express.
- City (Wynyard) – Clontarf limited peak hour service ceased.
- Milsons Point – Balgowlah Heights peak hour service ceased.

10 March 1997: Express trips (via Warringah Fwy) renumbered E71, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".
26 November 2017: Remaining 171 trips replaced by E71as part of rearrangement of routes on introduction of B-Line (B1).
3 May 2020: Renumbered 171X as part of further renumbering of express routes with the suffix "X".
20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 171X replaced by 172X between City (Wynyard) & Seaforth.
- 171X replaced by 162 between Seaforth & Manly Wharf.

CITY – BALGOWLAH HEIGHTS – MANLY WHARF

Route 171

City (Wynyard) – Balgowlah Heights

From 3 August 1953 *(based on 147 prior to this date)*
From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Ernest St, Lewis St, Abbott St **(Balgowlah Heights)**, Woodland St, Ernest St, Bungaloe Av, Beach St, Woodland St, White St to Condamine St (Balgowlah).
From Balgowlah (White St at Condamine St) via revese route to Ethel St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958:*** Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Manly Wharf from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By 20 July 1962:*** City (Wynyard) departure point was Barrack St.

From 23 March 1964
From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Ernest St, Lewis St, Abbott St **(Balgowlah Heights)**, Woodland St, Ernest St, Curban St, New St, Bungaloe Av, Beach St, Woodland St, White St to Condamine St (Balgowlah).
From Balgowlah (White St at Condamine St) via revese route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Alterations

- ***From 9 November 1964:*** Ex City (Wynyard) from Spit Bridge via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd. Unaltered on return.
- ***From 18 June 1968:*** Ex Balgowlah from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***From 26 April 1983:*** To approach City from Bradfield Hwy via York St to Wynyard Park. Return via Erskine St, Clarence St.
- ***From 26 April 1983:*** Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 26 September 1983*** *(express trips (ex 172 (?), later also other express trips)*: Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***From 26 September 1983*** *(express trips (ex 172)):* Ex City (Wynyard) from Manly Rd via Sydney Rd, Ethel St, Maretimo St, Upper Beach St.
- ***By 13 October 1985:*** Ex Balgowlah Heights from Pacific Hwy via Arthur St, Mount St.
- ***From 14 October 1985:***
  Non-express trips: Ex City (Wynyard) from Beatrice St via Moore St, Alma St, Woodland St, Ernest St. Reverse on return.
  Express trips remained unaltered.
- ***By January 1986:*** Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd, Ethel St. Unaltered on return.
- ***By 6 September 1987*** *(express trips):* Ex City (Wynyard) from Beatrice St via Moore St, Alma St, Woodland St, Ernest St. Reverse on return.

City (Wynyard) – Balgowlah Heights – Manly Wharf

From 3 March 1991
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd, Ethel St **(Seaforth)**, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Moore St, Alma St **(Balgowlah Heights)**, Woodland St, Ernest St, Curban St, New St, Bungaloe Av,

Lower Beach St, Woodland St, White St **(Balgowlah)**, Lauderdale Av, The Crescent, Commonwealth Pde, West Esplanade to Manly Wharf.
From Manly Wharf via reverse route to Upper Beach St, then Maretimo St, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alteration
From 23 October 2016: To depart City (Wynyard) from Clarence St at Erskine St. Unaltered arriving Wynyard.

Routes E71, later 171X

City (Wynyard) – Balgowlah Heights – Manly Wharf

From 10 March 1997
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd, Ethel St **(Seaforth)**, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Moore St, Alma St **(Balgowlah Heights)**, Woodland St, Ernest St, Curban St, New St, Bungaloe Av, Lower Beach St, Woodland St, White St, Lauderdale Av, The Crescent, Commonwealth Pde, West Esplanade to Manly Wharf.
From Manly Wharf via reverse route to Upper Beach St, then Maretimo St, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alteration
From 23 October 2016: To depart City (Wynyard) from Clarence St at Erskine St. Unaltered arriving Wynyard.

CITY (Wynyard) – CLONTARF

Route 171

From 6 September 1987
From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd, Ethel St **(Seaforth)**, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Amiens Rd, Peronne Av to Kanangra Cr (Clontarf).
From Seaforth (Ethel St at Sydney Rd) via Ethel St, Kanangra Cr, Peronne Av, Amiens Rd **(Clontarf)**, then reverse route to Maretimo St, then Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

MILSONS POINT – BALGOWLAH HEIGHTS

Route 171

From 6 September 1987
From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd, Ethel St **(Seaforth)**, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Moore St, Alma St **(Balgowlah Heights)**, Woodland St, Ernest St, Curban St, New St, Bungaloe Av, Lower Beach St, Woodland St, White St to Condamine St (Balgowlah).
From Balgowlah (White St at Condamine St) via reverse route to Upper Beach St, then Maretimo St, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Timetable Summary
April 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
171: City (Wynyard)-Balgowlah Heights	46	M-F	Balgowlah Hts	6.37am	Wynyard	6.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Balgowlah Heights, afternoon from from City (Wynyard)).

May 1979

City – Balgowlah Heights routes

171, 172

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
171: City (Wynyard)-Balgowlah Heights	46	M-F	Balgowlah Hts	6.36am	Wynyard	6.05pm	Ph	
		Sat						
		Sun						
172: City (Wynyard)-Balgowlah Heights *(Blue Arrow express)*	37	M-F	Balgowlah Hts	7.35am	Wynyard	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Balgowlah Heights, afternoon from from City (Wynyard)).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
171: City (Wynyard)-Balgowlah Heights	48	M-F	Balgowlah Hts	6.35am	Wynyard	6.05pm	Ph1	
		Sat						
		Sun						
171: Milsons Point-Balgowlah Heights	45	M-F	Balgowlah Hts	7.36am	Milsons Point	5.35pm	Ph2	
		Sat						
		Sun						
171: City (Wynyard)-Clontarf	36	M-F	Clontarf	7.12am	Wynyard	5.13pm	Ph3	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Balgowlah Heights, afternoon from City (Wynyard)). Includes express trips.
Ph2 – Peak hours only (morning from Balgowlah Heights, afternoon from Milsons Point).
Ph3 – Peak hours only (morning from Clontarf, afternoon from City (Wynyard)).

21 May 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
171: City (Wynyard)-Balgowlah Heights-Manly Wharf	Fr Wyn 40B 47M	M-F	Manly Wharf	6.30amY	Wynyard	5.45pmM 6.10pmB	Ph	
		Sat						
		Sun						

B – To Balgowlah Heights.
M – To Manly Wharf.
Ph – Peak hours only (morning from Manly Wharf or Balgowlah Heights to City (Wynyard), afternoon from City (Wynyard) to Balgowlah Heights or Manly Wharf) (most trips express).
Y – To City (Wynyard).

10 March 1997
City – Balgowlah Heights – Manly Wharf routes
171, E71

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
171: City (Wynyard)-Balgowlah Heights-Manly Wharf	Fr Wyn 41B 47M	M-F	Manly Wharf	6.30amY	Wynyard	2.20pmB	Ph1	
		Sat						
		Sun						
E71: City (Wynyard)-Balgowlah Heights-Manly Wharf	Fr Wyn 41B 49M	M-F	Manly Wharf	7.10amY	Wynyard	5.45pmM 6.35pmB	Ph2	
		Sat						
		Sun						

B – To Balgowlah Heights.
M – To Manly Wharf.
Ph1 – Limited peak hour service (morning from Manly Wharf or Balgowlah Heights to City (Wynyard), afternoon from City (Wynyard) to Balgowlah Heights).
Ph2 – Peak hours only (morning from Manly Wharf or Balgowlah Heights to City (Wynyard), afternoon from City (Wynyard) to Balgowlah Heights or Manly Wharf).
Y – To City (Wynyard).

Route 172

CITY (Wynyard) – BANTRY BAY (Burnt St)■

- **Extended to commence from Skyline shops *(morning trip, by 1968)***

  (Bantry Bay is a locality in the northern end of Seaforth.)

Timeline

3 August 1953: As part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings):

- Limited peak hour service, supplementary to 173, renumbered from 141,
- 169 provided off-peak & Saturday morning service over same route from 19 December 1955.
- For a period ran in the morning peak hour only. 173 then provided afternoon peak hour service.

10 September 1963: Morning trip ran express.
By 4 November 1968: Morning express trip extended to commence from Skyline shops.
By 5 March 1973: Renumbered part of 173.

Streets

From 3 August 1953 *(based on August 1964 timetable)*
From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy to Burnt St (Bantry Bay).
From Bantry Bay (Burnt St) (at Wakehurst Pkwy) via Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Bantry Bay (Burnt St) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***From 18 June 1968:*** Ex Bantry Bay (Burnt St) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

Timetable Summary

See 169

Route 172

CITY (Wynyard) – BALGOWLAH HEIGHTS *(EXPRESS)*■

(Balgowlah Heights terminus is located at Condamine St/White St, Balgowlah.)

Timeline

23 July 1975: Limited service "Blue Arrow" peak hour express commenced. Similar route to 171, but running express over part of route.

25 September 1983:

- Referred to simply as an express (***not*** "Blue Arrow").
- Renumbered part of 171.

Streets

From 23 July 1975

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Ernest St, Lewis St, Abbott St **(Balgowlah Heights)**, Woodland St, Ernest St, Curban St, New St, Bungaloe Av, Lower Beach St, Woodland St, White St to Condamine St (Balgowlah).

From Balgowlah (White St at Condamine St) via reverse route to Upper Beach St, then Maretimo St, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Parriwi Rd, Spit Rd, Military Rd, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alteration

From circa 1980 (after August 1973) *(likely route):* Ex Balgowlah from Spit Bridge via Spit Rd, Military Rd (***not*** via Parriwi Rd).

Timetable Summary

See 171

Route 172

CITY (Wynyard) – NARRAWEENA via Wakehurst Pkwy & Willandra Rd *(some trips EXPRESS)* ■

Route E72

CITY (Wynyard) – NARRAWEENA via Wakehurst Pkwy & Willandra Rd *(EXPRESS)* ■

Timeline

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- 172 replaced City (Wynyard) – Narraweena part of 174.
- Most morning peak hour & all afternoon peak hour trips ran express.

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Express trips renumbered E72.
- Remaining all-stops trip continued as 172.

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- Rerouted in Narraweena via Alfred St instead of Willandra Rd.
- "All-stops" trip made express & renumbered E69.
- Express trips renumbered E69.

Streets

Route 172

All stops

From 3 March 1991

From Narraweena (McIntosh Rd/Alfred St) via McIntosh Rd, Willandra Rd, Warringah Rd **(Beacon Hill)**, Allambie Rd, Frenchs Forest Rd, Wakehurst Pkwy **(Bantry Bay),** Clontarf St, Frenchs Forest Rd, Sydney Rd **(Seaforth)**, Manly Rd, Spit Bridge, Spit Rd, **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction),** Falcon St, Miller St **(North Sydney)**, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Express

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy **(Bantry Bay)**, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Willandra Rd, McIntosh Rd to Alfred St (Narraweena).
From Narraweena (McIntosh Rd/Alfred St) via McIntosh Rd, Willandra Rd, Warringah Rd, Allambie Rd, Frenchs Forest Rd, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration
From 23 May 1994: To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park (City). Return from Carrington St via Margaret St, Clarence St.

Route E72

From 10 March 1997
Same as 172 Express

Timetable Summary
See 169

Route 172X

CITY (Wynyard) – NORTH BALGOWLAH – WARRINGAH MALL

Timeline
20 December 2020: New full time route commenced as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Replaced Neutral Bay Junction – North Balgowlah – Warringah Mall part of 168.
- Replaced Seaforth – North Balgowlah – Warringah Mall part of 132.
- Fully replaced 168X.

Streets
From 20 December 2020
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Lister Av **(Bantry Bay)**, Clontarf St, Urunga St, Taree Av, Coramba St, Eileen St, Woodbine St, Daisy St, Myrtle St, Kitchener St **(North Balgowlah)**, Kitchener St, West St, Balgowlah Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.
From Warringah Mall (Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary
20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-North Balgowlah Warringah Mall	42	M-F	Warr Mall	5.28am	Wynyard	11.55pm	60*	
		Sat		5.50am		11.55pm	60	
		Sun		5.50am		11.55pm	60	

* More frequent in peak hours.

Route 173

CITY (Wynyard) – NARRAWEENA via Wakehurst Pkwy & various routes in Narraweena■

- **Extended from Narraweena to Brookvale Depot *(selected trips, 1964-78)***
- **Extended from Narraweena to Cromer West *(selected trips, 1973-2009)***
- **Extended from Narraweena to Dee Why West *(selected trips, 1958-83)***

MILSONS POINT – NARRAWEENA – CROMER HEIGHTS – WHEELER HEIGHTS■

Route E73

CITY (Wynyard) – NARRAWEENA – CROMER HEIGHTS via Wakehurst Pkwy & Alfred St, Narraweena *(EXPRESS)* ■

(Cromer West has been known as Cromer Heights since 1983.)

(The termini at Carawa Rd/Carcoola Rd & Toronto Av/Carrington Av, Dee Why West are in current Cromer.)

(The terminus at South Creek Rd/Penrith Av, Dee Why West has been known as Wheeler Heights shops since 1983.)

Timeline

3 August 1953:

- Peak hour service, 173 City (Wynyard) – Narraweena, renumbered from part of 141.
- 169 provided off-peak & Saturday morning service over the same route from 19 December 1955.

6 January 1958: Selected trips extended from Narraweena to Dee Why West (Carawa Rd).

19 January 1959: Selected trips further extended in Dee Why West from Carawa Rd to Toronto Av/Carrington Av.

By 19 December 1960:

- Selected morning & afternoon peak hour trips extended from Narraweena to Brookvale Depot via Warringah Rd (extension ceased by 1978).
- Limited service on Saturday commenced, City (Wynyard) – Dee Why West (Toronto Av/Carrington Av), later extended in Dee Why West to South Creek Rd.

By August 1964:

- Peak hour express trips over normal route commenced.
- Afternoon peak hour trips (limited service) from City (Wynyard) to Brookvale Depot via Narraweena & Dee Why shops renumbered from 169 (same route).

5 October 1965: Selected trips further extended in Dee Why West from Toronto Av/Carrington Av to South Creek Rd/Penrith Av.

16 January 1967: Selected trips rerouted in Narraweena via Willandra Rd instead of Waratah Pde & renumbered 174.

By 4 November 1968: Express trips rerouted via Warringah Fwy.

By 5 March 1973:

- In additional to trips extended from Narraweena to Dee Why West, other trips extended from Narraweena to Cromer West.
- Selected afternoon peak hour trips from City (Wynyard) ran via Warringah Fwy (but not designated express).
- 172 (limited morning peak hour express service, Skyline shops – City (Wynyard), short-working of 173) renumbered part of 173.

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Base service remained as City (Wynyard) – Narraweena, but with selected trips mostly extended to Cromer Heights only. Service to Wheeler Heights shops mostly replaced by expanded service on 174.
- Additional route 173 Milsons Point – Narraweena – Cromer Heights commenced.
- Afternoon peak hour express trips from City (Wynyard) to Narraweena or Brookvale Depot renumbered 169.
- Saturday service replaced by extra trips on 169.

6 August 1987:

- Most City trips ran City (Wynyard) – Narraweena – Cromer Heights (rather than only selected trips extended from Narraweena to Cromer Heights). Most (later all) of these trips altered to express.
- Milsons Point – Narraweena – Cromer Heights extended from Cromer Heights to Wheeler Heights shops.

3 March 1991: As part of a general reorganisation of Manly-Warringah routes, Milsons Point – Narraweena – Cromer Heights – Wheeler Heights shops peak hour service curtailed to run Milsons Point – Narraweena – Cromer Heights. Service to Wheeler Heights replaced by new peak hour route 179 City (Wynyard) – Balgowlah – Wheeler Heights.

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Express trips, City (Wynyard) – Cromer Heights, renumbered E73.
- Other all stops peak hour trips remained as 173 City (Wynyard) – Cromer Heights.

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- 173 & E73 replaced by expanded service to City on E69 City (Wynyard) – Narraweena via Wakehurst Pkwy & by new 178 & E78 City (Wynyard) – Balgowlah – Cromer Heights.
- 173 Milsons Point – Narraweena – Cromer Heights peak hour service curtailed to run Milsons Point – Narraweena. Service to Cromer Heights replaced by new 178 & E78.

20 December 2020: Remaining route, Milsons Point – Narraweena, ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Route not directly replaced.
- Parts of route replaced by 141, 172X & 174X.
- Various connections provided by 154X, 160X, 193, 230 & 260.

Streets

CITY – NARRAWEENA & extensions

Route 173

City (Wynyard) – Narraweena

From 3 August 1953 *(based on Guide to Bus Services dated 1954, Collins street directory of circa 1962 & 19 December 1960 timetable)*

From City (Wynyard) (Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Warringah Rd **(Beacon Hill)**, Waratah Pde, McIntosh Rd, Alfred St to Amaral St (Narraweena).

From Narraweena (Alfred St at Amaral St) via reverse route to Frenchs Forest Rd, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Wynyard) – Narraweena *(selected trips extended to Dee Why West) (Route 173)*

Alterations

- ***From 6 January 1958***
  Dee Why West (Carawa Rd) extension: From Narraweena (McIntosh Rd/Alfred St) via Alfred St, Carawa Rd to Carcoola Rd (Dee Why West). Reverse on return.
- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Narraweena from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By 1959*** *(possibly from 29 June 1958, when various routes were moved away from York St & Carrington St to provide for additional routes being terminated at Wynyard when North Sydney tram routes were replaced by buses):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St, Barrack St (City). Return via Clarence St.
- ***From 19 January 1959***
  Dee Why West (Carrington Av) extension: From Dee Why West (Carawa Rd/Carcoola Rd) via Carcoola Rd, Grover Av, Carrington Av to Toronto Av. Reverse on return.

City (Wynyard) – Narraweena *(selected trips extended to Dee Why West or to Brookvale Depot)*

- ***By 19 December 1960***
  Brookvale Depot extension via Warringah Rd: From Narraweena (Alfred St) via Warringah Rd, Pittwater Rd to Brookvale Depot. Reverse on return.
- ***By August 1964***
  Brookvale Depot extension via Dee Why shops: From Narraweena (Alfred St) via McIntosh Rd, Fisher Rd, Pittwater Rd to Brookvale Depot.
- ***By August 1964:*** Ex City (Wynyard) from Wakehurst Pkwy via Frenchs Forest Rd, Warringah Rd. Reverse on return.

- ***From 5 October 1965***
  Dee Why West (South Creek Rd) extension: From Dee Why West (Carrington Av/Toronto Av) via Toronto Av, South Creek Rd to Penrith Av. Reverse on return.
- ***From 18 June 1968:*** Ex Dee Why West (South Creek Rd) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 4 November 1968*** *(express or via Warringah Fwy trips):* Ex Narraweena from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Reverse on return.
- ***From 15 May 1972:*** Ex Narraweena from Warringah Rd via Allambie Rd, Frenchs Forest Rd. Unaltered on return.

City (Wynyard) – Narraweena *(extended to Dee Why West (South Creek Rd) or Cromer West)*

By 5 March 1973

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Waratah Pde, McIntosh Rd, Alfred St to Amaral St (Narraweena).

From Narraweena (Alfred St at Amaral St) via reverse route to Clontarf St, then Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Via Warringah Fwy *(including express trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

Dee Why West (South Creek Rd) extension: From Narraweena (McIntosh Rd/Alfred St) via Alfred St, Carawa Rd, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to Penrith Av. Reverse on return.

Cromer West extension: From Narraweena (McIntosh Rd/Alfred St) via Alfred St, Carawa Rd, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, McNamara St, Badcoe St to Truman Av **(Cromer West)**. Return via Truman Av, then reverse route to Narraweena.

Alterations

- ***By 13 October 1985*** *(non-freeway trips):* Ex Narraweena from Pacific Hwy via Arthur St, Mount St.
- ***From 26 April 1983:*** To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.
- ***From 26 April 1983****:* Ex City (Wynyard) from Warringah Rd via Alfred St (***not*** Waratah Pde). Reverse on return.

Route E73

City (Wynyard) – Narraweena – Cromer Heights

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Alfred St **(Narraweena)**, Carawa Rd **(Cromer)**, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, McNamara Rd, Badcoe St to Truman Av (Cromer Heights).

From Cromer Heights (Badcoe Rd at Truman Av) via Truman Av, then reverse route to Warringah Rd, then Allambie Rd, Frenchs Forest Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

MILSONS POINT – NARRAWEENA – CROMER HEIGHTS – WHEELER HEIGHTS

Route 173

Milsons Point – Narraweena –Cromer Heights

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Alfred St **(Narraweena)**, Carawar Rd **(Cromer)**, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, McNamara Rd, Badcoe St to Truman Av (Cromer Heights).

From Cromer Heights (Badcoe Rd at Truman Av) via Truman Av, then reverse route to Warringah Rd, then Allambie Rd, Frenchs Forest Rd, then reverse route to Sydney Rd, then Manly Rd, Spit Bridge, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Milsons Point – Narraweena – Cromer Heights – Wheeler Heights

Alteration

From 6 August 1987: Extended from Cromer Heights via Truman Av, Toronto Av, South Creek Rd, Ambleside St, Crummock St, Penrith Av, South Creek Rd to Wheeler Heights shops. Return via Toronto Av, Truman Av, Howse Cr, McNamara Rd, Badcoe St to Truman Av.

Milsons Point – Narraweena – Cromer Heights

From 3 March 1991

Reverted to route from 26 April 1983.

Alteration

Circa 1995: From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (***not*** via Lavender St, Arthur St). Unaltered on return.

Milsons Point – Narraweena

From 2 August 2009

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Alfred St to McIntosh Rd (Narraweena).

From Narraweena (Alfred St/McIntosh Rd) via Alfred St, Warringah Rd, Allambie Rd, Frenchs Forest Rd, then reverse route to Sydney Rd, then Manly Rd, Spit Bridge, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Timetable Summary

See 169

Route 173X

CITY (Wynyard) – BALGOWLAH – WARRINGAH MALL *(EXPRESS)*

Timeline

20 December 2020: New full time route commenced as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing the equivalent parts of 175X, 178 & 180.

Streets

From 20 December 2020

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Bagowlah-Warringah Mall	38	M-F	Warr Mall	5.04am	Wynyard	12.10am	20	
		Sat		5.18am		12.10am	20	
		Sun		5.18am		12.10am	20	

Route 174

CITY (Wynyard) – BALGOWLAH (Wanganella St)■

- **Extended to Balgowlah (Griffiths St)** ***(selected trips from 1957)***

Timeline

3 August 1953: Peak hour service City (Wynyard) – Balgowlah (Wanganella St) renumbered from part of 150 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
By 1 February 1957: Selected trips extended in Balgowlah from Wanganella St to Griffiths St.
By August 1966: Replaced by extension of 248 *(see Government Route Histories - Inner Northern Suburbs).*

Streets

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)** to Wanganella St (Balgowlah).
From Balgowlah (Sydney Rd at Wanganella St) via Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***By 1958:*** Extended in Balgowlah from Wanganella St via Sydney Rd, Condamine St to Griffiths St.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Narraweena from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Balgowlah (Griffiths St)	34†	M-F	Wanganella St	7.12am	Condamine St‡	6.48pm	A	
		Sat						
		Sun						

† Time to Wanganella St (times to other termini varied slightly).
‡ At Sydney Rd.
A – Mainly peak hours, 10 trips from various termini in the Seaforth/Balgowlah area (furthest point, Condamine St/Griffiths St), 2 trips from City (Wynyard) to various termini (furthest point, Condamine St/Sydney Rd).

Route 174

CITY (Wynyard) – NARRAWEENA – DEE WHY WEST (South Creek Rd) via Wakehurst Pkwy & Willandra Rd *(some trips EXPRESS)* ■

(The terminus at South Creek Rd/Penrith Av, Dee Why West has been known as Wheeler Heights shops since circa 1982.)

Timeline

16 January 1967: Selected peak hour trips on 173, City (Wynyard) – Dee Why West (South Creek Rd) via Waratah Pde, rerouted via Willandra Rd & renumbered 174.
26 April 1983: Selected trips ran via Cromer Heights.
6 August 1987: Some trips altered to express via Warringah Fwy.
3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Peak hour service between City (Wynyard) & Narraweena via Wakehurst Pkwy replaced by 172.
- Peak hour service between Narraweena & Wheeler Heights replaced by new 179.

Streets

From 16 January 1967 *(based on April 1967 timetable)*
From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd,

Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd **(Beacon Hill)**, Cornish Av, Willandra Rd, Cormack Rd, Cousins Rd [before McIntosh Rd was extended to Willandra Rd], McIntosh Rd, Alfred St **(Narraweena)**, Carawa Rd, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to Penrith Av (Dee Why West).
From Dee Why West (South Creek Rd) (at Penrith Av) via reverse route to Willandra Rd, then Warringah Rd, Frenchs Forest Rd, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alterations

- ***From 18 June 1968:*** Ex Dee Why West (South Creek Rd) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***From 15 May 1972:*** Ex Dee Why West (South Creek Rd) from Willandra Rd via Warringah Rd, Allambie Rd, Frenchs Forest Rd. Unaltered on return.
- ***By September 1979:*** Ex City (Wynyard) from Warringah Rd via McIntosh Rd (***not*** via Cousins Rd). Reverse on return.
- ***From 26 April 1983:*** To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.
- ***From 26 April 1983***
  Cromer Heights diversion *(selected afternoon peak hour trips):* Ex City (Wynyard) from Carrington Av via Toronto Av, Truman Av, Howse Cr, McNamara Rd, Badcoe St **(Cromer Heights)**, Truman Av, Toronto Av.
- ***By 13 October 1985:*** Ex Dee Why West (South Creek Rd) from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- ***From 6 August 1987*** *(express trips via Warringah Fwy):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

Timetable Summary

See 169

Route 174X

CITY (Wynyard) – ALLAMBIE HEIGHTS – NARRAWEENA *(EXPRESS)*

Timeline

20 December 2020: New peak hour route commenced as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing 166X & the Allambie Rd, Frenchs Forest – Narraweena part of 169X.

Streets

From 20 December 2020
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Kentwell Rd, Allambie Rd **(Allambie Heights)**, Warringah Rd **(Frenchs Forest, Beacon Hill)** to Alfred St (Narraweena).
From Narraweena (Warringah Rd at Alfred St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Allambie Heights-Narraweena	52	M-F	Narrawena	5.59am	Wynyard	7.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Narraweena, afternoon from City (Wynyard)).

Route 175
CITY (various termini) – WARRINGAH MALL■

- **Milsons Point – Warringah Mall**
- **Extended from Warringah Mall to Brookvale Shire Hall, later Brookvale shops *(until 1983)***

Route 175X
Route E75
CITY (Wynyard) – WARRINGAH MALL *(EXPRESS)* ■

(Brookvale Shire Hall was located in Pittwater Rd between Winbourne Rd & Mitchell Rd, opposite Brookvale Oval.)

Timeline

3 August 1953: City (Wynyard) – Brookvale Depot, peak hour route & supplementary short-working of City-Palm Beach trunk route 190, renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
July 1954: Extended in Brookvale from Depot to Shire Hall
By 17 April 1971: Selected peak hour trips rerouted via Warringah Fwy.
8 December 1974: Curtailed to run City (Wynyard) – Brookvale shops.
26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Curtailed to run City (Wynyard) – Warringah Mall.
- Morning peak hour trips on 248 starting from points between Brookvale depot & Balgowlah (Wanganella St) to City (Wynyard) renumbered 175.
- Most peak hour trips ran express.

23 May 1994: Weekday daytime route, Milsons Point-Warringah Mall, commenced, replacing part of 247 when it was rerouted via Warringah Freeway on weekdays. First regular off-peak service to Milsons Point business precinct.
By 24 September 1995: Milsons Point – Warringah Mall reduced to a peak hour route. All stops service replaced by 178 & 180. Service between Spit Junction & Milsons Point business precinct replaced by existing 227-230, which had commenced on 15 January 1995.
10 March 1997:

- Weekday off-peak service City (Queen Victoria Building) – Warringah Mall commenced (shared with 178), being a regular short-working of trunk route L90.
- Existing limited peak hour express trip from Warringah Mall to City (Wynyard) renumbered E75, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".

19 June 2006: E75 renumbered 179. 175 continued as day service City (Queen Victoria Building – Warringah Mall).
2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- 175 weekday daytime service, City (Queen Victoria Building) – Warringah Mall replaced by new 178 & 179 plus existing L80 (renumbered 180 at the same time). Ceaed to be a regular short-working of trunk route L90.
- 175 remained as Milsons Point – Warringah Mall (peak hours ***from*** Milsons Point only).

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- E75 reinstated as City (Wynyard) – Warringah Mall (peak hours).
- 175 Milsons Point – Warringah Mall ceased replaced by new E54.

3 May 2020: E75 renumbered 175X as part of further renumbering of express routes with the suffix "X".
20 December 2020: Replaced by 173X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

CITY – BROOKVALE

Route 175

City (Wynyard) – Brookvale Depot

From 3 August 1953 *(based on 1958 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Brookvale Depot.

From Brookvale Depot (Pittwater Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Wynyard) – Brookvale Shire Hall

Alterations

- ***From July 1954:*** Extended in Brookvale from Depot via Pittwater Rd to Shire Hall. Reverse on return.
- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Brookvale (Shire Hall) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***From 18 June 1968:*** Ex Brookvale (Shire Hall) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 17 April 1971*** *(selected peak hour trips via Warringah Fwy):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

City (Wynyard) – Brookvale shops

Alteration

- ***By 8 December 1974:*** Brookvale terminus altered from Shire Hall to shops.

City (Wynyard) – Warringah Mall

Alterations

From 26 April 1983:

- Brookvale terminus altered from shops to Warringah Mall (Pittwater Rd).
- *(Express trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.

By October 1985: Ex Warringah Mall from Pacific Hwy via Arthur St, Mount St.

City (Queen Victoria Building) – Warringah Mall

From 10 March 1997

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Routes E75, later 175X

City (Wynyard) – Warringah Mall

From 10 March 1997

From Warringah Mall to City (Wynyard) only

From Warringah Mall (Pittwater Rd) via Pittwater Rd, Condamine St **(Manly Vale)**, Sydney Rd **(Balgowlah, Seaforth)**, Manly Rd, Spit Bridge, Spit Rd **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction)**, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

From 26 November 2017

From City (Wynyard) (Clarence St at Erskine St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St, Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

MILSONS POINT – WARRINGAH MALL

Route 175

From 23 May 1994
From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd to Warringah Mall.
From Warringah Mall (Pittwater Rd) via reverse route to Sydney Rd, then Manly Rd, Spit Bridge, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Alteration
Circa 1995: From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (***not*** via Lavender St, Arthur St). Unaltered on return.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)-Brookvale Shire Hall	43	M-F	Brookvale	7.10am	Wynyard	10.40pm	A	
		Sat	Wynyard	10.10am	Brookvale	10.53pm	B	
		Sun	Brookvale	5.58am	Wynyard	12.30am	C	

Ran either to/from Brookvale Depot or Brookvale Shire Hall.
A – 24 trips from City (Wynyard), 8 trips from Brookvale.
B – 5 trips from City (Wynyard), 4 trips from Brookvale.
C – 7 trips from City (Wynyard), 8 trips from from Brookvale.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)-Brookvale Shire Hall	44	M-F	Brookvale	7.25am	Wynyard	9.05pm	A	
		Sat	Wynyard	5.45am		11.20pm	B	
		Sun	Brookvale	5.51am	Brookvale	9.31pm	C	

A – 25 trips from City (Wynyard), 14 trips from Brookvale Shire Hall.
B – 8 trips from City (Wynyard), 2 trips from Brookvale Shire Hall.
C – 8 trips from City (Wynyard), 8 trips from from Brookvale Shire Hall.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)-Warringah Mall	34	M-F	Warr Mall	7.24am	Wynyard	6.50pm	A	
		Sat	Wynyard	6.00pm		8.00pm	B	
		Sun	Warr Mall	6.50am		11.15pm	C	

A – 16 trips from City (Wynyard), 10 trips from Warringah Mall.
B – 2 trips from City (Wynyard).
C – 3 trips from City (Wynyard), 6 trips from Warringah Mall.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)-Warringah Mall		M-F	Warr Mall	8.43am	Wynyard	5.45pm	A	
		Sat						
		Sun						

A – 6 trips from City (Wynyard), 1 trip from Warringah Mall.

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: Milsons Point-Warringah Mall	40	M-F	Milsons Point	8.39am	Milsons Point	3.44pm	15	
		Sat						
		Sun						

10 March 1997

City or Milsons Point – Warringah Mall routes

175, E75

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Queen Victoria Building)-Warringah Mall	38†	M-F	Warr Mall	9.25amQ	Q Vic Bldg	1.55pmW	A	
					Wynyard	6.50pmW		
		Sat						
		Sun						
175: Milsons Point-Warringah Mall	40	M-F	Milsons Point	8.52am	Warr Mall	4.26pm	Ph1	
		Sat						
		Sun						
E75: City (Wynyard)-Warringah Mall	35	M-F	Warr Mall	8.43am			Ph2	
		Sat						
		Sun						

* More frequent in peak hours.
† Trip time to Wynyard (extra time to/from Queen Victoria Building).
A – Peak hours, City (Wynyard)-Warringah Mall. Off-peak, City (Queen Victoria Building)-Warringah Mall 30. Plus short-working/sbefore first trip shown.
Ph1 – Peak hours only (morning from Milsons Point, afternoon from Warringah Mall).
Ph2 – Morning peak hour only (from Warringah Mall only).
Q – To City (Queen Victoria Building).
W – To Warringah Mall.

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: Milsons Point-Warringah Mall	44	M-F	Milsons Point	8.11am	Milsons Point	6.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (all ***from*** Milsons Point).

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E75: City (Wynyard)-Warringah Mall	28	M-F	Warr Mall	5.15am	Wynyard	8.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Warringah Mall, afternoon from City (Wynyard)).

Route 176
CITY (Wynyard) – NORTH CURL CURL – DEE WHY via Griffin Rd *(some trips EXPRESS)* ■

- **Milsons Point – Dee Why (Avon Rd)** ***(peak hours, 1987-91)***

Route 176X
Route E76
CITY (Wynyard) – DEE WHY (Avon Rd) via Griffin Rd *(EXPRESS)*

(Wingala is a locality name within the suburbs of North Curl Curl & Dee Why.)

Timeline

3 December 1956: 176 City (Wynyard) – North Curl Curl peak hour service commenced.
26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Extended from North Curl Curl to Dee Why (Howard Av).
- Some morning trips & all afternoon trips rerouted via Warringah Fwy.

6 September 1987:

- Most trips ran express.
- New peak hour route, 176 Milsons Point – Dee Why (Avon Rd), commenced.

3 March 1991: Milsons Point – Dee Why (Avon Rd) ceased without direct replacement, as part of a general reorganisation of Manly-Warringah routes.
10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Express trips renumbered E76.
- Limited morning peak hour all stops service remained as 176.

23 October 2016: Remaining morning trips on 176 altered to express & renumbered E76.
3 May 2020: Renumbered 176X as part of further renumbering of express routes with the suffix "X".

Streets

CITY – DEE WHY

Route 176

City (Wynyard) – North Curl Curl

From 3 December 1956 *(based on 17 April 1971 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)** to Griffin Rd (North Curl Curl)
From North Curl Curl (Pitt Rd at Griffin Rd) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, then reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex North Curl Curl from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 5 September 1966***: Ex City (Wynyard) from Abbott Rd via Pitt Rd, Playfair Rd **(Wingala)**, Parr Av, Headland Rd, Griffin Rd, Pitt Rd to Reid Av (North Curl Curl). Reverse on return.
- ***From 18 June 1968:*** Ex North Curl Curl from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 8 December 1974:*** Ex City (Wynyard) from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.
- ***By August 1979:*** Ex City (Wynyard) from Abbott Rd via Pitt Rd, Griffin Rd, Headland Rd, Parr Av, Playfair Rd to Pitt Rd (North Curl Curl). From North Curl Curl (Pitt Rd at Reid Av) via Pitt Rd, Griffin Rd, Headland Rd, Parr Av, Playfair Rd, Pitt Rd, Abbott Rd.

City (Wynyard) – Dee Why (Howard Av)

From 26 April 1983

All stops

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Griffin Rd, The Strand **(Dee Why Beach)**, Howard Av to Pittwater Rd (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Winbourne Rd, then P:ittwater Rd, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Express

From Dee Why (Howard Av) (at Pittwater Rd) via Howard Av, The Strand **(Dee Why Beach)**, Griffin Rd, Pitt Rd **(Wingala)**, Abbott Rd, Harbord Rd, Winbourne Rd **(Brookvale)**, Pittwater Rd, Condamine St **(Manly Vale)**, Sydney Rd **(Balgowlah, Seaforth)**, Spit Bridge, Spit Rd **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction),** Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alteration

By 13 October 1985: Ex Dee Why (Howard Av) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Dee Why (Avon Rd)

Alterations

- ***From 6 September 1987:*** Curtailed to approach Dee Why from Howard Av to Avon Rd (***not*** to Pittwater Rd). Reverse on return.
- ***From 6 September 1987:*** Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.
- ***By 24 September 1995:*** Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.
- ***From 16 October 2005*** *(remaining morning peak hour alo stops trips):* Ex Dee Why (Avon Rd) from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Routes E76, later 176X

City (Wynyard) – Dee Why (Avon Rd)

From 6 September 1987

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Griffin Rd, The Strand **(Dee Why Beach)**, Howard Av to Avon Rd (Dee Why).

From Dee Why (Avon Rd) (at Howard Av) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- ***By 24 September 1995:*** Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.
- ***From 10 March 1997:*** From City (Wynyard) (Carrington St) via Margaret St, Clarence St. Unaltered on return.

MILSONS POINT – DEE WHY

Route 176

From 6 September 1987

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Griffin Rd, The Strand **(Dee Why Beach)**, Howard Av to Avon Rd (Dee Why).

From Dee Why (Avon Rd) (at Howard Av) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station..

Alteration
By 24 September 1995: Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.

Timetable Summary

1958

City – Wingala – Dee Why routes
176, 177

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)-North Curl Curl	50	M-F	Nth Curl Curl	5.57am	Wynyard	6.10pm	Ph1	
		Sat						
		Sun						
177: City (Wynyard)-Dee Why (Pacific Pde)	48	M-F	Pacific Pde	6.16am	Wynyard	5.50pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from North Curl Curl, afternoon from City (Wynyard)). Plus short-working/s after last trip shown.
Ph2 – Peak hours only (morning from Dee Why (Pacific Pde), afternoon from City (Wynyard)).

26 April 1983

City – Wingala – Dee Why routes
176, 177

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)-Dee Why (Howard Av)	52	M-F	Howard Av	6.04am	Wynyard	5.30pm	Ph1	
		Sat						
		Sun						
177: City (Wynyard)-Dee Why (Howard Av)	53	M-F	Howard Av	6.44am	Wynyard	6.00pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from North Curl Curl, afternoon from City (Wynyard)). Some trips express.
Ph2 – Peak hours only (morning from Dee Why (Howard Av), afternoon from City (Wynyard)). Some trips express.

6 September 1987

City or Milsons Point – Wingala – Dee Why routes
176, 177

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)-Dee Why (Avon Rd)	55	M-F	Avon Rd	6.00am	Wynyard	5.48pm	Ph1	
		Sat						
		Sun						
176: Milsons Point-Dee Why (Avon Rd)	47	M-F	Avon Rd	7.25am	Milsons Point	5.45pm	Ph2	
		Sat						
		Sun						
177: City (Wynyard)-Dee Why (Avon Rd)	42	M-F	Avon Rd	6.50am	Wynyard	6.10pm	Ph3	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)). Most trips ran express.
Ph2 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from Milsons Point).
Ph3 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)). All trips ran express.

10 March 1997
City – Wingala – Dee Why routes
176, E76, E77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)-Dee Why (Avon Rd)	53	M-F	Avon Rd	6.00am	Avon Rd	6.30am	Ph1	
		Sat						
		Sun						
E76: City (Wynyard)-Dee Why (Avon Rd)	41	M-F	Avon Rd	7.05am	Wynyard	6.40pm	Ph2	
		Sat						
		Sun						
E77: City (Wynyard)-Dee Why (Pacific Pde)	45	M-F	Pacific Pde	6.52am	Wynyard	6.10pm	Ph3	
		Sat						
		Sun						

Ph1 – Morning peak hour only.
Ph2 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)).
Ph3 – Peak hours only (morning from Dee Why (Pacific Pde), afternoon from City (Wynyard)).

23 October 2016
City – Wingala – Dee Why routes
E76, E77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E76: City (Wynyard)-Dee Why (Avon Rd)	40	M-F	Avon Rd	5.45am	Wynyard	7.30pm	Ph1	
		Sat						
		Sun						
E77: City (Wynyard)-Dee Why (Pacific Pde)	40	M-F	Pacific Pde	6.15am	Wynyard	7.40pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)).
Ph2 – Peak hours only (morning from Dee Why (Pacific Pde), afternoon from City (Wynyard)).

Route 177
CITY (Wynyard) – DEE WHY via various routes *(some trips EXPRESS)* ■

Route 177X
Route E77
CITY (Wynyard) – DEE WHY (Pacific Pde) via Wheeler Pde *(EXPRESS)* ■

(Wingala is a locality name within the suburbs of North Curl Curl & Dee Why.)

Timeline

3 August 1953: 177 City (Wynyard) – Dee Why (Pacific Pde/Avon Rd) via Howard Av peak hour service renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
18 July 1960: Some trips ran express.
26 April 1983: Altered to City (Wynyard) – Dee Why (Howard Av) via Wheeler Pde, as part of the Manly-Warringah Bus Service Improvement Programme. Replaced 159 in peak hours.
6 September 1987: All trips altered to express.
10 March 1997: Renumbered E77, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".
3 May 2020: Renumbered 177X as part of further renumbering of express routes with the suffix "X".

Route 177

City (Wynyard) – Dee Why (Pacific Pde) via Howard Av

From 3 August 1953 *(based on 7 July 1962 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale),** Howard Av, The Strand **(Dee Why Beach)**, Pacific Pde to Avon Rd (Dee Why).

From Dee Why (Pacific Pde) (at Avon Rd) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Dee Why (Pacific Pde) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966:*** Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** ExDee Why (Pacific Pde) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 17 April 1971*** *(selected trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***By 8 December 1974:*** Ex City (Wynyard) from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.
- ***By August 1980*** *(afternoon trips):* Extended in Dee Why from Pacific Pde/Avon Rd via Pacific Pde to The Crescent. Morning trips unaltered.

City (Wynyard) – Dee Why (Howard Av) via Wheeler Pde

From 26 April 1983

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale),** Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Playfair Rd **(Wingala)**, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand **(Dee Why Beach)**, Howard Av to Pittwater Rd (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Trips via Warringah Fwy: Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

Alteration

By October 1985: Ex Dee Why (Howard Av) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Dee Why (Avon Rd) via Wheeler Pde

From 6 September 1987

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Sydenham Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Playfair Rd, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand **(Dee Why Beach)**, Howard Av to Avon Rd (Dee Why).

From Dee Why (Avon Rd) (at Howard Av) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Wynyard) – Dee Why (Pacific Pde) via Wheeler Pde

Alterations

- ***From 3 March 1991:*** To approach Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd. Reverse on return.
- ***From February 1993:*** Curtailed to approach Dee Why from Wheeler Pde via Pacific Pde to Sturdee Pde. Reverse on return.
- ***By 24 September 1995:*** Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.

Routes E77, later 177X

City (Wynyard) – Dee Why (Pacific Pde) via Wheeler Pde

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Sydenham Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Playfair Rd, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Sturdee Pde (Dee Why).

From Dee Why (Pacific Pde) (at Sturdee Pde) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alteration

By 2 August 2009 *(afternoon trips):* To approach Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd. Starting point for morning trips continued to be Pacific Pde/Sturdee Pde.

Timetable Summary

See 176

Route 177
WARRINGAH MALL – DEE WHY (Pacific Pde) via Wheeler Pde

Route 177X
CITY (Wynyard) – DEE WHY (Sturdee Pde or Pacific Pde) via Wheeler Pde *(EXPRESS)*

Timeline

20 December 2020: New services commenced, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 177 Warringah Mall – Dee Why (Pacific Pde) (daily daytime)
  177X City (Wynyard) – Dee Why (Sturdee Pde or Pacific Pde) (peak hours)
- Replaced equivalent parts of 177 & 177X in previous entry.
- 177 became a feeder to 199 & B1.

Streets

Route 177

From 20 December 2020

From Warringah Mall (Pittwater Rd) via Pittwater Rd **(Brookvale)**, Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd **(Wingala)**, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Pittwater Rd (Dee Why).

From Dee Why (Pacific Pde) (at Pittwater Rd) via reverse route to Winbourne Rd, then Pittwater Rd to Warringah Mall.

Route 177X

City (Wynyard) – Dee Why (Pacific Pde) via Wheeler Pde

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Sydenham Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd **(Wingala)**, Playfair Rd, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Pittwater Rd (Dee Why).

From Dee Why (Sturdee Pde) (at Pittwater Rd) via Sturdee Pde, Pacific Pde, then reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Timetable Summary

20 December 2020

City – Wingala – Dee Why routes

176X, 177, 177X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176X: City (W'yard)-Dee Why (Pacific Pde) *(express)*	50	M-F	Howard Av	5.50am	Wynyard	7.20pm	Ph1	
		Sat						
		Sun						
177: Warringah Mall-Dee Why (Pacific Pde)	16	M-F	Pacfic Pde	9.20am	Pacfic Pde	5.16pm	60*	A
		Sat		8.24am	Warr Mall	5.55pm	60	
		Sun		8.15am		5.55pm	60	
177X: City (W'yard)-DY (Sturdee Pde or Pacific Pde) *(express)*	50	M-F	Sturdee Pde	6.19am	Wynyard	7.30pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

A – Morning peak hour service from Dee Why (Pacific Pde) & afternoon peak hour service from Warringah Mall provided by 177X.

Ph1 – Peak hours only (morning from Dee Why (Howard Av), afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from Dee Why (Sturdee Pde), afternoon from City (Wynyard)).

Route 178

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – TAYLORS POINT via Wakehurst Pkwy direct■

Timeline

30 March 1952: Limited peak hour service commenced, as part of the Manly bus/ferry Co-ordination Scheme, replacing part of 158.

5 October 1952: Replaced by restored 158, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

Streets

From 30 March 1952 *(based on April 1952 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy **(Oxford Falls)**, Pittwater Rd **(North Narrabeen, Mona Vale)**, Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport),** Avalon Pde **(Avalon)**, Central Rd, Beach [now Hudson] Pde, Hudson Pde [to Taylors Point Rd] (Taylors Point).

From Taylors Point (Hudson Pde at Taylors Point Rd) via reverse route to Frenchs Forest Rd, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Miitary Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Taylors Point†	94	M-F	Taylors Point	7.13am	Wynyard	5.07pm	Ph	
		Sat						
		Sun						

† Via Wakehurst Pkwy direct.

Ph – Peak hours only (morning from Taylors Pont, afternoon from City (Wynyard)).

Route 178
CITY (various termini) – DEE WHY■

- **Milsons Point – Dee Why (Howard Av)** ***(peak hours, from 1991)***

Route E78
CITY (Wynyard) – DEE WHY (Howard Av) *(EXPRESS)* ■

Route L78
NORTH SYDNEY – DEE WHY (Lismore Av) *(LIMITED STOPS)* ■

- **Extended from North Sydney to Milsons Point** ***(selected trips from 2009)***

Timeline

3 August 1953: 178 City (Wynyard) – Dee Why (Howard Av) peak hour route, supplementary to 190 City-Palm Beach trunk route, renumbered from part of 150 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
26 April 1983: Reduced to a limited service, as part of the Manly-Warringah Bus Service Improvement Programme.
By 6 December 1986: Express trips (limited service), City (Wynyard) – Dee Why (Howard Av), commenced.
3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Times of operation extended to all day Mondays-Saturdays.
- Weekday daytime trips extended in City from Wynyard to Queen Victoria Building.
- Peak hour route, Milsons Point – Dee Why (Howard Av), commenced.
- Routes were:
  - City (Wynyard) – Dee Why (Howard Av) (peak hour express).
  - City (Queen Victoria Building) – Dee Why (Howard Av) (weekday day service, replacing 240 City (Queen Victoria Building) – Spit Junction ("Citylink")), a regular short-working of trunk route L90.
  - City (Wynyard) – Dee Why (Howard Av) (Saturday day service).
  - Milsons Point – Dee Why (Howard Av) (peak hour service).

By 23 May 1994: City (Queen Victoria Building) – Dee Why extended in Dee Why from Howard Av to Lismore Av & rerouted via Warringah Fwy.
10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Peak hour express trips renumbered E78.
- Saturday service also extended to run City (Queen Victoria Building) – Dee Why (Lismore Av).

24 June 2001: Day service on weekdays & selected peak hour trips:

- Altered to limited stops & renumbered L78 North Sydney – Dee Why (Lismore Av) & was a regular short-working of trunk route L90.
- Partly replaced 100.

By 13 August 2006: Weekday day service L78 North Sydney – Dee Why (Lismore Av) altered from limited stops to all stops & renumbered 178, leaving L78 as a peak hour only route. Day service then shared between 175 & 178.
2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes (which included the extension of 178 as City (Wynyard or Queen Victoria Building) – Cromer Heights):

- 178 Milsons Point – Dee Why (peak hours) renumbered part of 183.
- Hours of service of L78 reduced to peak hours, but extended from North Sydney to Milsons Point. Ceased to be a regular short-working of trunk route L90.
- Weekday daytime service on 178 & L78, City (Queen Victoria Building) – Dee Why replaced by new 178 *(see next entry)*, existing 179 (with extended hours) & 180 (renumbered from L80 at the same time).

Circa 2011: Limited service L78 Milsons Point – Dee Why (Lismore Av) ran for a short period.
26 November 2017: L78 replaced by new E54 as part of rearrangement of routes on introduction of B-Line (B1).

Streets

CITY – DEE WHY

Route 178

City (Wynyard) – Dee Why (Howard Av)

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit**

Junction), Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)** to Howard Av (Dee Why shops).
From Dee Why (Howard Av) (at Pittwater Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Dee Why from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***From 18 June 1968:*** Ex Dee Why (Howard Av) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 13 October 1985:*** Ex Dee Why (Howard Av) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Dee Why (Howard Av)

From 3 March 1991

Express

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge,Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)** to Lismore Av (Dee Why).
From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Queen Victoria Building) – Dee Why (Howard Av)

From 3 March 1991

All stops

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge,Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)** to Howard Av (Dee Why).
From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Pacific Hwy, then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building) – Dee Why (Lismore Av)

By 23 May 1994

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge,Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)** to Lismore Av (Dee Why).
From Dee Why (Lismore Av) (at Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Route E78

City (Wynyard) – Dee Why (Howard Av)

From 10 March 1997

From Dee Why (Howard Av) (at Pittwater Rd) via Pittwater Rd **(Brookvale)**, Condamine St **(Manly Vale)**, Burnt Bridge Creek Deviation, Manly Rd, Spit Bridge, Spit Rd **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction)**, Falcon St, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

MILSONS POINT – DEE WHY

Route 178

Milsons Point – Dee Why (Howard Av)

From 3 March 1991

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, to Howard Av (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd at) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Route L78

North Sydney – Dee Why (Lismore Av)

From 24 June 2001

From North Sydney (Blue St at station) via Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)**, Lismore Av to near Pittwater Rd (Dee Why).

From Dee Why (Lismore Av) (at Pittwater Rd) via Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Miller St, then Pacific Hwy, Blue St to North Sydney station.

North Sydney – Dee Why (Lismore Av) *(selected trips extended to Milsons Point)*

From 2 August 2009

Milsons Point extension: From North Sydney (Miller St) via Blues Point Rd, Lavender St, Alfred St to Milsons Point station. Return from Alfred St via Alfred St, Pacific Hwy, Blue St, Miller St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)-Dee Why (Howard Av)	45	M-F						
		Sat	Wynyard	5.24pm			A	
		Sun						

A – 1 trip from City (Wynyard) only.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)-Dee Why (Howard Av)	48	M-F	Wynyard	6.26am	Howard Av	3.47pm	2 trips	
		Sat		11.30am		12.33pm	1 trip	
		Sun		2.00pm	Wynyard	3.30pm	A	

A – 4 trips from City (Wynyard) only.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)-Dee Why (Howard Av)	50	M-F	Howard Av	7.43am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Dee Why (Howard Av)).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)-Dee Why (Howard Av)	41	M-F	Howard Av	7.04am	Howard Av	8.55am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Dee Why (Howard Av)), mostly express trips.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Queen Victoria Building)-Dee Why (Howard Av)	42†	M-F	Howard Av	7.13amY	Q Vic Bldg	2.48pmH	15*	A
				9.03amQ	Howard Av	4.18pmY		
		Sat		8.07amY	Wynyard	6.07pmH	30	
		Sun						
178: Milsons Point-Dee Why (Howard Av)	47	M-F	Howard Av	7.34am	Howard Av	7.58am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.
† Trip time to Wynyard (extra time to/from Queen Victoria Building).
A – Plus short-working/s before first trip shown.
H – To Dee Why (Howard Av).
Ph – Morning peak hour only (from Dee Why (Howard Av)).
Q – To City (Queen Victoria Building).
Y – To City (Wynyard).

10 March 1997
See 180

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L78: North Sydney-Dee Why (Lismore Av)	38	M-F	Lismore Av	7.15am	North Sydney	7.05pm	30	
		Sat						
		Sun						

May 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L78: North Sydney-Dee Why (Lismore Av)	38	M-F	Lismore Av	6.45am	North Sydney	7.05pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

2 August 2009
See 180

Route 178
CITY (various termini) – BALGOWLAH – CROMER HEIGHTS■

Route 178X
Route E78
CITY (Wynyard) – CROMER HEIGHTS *(EXPRESS)* ■

Timeline

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- New routes commenced:
  - 178 City (Queen Victoria Building) – Cromer Heights (full time service), a regular short-working of trunk route L90.
  - E78 City (Wynyard) – Cromer Heights (peak hour express).
- These routes together replaced 152 & part of 173, providing a full time service between the City & Cromer Heights, but running via Balgowlah instead of Wakehurst Pkwy.
- 178 & E78 shared most of route.

4 October 2015: City terminus altered to Wynyard at all times, as a result of light rail line construction in George St, City/new CBD bus network.
3 May 2020: E78 renumbered 178X as part of further renumbering of express routes with the suffix "X".
20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 178 curtailed to run Warringah Mall – Cromer Heights, becoming a feeder to B1 *(see next entry)*.
- 178X replaced by new 178, becoming a feeder to B1.

Streets

Route 178

City (Queen Victoria Building) – Cromer Heights

From 2 August 2009
From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, St David Av, Fisher Rd, McIntosh Rd **(Narraweena)**, Willandra Rd, Carawa Rd **(Cromer)**, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr (Cromer Heights).
From Cromer Heights (Howse Cr at Truman Av) via McNamara Rd, Badcoe Rd, Truman Av, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).
Maybrook Manor, Cromer Heights extension *(daytime):* From Cromer Heights (Truman Av) via Maybrook Av to Maybrook Manor retirement village. Return via Maybrook Av, Truman Av, Howse Cr.

City (Wynyard) – Cromer Heights

Alterations

- ***From 4 October 2015*** *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.
- ***From 23 October 2016*** *(all trips):* Extended in Cromer Heights from Truman Av via Maybrook Av to Maybrook Manor retirement village. Return via Maybrook Av, Truman Av, Howse Cr.

Routes E78, later 178X

City (Wynyard) – Cromer Heights

From 2 August 2009
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, then same route to Cromer Heights.
From Cromer Heights (Howse Cr at Truman Av) via McNamara Rd, Badcoe Rd, Truman Av, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration
From 23 October 2016: Extended in Cromer Heights from Truman Av via Maybrook Av to Maybrook Manor retirement village. Return via Maybrook Av, Truman Av, Howse Cr.

Timetable Summary
See 180

Route 178

WARRINGAH MALL – CROMER HEIGHTS

Timeline
20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:
- Full time service curtailed from 178 in previous entry, becoming a feeder to 199 & B1.
- Replaced 178X.

Streets
From 20 December 2020
From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd **(Brookvale, Dee Why)**, St David Av, Fisher Rd, McIntosh Rd **(Narraweena)**, Willandra Rd, Carawa Rd **(Cromer)**, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Maybrook Av to Maybrook Manor retirement village (Cromer Heights).
From Cromer Heights (Maybrook Av at Maybrook Manor retirement village) via Maybrook Av, Truman Av, Howse Cr, McNamara Rd, Badcoe Rd, Truman Av, then reverse route to Pittwater Rd, then Cross St, Dale St to Warringah Mall.

Timetable Summary
20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer Heights	27	M-F	Cromer Hts	5.24am	Warr Mall	11.50pm	20*	
		Sat		5.24am		11.50pm	20	
		Sun		5.54am		11.50pm	20	

* More frequent in peak hours.

Route 179

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – CHURCH POINT via Wakehurst Pkwy direct■

Timeline
30 March 1952: Peak hour trip on 159 rerouted via entire length of Wakehurst Pkwy & renumbered, as part of the Manly bus/ferry Co-ordination Scheme.
5 October 1952: Ceased, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful. All City (Wynyard) – Church Point trips via Pitwater Rd direct between Narrabeen & Mona Vale reverted to 159.

Streets
From 30 March 1952 *(based on April 1952 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth)**, Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy **(Oxford Falls)**, Pittwater Rd **(North Narrabeen, Mona Vale)**, Bayview [now Pittwater] Rd **(Bayview)** to Church Point wharf.
From Church Point (wharf) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Church Point†	78	M-F	Church Point	7.28am	Wynyard	5.07pm	1 trip	
		Sat						
		Sun						

† Via Wakehurst Pkwy direct.

Route 179

CITY (Wynyard) – DEE WHY (South Creek Rd)■

Timeline

3 August 1953: Peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

By 3 March 1991: Ceased as part of a general reorganisation of Manly-Warringah routes. All service provided by 182-190.

Streets

From 3 August 1953 *(based on August 1966 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale)** to South Creek Rd (Dee Why).

From Dee Why (South Creek Rd) (at Pittwater Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Dee Why (South Creek Rd) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Dee Why (South Creek Rd) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 13 October 1985:*** Ex Dee Why (South Creek Rd) from Pacific Hwy via Arthur St, Mount St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Dee Why (South Creek Rd)	50	M-F	Sth Creek Rd	5.51am	Sth Creek Rd	10.00pm	A	
		Sat						
		Sun						

A – 12 trips from City (Wynyard), 8 trips from Dee Why (South Creek Rd).

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Dee Why (South Creek Rd)	51	M-F	Sth Creek Rd	6.33am	Wynyard	10.10pm	A	
		Sat		6.06am	Sth Creek Rd	5.42pm	B	
		Sun	Wynyard	7.50pm			C	

A – 12 trips from City (Wynyard), 7 trips from Dee Why (South Creek Rd).
B – 4 trips from City (Wynyard), 8 trips from Dee Why (South Creek Rd).
C – 1 trip from City (Wynyard) only.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Dee Why (South Creek Rd)	56	M-F	Sth Creek Rd	6.39am	Sth Creek Rd	8.18am	Ph	
		Sat		6.48am		7.18am	A	
		Sun						

A – 2 trips from Dee Why (South Creek Rd) only.
Ph – Morning peak hour only (both directions).

Route 179
CITY (various termini) – BALGOWLAH – WAR VETERANS HOME■

Route 179X
Route E79
CITY (Wynyard) – BALGOWLAH – WAR VETERANS HOME *(EXPRESS)* ■

(War Veterans Home itself is in Narrabeen, but the Lantana Av terminus is on the border of Narrabeen & Wheeler Heights.)

Timeline

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:
- New peak hour route, 179 City (Wynyard) – Balgowlah – War Veterans Home commenced.
- Most trips ran express via Warringah Fwy, but a limited service ran via North Sydney station.
- Replaced parts of 173 & 174 as the peak hour route between the City (Wynyard) & Wheeler Heights shops, but ran via Balgowlah instead of Wakehurst Pkwy & extended from Wheeler Heights shops to War Veterans Home.
- Shared Warringah Mall – War Veterans Home with 146 until 2 August 2009.

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":
- Express trips renumbered E79.
- 179 remained as War Veterans Home – City (Wynyard) (limited morning peak hour service).
- 179 & E79 shared most of route.

19 June 2006: Limited service on E75 peak hour express renumbered E79.

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:
- Times of operation expanded to run full time, replacing 146.
- 179 extended in City from Wynyard to Queen Victoria Building.
- Routes were:

  179 City (Queen Victoria Building) – War Veterans Home (full time), a regular short-working of trunk route L90.

  E79 City (Wynyard) – War Veterans Home (peak hour express)
- All trips ran via Warringah Fwy.

4 October 2015: City terminus altered to Wynyard at all times as a result of light rail line construction in George St, City/new CBD bus network.

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):
- 179 replaced by new 146 & B1.
- E79 remained as a peak hour express route.

3 May 2020: Renumbered 179X as part of further renumbering of express routes with the suffix "X".

20 December 2020: 179X ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:
- Warringah Mall – War Veterans Home replaced by 179 *(see next entry)*.
- 179 became a feeder to B1.

Route 179

City (Wynyard) – War Veterans Home

From 3 March 1991

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Fisher Rd, McIntosh St, Alfred St, Carawa Rd **(Cromer)**, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).
From War Veterans Home (Lantana Av at end) via reverse route to Miller St, then Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).
Trips via North Sydney station *(limited service):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St. Return from Falcon St via Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- ***From 24 September 1995:*** Ex City (Wynyard) from Carawa Rd via Tennyson Rd, Fisher Rd. Reverse on return.
- ***By April 1996:*** Ex City (Wynyard) from Pittwater Rd, Dee Why via St David Av, Fisher Rd. Reverse on return.

Routes E79, later 179X

City (Wynyard) – War Veterans Home

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, St David Av, Fisher Rd, McIntosh St, Alfred St, Carawa Rd **(Cromer)**, Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).
From War Veterans Home (Lantana Av at end) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration

- ***By May 2008:*** Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

Route 179

City (Queen Victoria Building) – War Veterans Home

From 2 August 2009

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, St David Av, Fisher Rd, McIntosh St, Alfred St, Carawa Rd **(Cromer)**, Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).
From War Veterans Home (Lantana Av at end) via reverse route to Miller St, then Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

City (Wynyard) – War Veterans Home

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
179: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.05am	Wynyard	6.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

10 March 1997
2 August 2009
4 October 2015
26 November 2017
See 180

Route 179

WARRINGAH MALL – WAR VETERANS HOME

Timeline

20 December 2020: Full time service commenced, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Replaced equivalent parts of 179 & 179X in previous entry.
- Became a feeder to 199 & B1.

Streets

From 20 December 2020

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd **(Brookvale, Dee Why)**, St David Av, Fisher Rd, McIntosh St, Alfred St, Carawa Rd **(Cromer)**, Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).
From War Veterans Home (Lantana Av at end) via reverse route to Pittwater Rd, then Cross St, Dale St to Warringah Mall.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-War Veterans Home	29	M-F	W/Vets Home	6.10am	Warr Mall	11.30pm	30*	
		Sat		6.04am		11.30pm	30	
		Sun		6.34am		11.30pm	30	

* More frequent in peak hours.

Route 180

CITY (various termini) – COLLAROY PLATEAU ■

- **Milsons Point – Collaroy Plateau *(peak hours, 1984-91)***

Route 180X
Route E80
CITY (Wynyard) – COLLAROY PLATEAU *(EXPRESS)* ■

Route L80
CITY (Wynyard) – COLLAROY PLATEAU *(LIMITED STOPS)* ■

Timeline

15 June 1954: Peak hour 180 City (Wynyard) – Collaroy Plateau (Colooli Av, War Veterans Home) commenced. Shared Brookvale – Collaroy Plateau with 160.
28 March 1960: Extended in Collaroy Plateau from War Veterans Home (Colooli Av) to Hall Av.
8 July 1960: Peak hour express trips via normal route commenced.
By August 1966: Times of service extended to off-peak & Saturday mornings (limited service).

By June 1972:

- Some (later most) peak hour trips rerouted via Warringah Fwy.
- Days of service extended to Sundays (limited service).

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Most Saturday & all Sunday trips ceased. Service at those times replaced by 148 (to Manly Wharf).
- Shared Dee Why – Collaroy Plateau with 148 (until 23 May 1994) instead of 160.

By June 1984: Peak hour service 180 Milsons Point – Collaroy Plateau commenced.

By 6 September 1987:

- City (Wynyard) – Collaroy Plateau reduced to weekday peak hours only (most trips express).
- Off-peak & weekend day service provided by 148 (to Manly Wharf).
- Night service provided by 133 (to Manly Wharf).

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Milsons Point – Collaroy Plateau ceased.
- Night service on 133 to Manly Wharf replaced by 148.

23 May 1994:

- Hours of service of 180 increased to full time service, replacing 148. Also replaced alternate trips on 178 on weekdays.
- Extended in City from Wynyard to Queen Victoria Building in off-peak Mondays-Fridays & all day Saturdays.
- Night & Sunday trips, Warringah Mall – Collaroy Plateau, renumbered from 148 to 180 (streets unaltered).
- Services on 180 then were:

  City (Wynyard) – Collaroy Plateau (peak hour expresses & early morning).
  City (Queen Victoria Building) – Collaroy Plateau (weekday off-peak & Saturdays), a regular short-working of trunk route L90.
  Warringah Mall – Collaroy Plateau (nights & Sundays)

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Express trips renumbered E80 & limited stops trips introduced as L80.
- Night trips extended as City (Wynyard) – Collaroy Plateau.
- Services rearranged as:

  180 City (Wynyard) – Collaroy Plateau (early morning & night Monday-Saturday & all Sunday). Sunday service was a regular short-working of trunk route L90.
  180 City (Queen Victoria Building) – Collaroy Plateau (Saturday daytime), a regular short-working of trunk route L90.
  E80 City (Wynyard) – Collaroy Plateau (selected peak hour express).
  L80 City (Wynyard) – Collaroy Plateau (selected peak hour & weekday daytime limited stops). Weekday daytime service was a regular short-working of trunk route L90.

21 September 1997: Sunday daytime trips extended in City from Wynyard to Queen Victoria Building.

1 September 1999: Peak hour express trips (E80) altered to limited stops (L80), so that all peak hour (& weekday daytime) trips ran as L80.

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- Weekday daytime trips altered from limited stops to all stops & renumbered 180.
- Peak hour trips continued as L80, but all other trips altered to run as 180:

  City (Wynyard) – Collaroy Plateau (early morning & nights Monday-Sunday)
  City (Queen Victoria Building) – Collaroy Plateau (daytime Monday-Sunday).

4 October 2015: City terminus altered to Wynyard at all times, as a result of light rail line construction in George St, City/new CBD bus network.

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- L80 peak hour trips altered to express & renumbered E80.
- 180 remained for trips at all other times.

3 May 2020: E80 renumbered 180X as part of further renumbering of express routes with the suffix "X".

20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 180 curtailed to run Warringah Mall – Collaroy Plateau *(see next entry)*, becoming a feeder to B1.
- Also replaced 180X.

CITY – COLLAROY PLATEAU

Route 180

City (Wynyard) – Collaroy Plateau (Colooli Rd)

From 15 June 1954 *(based on later timetables & Guide to Bus Services dated 1959)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliff Blvd], Veterans Pde to Colooli Rd (War Veterans Home, Collaroy Plateau).
From Collaroy Plateau (War Veterans Home, Colooli Rd at Veterans Pde) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Collaroy Plateau from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By 1959*** *(possibly from 29 June 1958, when various routes were moved away from York St & Carrington St to provide for additional routes being terminated at Wynyard when North Sydney tram routes were replaced by buses):* To approach City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St, Barrack St. Return via Clarence St.

City (Wynyard) – Collaroy Plateau

Alterations

- ***From 28 March 1960*** *(selected trips):* Extended from Veterans Pde/Colooli Rd via Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau). Return via Veterans Pde.
- ***From 28 March 1960*** *(selected trips):* Ex Manly Wharf from Wetherill St [now part of Edgecliffe Blvd] via Veterans Pde (***not*** via Colooli Rd intersection). Reverse on return.
- ***By February 1966:*** To approach City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Yorkm St to Wynyard Park. Return via Erskine St, Clarence St.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***By May 1967:*** To approach City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return via Erskine St, Clarence St.
- ***From 18 June 1968*** *(opening of Warringah Fwy):* Ex Collaroy Plateau from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By July 1970*** *(daytime):* From City (Wynyard) (Carrington St) via Margaret St, Clarence St. Unaltered in afternoon peak hour.
- ***By June 1972*** *(express trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***By June 1972*** *(express trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

From 26 April 1983
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pd, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Pacific Hwy, then Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).
Express or via Warringah Fwy trips *(peak hours):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

Alterations

- ***By 13 October 1985*** *(non-Freeway trips):* Ex Collaroy Plateau from Pacific Hwy via Arthur St, Mount St.
- ***From 6 September 1987:*** Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

City (Wynyard) – Collaroy Plateau

From 23 May 1994

Peak hour express trips

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building) – Collaroy Plateau

From 23 May 1994

Off-peak & weekend trips

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).
Trips from Collaroy Plateau terminating at Warringah Mall *(Sundays):* Ex Collaroy Plateau from Pittwater Rd via Cross St, Dale St to Warringah Mall (bus terminal inside). Return via Green St, Cross St, Pittwater Rd.
Night trips at Collaroy Plateau: From Warringah Mall via normal route to Veterans Pde, then Telopea St, Aubreen St, Plateau Rd, then return to Warringah Mall.

Alterations

- ***From 25 September 1995:*** Ex City (Wynyard or Queen Victoria Building) from Lismore Av via Westminster Av, Regent St, Fisher Rd. Unaltered on return.
- ***From 10 March 1997:*** Night trips reverted to normal route at Collaroy Plateau.

City (Wynyard) – Collaroy Plateau

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Route L80
Routes E80, later 180X

City (Wynyard) – Collaroy Plateau

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Westminster Av, Regent St, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Fisher Rd, then Lismore Av, Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Weekend trips: Ex City (Wynyard) from Manly Rd via Sydney Rd **(Balgowlah)**, Condamine St. Reverse on return.
Saturday trips: Extended from City (Wynyard) via York St to Queen Victoria Building. Return via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.

MILSONS POINT – COLLAROY PLATEAU

Route 180

By June 1984
From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).
From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Timetable Summary

13 October 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)-Collaroy Plateau (Colooli Rd)	65	M-F	Collaroy Plat	6.06am	Wynyard	5.40pm	A	
		Sat		7.30am		12.10pm	1 trip	
		Sun						

A – 8 trips from Collaroy Plateau, 4 trips from City (Wynyard).

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)-Collaroy Plateau		M-F	Collaroy Plat	6.05am	Collaroy Plat	6.47pm	A	
		Sat		7.32am	Wynyard	12.15pm	2 trips	
		Sun						

A – 10 trips from Collaroy Plateau, 4 trips from City (Wynyard).

June 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)-Collaroy Plateau	62	M-F	Collaroy Plat	6.03am	Wynyard	7.42pm	A	
		Sat		7.33am	Collaroy Plat	12.23pm	2 trips	
		Sun	Wynyard	8.30am		11.06am	2 trips	

A – 12 trips from Collaroy Plateau, 9 trips from City (Wynyard).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)-Collaroy Plateau	64	M-F	Collaroy Plat	5.37am	Wynyard	7.43pm	Ph1	
		Sat						
		Sun						
180: Milsons Point-Collaroy Plateau	64	M-F	Collaroy Plat	7.11am	Milsons Point	5.35pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Collaroy Plateau, afternoon from City (Wynyard)), mainly express trips.
Ph2 – Peak hours only (morning from Collaroy Plateau, afternoon from Milsons Point).

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Queen Victoria Building)-Collaroy Plateau	Fr C Plat 19W 66†	M-F	Collaroy Plat	6.07amY	Wynyard	6.25pmC	A	
					Warr Mall	11.51pmC		
		Sat		7.50amQ	Q Vic Bldg	6.02pmC	B	
					Warr Mall	11.51pmC		
		Sun	Warr Mall	8.29amC		10.51pmC	60	D

* More frequent in peak hours.
† Trip time to Wynyard (extra time to/from Queen Victoria Building).
A – Peak hours, City (Wynyard)-Collaroy Plateau. Day, Queen Victoria Building-Collaroy Plateau (Hall Av) 30*. Night, Warringah Mall-Collaroy Plateau. Plus short-working/s before first trip shown.
B – Day, Queen Victoria Building-Collaroy Plateau 30. Night, Warringah Mall-Collaroy Plateau. Plus short-working/s before first trip shown.
C – To Collaroy Plateau.
D – Plus short-working/s after last trip shown.
Q – To City (Queen Victoria Building).
W – To Warringah Mall.
Y – To City (Wynyard).

10 March 1997

City – Dee Why – Collaroy Plateau & related routes

178, E78, 179, E79, 180, E80, L80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Queen Victoria Bldg)-Dee Why (Lismore Av)	50	M-F	Lismore Av	9.01am	Lismore Av	4.01pm	30	A
		Sat	Q Vic Bldg	8.02am	Q Vic Bldg	6.02pm	30	B
		Sun						
E78: Dee Why (Howard Av)-City (Wynyard)	39	M-F	Howard Av	7.13am	Howard Av	8.55am	Ph1	
		Sat						
		Sun						
179: City (Wynyard)-War Veterans Home	65	M-F	W/Vets Home	6.02am			Ph2	
		Sat						
		Sun						
E79: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.43am	Wynyard	6.25pm	Ph3	
		Sat						
		Sun						
180: City (Wynyard)-Collaroy Plateau†	59	M-F	Collaroy Plat	6.00amY	Wynyard	10.53pmC	MNs	
		Sat		7.45amQ	Q Vic Bldg	6.17pmC	D	
					Wynyard	10.53pmC		
		Sun		8.48amY		10.53pmC	60	
E80: City (Wynyard)-Collaroy Plateau	46	M-F	Collaroy Plat	6.40am	Wynyard	6.10pm	Ph4	
		Sat						
		Sun						
L80: City (Wynyard)-Collaroy Plateau	55	M-F	Collaroy Plat	6.30am	Wynyard	7.32pm	E	
		Sat						
		Sun						

* More frequent in peak hours.

† Extended to City (Queen Victoria Building) on Saturdays.

A – Plus 1 trip from Dee Why (Howard Av) to City (Wynyard) at 5.23am.

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

C – To Collaroy Plateau.

D – Early morning & night, City (Wynyard)-Collaroy Plateau. Day, City (Queen Victoria Building)-Collaroy Plateau. 30. Plus short-working/s before first & after last trip shown.

E – Peak hours, selected trips (morning from Collaroy Plateau, afternoon from City (Wynyard)). Day, City (Wynyard)-Collaroy Plateau 30.

MNs – Early morning & night service, City (Wynyard)-Collaroy Plateau. Plus short-working/s before first & after last trip shown.

Ph1 – Morning peak hour only (from Dee Why (Howard Av)).

Ph2 – Morning peak hour only (from War Veterans Home).

Ph3 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

Ph4 – Peak hours only, selected trips (morning from Collaroy Plateau, afternoon from City (Wynyard)).

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

2 August 2009

City – Dee Why – Collaroy Plateau & related routes

178, E78, L78, 179, E79, 180, L80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
178: City (Queen Victoria Building)-Balgowlah-Cromer Heights	66†	M-F	Cromer Hts	5.33amY	Q Vic Bldg	2.41pmC	A	
				8.12amQ	Wynyard	10.55pmC		
		Sat		6.27amY	Q Vic Bldg	5.41pmC	B	
				8.23amQ	Wynyard	10.55pmC		
		Sun		8.23amQ	Q Vic Bldg	5.41pmC	B	
					Wynyard	10.55pmC		
E78: City (Wynyard)-Cromer Heights	48	M-F	Cromer Hts	6.07am	Wynyard	6.45pm	Ph1	
		Sat						
		Sun						
L78: North Sydney-Dee Why (Lismore Av)‡	40	M-F	Lismore Av	6.35amN	Milsons Point	6.21pmL	Ph2	
				7.05amM	North Sydney	6.35pmH		
		Sat						
		Sun						
179: City (Queen Victoria Building)-Balgowlah-War Veterans Home	Fr WVH 31W 66†	M-F	W/Vets Home	5.58amY	Q Vic Bldg	3.11pmV	D	
				8.43amQ	Wynyard	7.20pmV		
		Sat		6.57amY	Q Vic Bldg	6.11pmV	E	
				8.47amQ	Wynyard	7.25pmV		
		Sun	Warr Mall	7.09am	W/Vets Home	8.33pm	60	
E79: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.43am	Wynyard	6.25pm	Ph3	
		Sat						
		Sun						
180: City (Queen Victoria Building)-Balgowlah-Collaroy Plateau	66†	M-F	Wynyard	6.36amP	Wynyard	11.15pmC	F	
		Sat	Collaroy Plat	7.13amY	Q Vic Bldg	6.11pmP	F	
				8.09amQ	Wynyard	11.15pmP		
		Sun		7.54amY	Q Vic Bldg	5.41pmP	G	
				8.46amQ	Wynyard	11.15pmP		
L80: City (Wynyard)-Collaroy Plateau	65	M-F	Collaroy Plat	5.52am	Wynyard	7.05pm	Ph4	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Queen Victioria Building)-Balgowlah-Dee Why (178-180) 15.
Sat City (Queen Victioria Building)-Balgowlah-Dee Why (178-180) 15.
Sun City (Queen Victioria Building)-Balgowlah-Dee Why (178, 180) 30.

* More frequent in peak hours.

† Trip time to Wynyard (extra time to/from Queen Victoria Building).

‡ Selected trips extended to Milsons Point.

A – Early morning & night, City (Wynyard)-Cromer Heights. Day, City (Queen Victoria Building)-Cromer Heights 60. Morning peak hour service from Cromer Heights & afternoon peak hour service from City (Wynyard) provided by E78.

B – Early morning & night, City (Wynyard)-Cromer Heights. Day, City (Queen Victoria Building)-Cromer Heights 60. Plus short-working/s before first trip & after last trip shown.

C – To Cromer Heights.

D – Early morning & night, City (Wynyard)-War Veterans Home. Day, City (Queen Victoria Building)-War Veterans Home 60. Morning peak hour service from War Veterans Home & afternoon peak hour service from City (Wynyard) provided by E79. Plus short-working/s after trip last trip shown.

E – Early morning & night, City (Wynyard)-War Veterans Home. Day, City (Queen Victoria Building)-War Veterans Home 60. Plus short-working/s before first trip & after trip last trip shown.

F – Early morning & night, City (Wynyard)-Collaroy Plateau. Day, City (Queen Victoria Building)-Collaroy Plateau 30.

G – Early morning & night, City (Wynyard)-Collaroy Plateau. Day, City (Queen Victoria Building)-Collaroy Plateau 60.

H – To Dee Why (Howard Av).
L – To Dee Why (Lismore Av).
M – To Milsons Point.
N – To North Sydney.
P – To Collaroy Plateau.
Ph1 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).
Ph2 – Peak hours only (both directions).
Ph3 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).
Ph4 – Peak hours only (morning from Collaroy Plateau, afternoon both directions).
Q – To City (Queen Victoria Building).
V – To War Veterans Home.
W – To Warringah Mall.
Y – To City (Wynyard).

4 October 2015

City – Dee Why – Collaroy Plateau & related routes

178, E78, 179, E79, 180, L80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
178: City (Wynyard)-Balgowlah-Cromer Heights	64	M-F	Cromer Hts	5.33am	Wynyard	10.55pm	60	A
		Sat		6.30am		10.55pm	60	B
		Sun		8.33am		10.55pm	60	B
E78: City (Wynyard)-Cromer Heights	48	M-F	Cromer Hts	6.07am	Wynyard	6.55pm	Ph1	
		Sat						
		Sun						
179: City (Wynyard)-Balgowlah-War Veterans Home	70	M-F	W/Vets Home	5.58am	Wynyard	4.04pm	60	C
		Sat		6.57am		7.27pm	60	D
		Sun	Warr Mall	7.09am	W/Vets Home	8.33pm	60	
E79: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.36am	Wynyard	7.10pm	Ph2	
		Sat						
		Sun						
180: City (Wynyard)-Balgowlah-Collaroy Plateau	67	M-F	Wynyard	6.36am	Wynyard	11.21pm	30	E
		Sat	Collaroy Plat	7.13am		11.21pm	30	
		Sun		8.04am		11.21pm	60	
L80: City (Wynyard)-Collaroy Plateau	55	M-F	Collaroy Plat	5.52am	Wynyard	7.03pm	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

M-F	City (Wynyard)-Balgowlah-Dee Why (178-180) 15.
Sat	City (Wynyard)-Balgowlah-Dee Why (178-180) 15.
Sun	City (Wynyard)-Balgowlah-Dee Why (178, 180) 30.

A – Morning peak hour service from Cromer Heights & afternoon peak hour service from City (Wynyard) provided by E78.
B – Plus short-working/s before first trip & after last trip shown.
C – Morning peak hour service from War Veterans Home & afternoon peak hour service from City (Wynyard) provided by E79. Plus short-working/s after trip last trip shown.
D – Plus short-working/s before first trip & after trip last trip shown.
E – Morning peak hour service from Collaroy Plateau & afternoon peak hour service from City (Wynyard) provided by L80. Plus short-working/s after last trip shown.
Ph1 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).
Ph2 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).
Ph3 – Peak hours only (morning from Collaroy Plateau, afternoon from City (Wynyard)).

26 November 2017

City – Dee Why – Collaroy Plateau & related routes

178, E78, E79, 180, E80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
178: City (Wynyard)-Balgowlah-Cromer Heights	68	M-F	Wynyard	6.46am	Wynyard	10.55pm	30	A
		Sat	Cromer Hts	6.44am		10.55pm	30	
		Sun		7.41am		10.55pm	30	B
E78: City (Wynyard)-Cromer Heights	48	M-F	Cromer Hts	5.35am	Wynyard	7.55pm	Ph1	
		Sat						
		Sun						
E79: City (Wynyard)-War Veterans Home	51	M-F	W/Vets Home	6.06am	Wynyard	7.40pm	Ph2	
		Sat						
		Sun						
180: City (Wynyard)-Balgowlah-Collaroy Plateau	68	M-F	Wynyard	5.31am	Wynyard	12.05am	30	C
		Sat	Collaroy Plat	6.31am		11.50pm	30	D
		Sun		7.29am		11.50pm	30	B
E80: City (Wynyard)-Collaroy Plateau	46	M-F	Collaroy Plat	5.24am	Wynyard	8.12pm	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Wynyard)-Balgowlah-Dee Why (178, 180) 15.
Sat City (Wynyard)-Balgowlah-Dee Why (178, 180) 15.
Sun City (Wynyard)-Balgowlah-Dee Why (178, 180) 15.

A – Morning peak hour service from Cromer Heights & afternoon peak hour service from City (Wynyard) provided by E78.
B – Plus short-working/s before first trip shown.
C – Morning peak hour service from Collaroy Plateau & afternoon peak hour service from City (Wynyard) provided by L80. Plus short-working/s after last trip shown.
D – Plus short-working/s before first trip & after last trip shown.
Ph1 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).
Ph2 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).
Ph3 – Peak hours only (morning from Collaroy Plateau, afternoon from City (Wynyard)).

Route 180
WARRINGAH MALL – COLLAROY PATEAU

Route 180X
CITY (Wynyard) – COLLAROY PLATEAU *(EXPRESS)*

Timeline

20 December 2020: New services commenced, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 180 Warringah Mall – Collaroy Plateau (full time)
  180X City (Wynyard) – Collaroy Plateau (peak hours)
- Replaced equivalent parts of 180 & 180X in previous entry.
- 180 became a feeder to 199 & B1.

Streets

Route 180

Warringah Mall – Collaroy Plateau

From 20 December 2020

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).

From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, Cross St, Dale St to Warringah Mall.

Route 180X

City (Wynyard) – Collaroy Plateau

From 20 December 2020

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)**, Lismore Av, Westminster Av, Regent St, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).

From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Fisher Rd, then Lismore Av, Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

20 December 2020

Warringah Mall – Collaroy Plateau routes

180, 180X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: Warringah Mall-Collaroy Plateau	27	M-F	Warr Mall	6.10am	Warr Mall	12.45am	20	A
		Sat	Collaroy Plat	5.43am		12.45am	20	
		Sun		6.13am		12.45am	20	
180X: City (W'yard)-Balgowlah-Collaroy Plateau	58	M-F	Collaroy Plat	5.35am	Wynyard	7.16pm	Ph	
		Sat						
		Sun						

A – Morning peak hour service from Collaroy Plateau & afternoon peak hour service from Warringah Mall provided by 180X.

Ph – Peak hours only (morning from Collaroy Plateau, afternoon from City (Wynyard)).

Route 181

CITY (Wynyard) – COLLAROY■

Timeline

3 August 1953: Peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

By December 1984: Ceased. All service provided by 182-190.

Streets

From 3 August 1953 *(based on August 1966 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why)** to Ramsay St (Collaroy).

From Collaroy (Pittwater Rd at Ramsay St) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Collaroy from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Collaroy from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

- ***By 8 December 1974:*** Ex Collaroy from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Collaroy	56	M-F	Collaroy	5.30am	Wynyard	11.12pm	A	
		Sat	Wynyard	7.57am		5.06pm	B	
		Sun						

A – 2 trips from City (Wynyard), 5 trips from Collaroy.
B – 8 trips from City (Wynyard), 7 trips from Collaroy.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Collaroy	53	M-F	Collaroy	5.23am	Collaroy	5.03pm	A	
		Sat		7.23am	Wynyard	7.00pm	B	
		Sun						

A – 2 trips from City (Wynyard), 4 trips from Collaroy.
B – 10 trips from City (Wynyard), 8 trips from Collaroy.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Collaroy	54	M-F	Collaroy	5.29am	Collaroy	8.20am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Collaroy).

Route 181

DEE WHY (Howard Av) – CITY (Wynyard) *(EXPRESS)* ■

Timeline

9 May 1994: New morning peak hour express ***from*** Dee Why (Howard Av) only commenced on trial.
25 September 1995: Some trips replaced by new 100.
16 November 1997: Remaining trips replaced by existing E80 & L80.

Streets

From 9 May 1994
Likely route
From Dee Why (Howard Av) (at Pittwater Rd) via Pittwater Rd **(Brookvale)**, Condamine St **(Manly Vale)**, Burnt Bridge Creek Deviation, Manly Rd, Spit Bridge, Spit Rd **(Mosman)**, Military Rd **(Spit Junction, Cremorne Junction, Neutral Bay Junction)**, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Route 181X

CITY (Wynyard) – NARRABEEN

Timeline

20 December 2020: Peak hour service commenced, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, supplementary to B1.

Streets

From 20 December 2020
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd

(Mosman), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy),** Ocean St, Waterloo St to Pittwater Rd (Narrabeen).
From Narrabeen (Pittwater Rd at Waterloo St) via Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Narrabeen	44	M-F	Narrabeen	5.47am	Wynyard	7.31pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Narrabeen, afternoon from City (Wynyard)).

Route 182

CITY (Wynyard) – NARRABEEN■

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

Timeline

3 August 1953: City (Wynyard) – Narrabeen peak hour short-working, supplementary to 190, renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
By August 1979: Some trips rerouted via Warringah Fwy.
26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Hours of service of City (Wynyard) – Narrabeen extended to become a regular daily daytime short-working of 190.
- Limited service of express trips via Warringah Fwy commenced.
- Peak hour route, Milsons Point – Narrabeen, commenced.

3 March 1991: Times of service reduced to peak hours, weeknights & weekends daytime. Continued as a daytime short-working of 190 at weekends only.
10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- City (Wynyard) – Narrabeen all stops trips renumbered 183.
- Milsons Point – Narrabeen trips renumbered 183.
- City (Wynyard) – Narrabeen express trips renumbered E83.
- 182 was renumbered 183 & E83 (& L83 - *see Note below*) to avoid a possible duplication of L82 with existing L82 City (Circular Quay) – Dover Heights – Watsons Bay limited stops.
- ***Note re Route L83:*** L83 was listed as a route on the cover of and elsewhere in timetable dated March 1997 (although not in subsequent timetables), but no trips were listed therein.

Streets

City (Wynyard) – Narrabeen

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy)** to Waterloo St (Narrabeen).
From Narrabeen (Pittwater Rd at Waterloo St) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Narrabeen from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.

- ***From 18 June 1968:*** Ex Narrabeen from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By August 1979*** *(selected trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***By 13 October 1985:*** Ex Narrabeen from Pacific Hwy via Arthur St, Mount St.
- ***From 23 July 1979*** *(daytime trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***After March 1985*** *(by 3 March 1991) (selected trips):* Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

Milsons Point – Narrabeen

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy)** to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St**)** via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Alfred St to Milsons Point station.

Alteration

Circa 1995: From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (***not*** via Lavender St, Arthur St). Unaltered on return.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Narrabeen	61	M-F	Narrabeen	6.23am	Wynyard	8.01pm	A	
		Sat						
		Sun						

A – 18 trips from City (Wynyard), 10 trips from Narrabeen.
B – 11 trips from City (Wynyard), 7 trips from Narrabeen.
C – 14 trips from City (Wynyard), 15 trips from Narrabeen.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Narrabeen	61	M-F	Narrabeen	7.32am	Wynyard	11.20pm	A	
		Sat		5.31am		11.30pm	B	
		Sun		4.56am	Narrabeen	12.14am	C	

A – 21 trips from City (Wynyard), 10 trips from Narrabeen.
B – 9 trips from City (Wynyard), 11 trips from Narrabeen.
C – 12 trips from City (Wynyard), 14 trips from Narrabeen.

Route 182

NARRABEEN – ELANORA HEIGHTS – MONA VALE

Timeline

24 November 2008: Monday-Saturday daytime service replaced equivalent parts of Forest Coach Lines' 285, as a result of the Ministry of Transport review of Region 14. Peak hour service over part of route provided by E83.

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- Rerouted via Mona Vale West, replacing equivalent part of 185 & L85.
- Times of service increased to full time.

Streets

Narrabeen – Elanora Heights – Mona Vale

From 24 November 2008

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Rickard Rd, Anana Rd, Elanora Rd, Kalang Rd **(Elanora Heights)**, Powder Works Rd, Garden St **(North Narrabeen)**, Pittwater Rd, Jacksons Rd, Garden St **(Warriewood)**, Macpherson St, Ponderosa Pde, Mona Vale Rd, Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale).
From Mona Vale (Park St at Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route to Rickard Rd, then Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

Narrabeen – Elanora Heights – Mona Vale West – Mona Vale

Alteration

From 26 November 2017: Ex Narrabeen from Ponderosa Pde via Samuel St **(Mona Vale West),** Parkland Rd, Maxwell St, Waratah St, Barrenjoey Rd to Village Park (Mona Vale). Return from Barrenjoey Rd opposite Village Park via Pittwater Rd, Mona Vale Rd, Bungan St, Waratah St, then reverse route.

Timetable Summary

24 November 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights-Mona Vale	24	M-F	Narrabeen	7.20am	Narrabeen	6.50pm	60*	A
		Sat	Mona Vale	8.54am		5.25pm	120	
		Sun						

* More frequent in peak hours.
A – Plus short-working/s before first 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		
Narrabeen-Elanora Heights-Mona Vale West-Mona Vale	29	M-F	Mona Vale	5.07am	Narrabeen	10.18pm	60	A
		Sat		6.12am	Mona Vale	8.12pm	60	
		Sun		6.12am		8.12pm	60	

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

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights-Mona Vale West-Mona Vale	30	M-F	Mona Vale	5.14am	Narrabeen	9.57pm	60*	A
		Sat		6.18am		7.57pm	60	
		Sun		7.18am		7.57pm	60	

A – Peak hours, extra trips, Narrabeen-Elanora Heights (morning from Elanora Heights, afternoon, from Narrabeen).

Route 183

CITY (Wynyard) – NORTH NARRABEEN■

Timeline

3 August 1953: Peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
By 3 March 1991: Ceased as part of general reorganisation of Manly-Warringah routes. All service provided by 184-190.

Streets

From 3 August 1953 *(based on August 1966 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth,**

Balgowlah), Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen)** to Berry Av (North Narrabeen).
From North Narrabeen (Pittwater Rd at Berry Av) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex North Narrabeen from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex North Narrabeen from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 13 October 1985:*** Ex North Narrabeen from Pacific Hwy via Arthur St, Mount St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-North Narrabeen	65	M-F	Nth Narrabeen	4.19am	Nth Narrabeen	10.13pm	A	
		Sat		4.21am	Wynyard	10.46pm	B	
		Sun		5.57am			C	

A – 3 trips from City (Wynyard), 9 trips from North Narrabeen.
B – 8 trips from City (Wynyard), 11 trips from North Narrabeen.
C – 1 trip from North Narrabeen.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-North Narrabeen	65	M-F	Nth Narrabeen	4.52am	Wynyard	6.07pm	A	
		Sat	Wynyard	7.37am		8.45pm	B	
		Sun	Nth Narrabeen	5.57am	Nth Narrabeen	7.51am	C	

A – 2 trips from City (Wynyard), 6 trips from North Narrabeen.
B – 4 trips from City (Wynyard), 4 trips from North Narrabeen.
C – 1 trip from City (Wynyard), 2 trips from North Narrabeen.

Route 183
CITY (various termini) – NARRABEEN■

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

Route 183X
Route E83
CITY (Wynyard) – NARRABEEN – ELANORA HEIGHTS ***(EXPRESS)*** ■

Route L83
CITY (Wynyard) – NARRABEEN ***[see Note below]*** ■

(Elanora Heights termini are located at Garden St/Powder Works Rd, North Narrabeen (morning) & at Rickard Rd/Bristol Lane, North Narrabeen (afternoon).)

Timeline

10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L", City:

- Renumbered from 182:
  183 City (Wynyard) – Narrabeen (peak hours)
  183 City (Queen Victoria Building) – Narrabeen (Sunday daytime) (compared with 182, extended from City (Wynyard)). Sunday service was a daily daytime short-working of trunk route L90.
  183 Milsons Point – Narrabeen (peak hours).
  E83 City (Wynyard) – Narrabeen express peak hour trips.
- 182 was renumbered 183 & E83 (& L83 - *see Note below*) to avoid a possible duplication of L82 with the same numbered service, City (Circular Quay) – Dover Heights.
- ***Note re Route L83:*** L83 was listed as a route on the cover of and elsewhere in timetable dated March 1997 (although not in subsequent timetables), but no trips were listed therein.

24 November 2008: E83 extended from Narrabeen to Elanora Heights, replacing part of Forest Coach Lines 285, as a result of the Ministry of Transport review of Region 14. Off-peak & Saturday (full time from 26 November 2017) service Narrabeen – Elanora Heights provided by new 182.

2 August 2009: As part of reorganisation of Dee Why/Narraweena/Cromer area routes:

- Sunday service on 183 replaced by improved service on L85, leaving 183 as:
  City (Wynyard) – Narrabeen (peak hours)
  Milsons Point – Narrabeen (peak hours).
- 178 Milsons Point – Dee Why renumbered part of 183.

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- 183 City (Wynyard) – Narrabeen replaced by B1.
- 183 Milsons Point – Narrabeen replaced by E54.
- E83 continued as City (Wynyard) – Narrabeen – Elanora Heights (peak hours).

3 May 2020: Renumbered 183X as part of further renumbering of express routes with the suffix "X".

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- City (Wynyard) – Narrabeen replaced by existing B1 & new peak hour 181X.
- Narrabeen – Elanora Heights replaced by existing 182.

Streets

CITY – NARRABEEN

Route 183

City (Queen Victoria Building) – Narrabeen

From 10 March 1997

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St **(Wynyard)**, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy)** to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Wynyard) – Narrabeen

Alteration

From 2 August 2009: To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St.

Route E83

City (Wynyard) – Narrabeen

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy)** to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Routes E83, later 183X

City (Wynyard) – Narrabeen – Elanora Heights

From 24 November 2008

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen),** Garden St, Powder Works Rd, Kalang Rd **(Elanora Heights),** Elanora Rd, Anana Rd, Rickard Rd to Bristol Lane (North Narrabeen).

From North Narrabeen (Garden St/Powder Works Rd) via Powder Works Rd, Kalang Rd, Elanora Rd, Anana Rd, Rickard Rd, Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

MILSONS POINT – NARRABEEN

Route 183

From 10 March 1997

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy)** to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St**)** via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Timetable Summary

10 March 1997

City – Narrabeen routes

183, E83

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
183: City (Queen Victoria Building)-Narrabeen	62†	M-F	Wynyard	6.06amN	Narrabeen	5.59pmY	Ph1	
		Sat						
		Sun	Q Vic Bldg	9.57amN	Q Vic Bldg	5.57pmN	60	A
183: Milsons Point-Narrabeen	63	M-F	Narrabeen	7.39am	Milsons Point	4.02pm	Ph2	
		Sat						
		Sun						
E83: City (Wynyard)-Narrabeen		M-F	Narrabeen	7.17am	Wynyard	5.25pm	Ph3	
		Sat						
		Sun						

† Trip time extra Wynyard (more from Queen Victoria Building).
A – Plus short-working/s before first trip shown.
N – To Narrabeen.
Ph1 – Peak hours only (morning from City (Wynyard), afternoon from Narraben).
Ph2 – Peak hours only (morning from Narrabeen, afternoon from Milsons Point).
Ph3 – Peak hours only (morning from Narrabeen, afternoon from City (Wynyard)).
Y – To City (Wynyard).

24 November 2008

Timetables for 183 at this date are not available.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E83: City (Wynyard)-Narrabeen-Elanora Heights	58	M-F	Elanora Hts	5.56am	Wynyard	7.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Elanora Heights or from Narrabeen, afternoon from City (Wynyard) to Elanora Heights or to Narrabeen).

Route 184

CITY (various termini) – MONA VALE■

- **Milsons Point – Mona Vale *(peak hours)***
- **Extended from Mona Vale to Bayview Garden Village *(1983-91)***

Route E84

CITY (various termini) – MONA VALE *(EXPRESS)* ■

- **Extended to Mona Vale Depot via Mona Vale Beach *(1997-2007)***

Route L84

MILSONS POINT – MONA VALE *(LIMITED STOPS)* ■

Timeline

3 August 1953: 184 City (Wynyard) – Mona Vale peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Times of service expanded to be a daily daytime regular short-working of trunk route 190, except on Summer Sundays (when replaced by 188).
- Peak hour route, Milsons Point – Mona Vale, commenced,

8 August 1983: Selected trips extended from Mona Vale to Bayview Garden Village in off-peak.

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Extension from Mona Vale to Bayview Garden Village replaced by rerouted 157.
- Weekday daytime trips altered to limited stops & continued as a weekday daytime regular short-working of trunk route 190.

By 23 May 1994: Late night trips extended in City from Wynyard to Queen Victoria Building.
10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Limited stop trips in weekday daytime (regular short-working of trunk route 190) replaced by L88.
- Express trips City (Wynyard) – Mona Vale renumbered E84, which was extended/rerouted via Mona Vale Beach.
- Some (by 2005, all) Milsons Point – Mona Vale trips altered to limited stops & renumbered L84. From 1997 to circa 2005, both 184 & L84 ran Milsons Point – Mona Vale.
- Routes were:
  184 City (Wynyard) – Mona Vale (peak hours & early mornings at weekends)
  184 City (Queen Victoria Building) – Mona Vale (late night & early morning trips)
  184 Milsons Point – Mona Vale (peak hour trips).
  E84 City (Wynyard) – Mona Vale Beach – Mona Vale Depot (peak hours)
  L84 Milsons Point – Mona Vale (peak hour limited stop trips).

By circa 2005: 184 Milsons Point – Mona Vale (peak hours) replaced by existing L84 Milsons Point – Mona Vale (peak hours).
2 December 2007: E84 ceased to run via Mona Vale Beach.
26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- 184 & E84 replaced by new B1 & 199 (full time services) & existing 151 & 188 (midnight-to-dawn services).
- L84 Milsons Point – Mona Vale (peak hours) replaced by new E54.

Streets

CITY – MONA VALE

Route 184

City (Wynyard) – Mona Vale

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen)** to Barrenjoey Rd (Mona Vale).
From Mona Vale (Pittwater Rd at Barrenjoey Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Mona Vale from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968*** *(opening of Warringah Fwy):* Ex Mona Vale from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By March 1972:*** Ex Mona Vale from Pacific Hwy via Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

City (Wynyard) – Mona Vale *(selected trips extended to Bayview Garden Village)*

From 8 August 1983 *(based on 6 September 1987 timetable)*
Bayview Garden Village extension: From Mona Vale (Pittwater Rd) via Bungan St, Waratah St, Maxwell St, Parkland Rd, Cabbage Tree Rd, Annam Rd (clockwise loop), Cabbage Tree Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd (Mona Vale).

Alterations

- ***By 13 October 1985:*** Ex Mona Vale from Pacific Hwy via Arthur St, Mount St.
- ***From 3 March 1991*** *(off-peak trips, peak hour trips by 23 May 1994):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

City (Queen Victoria Building) – Mona Vale

Alteration

By 23 May 1994 *(late night):* Extended from Wynyard via York St to Queen Victoria Building. Return via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

Route E84

City (Wynyard) – Mona Vale Beach – Mona Vale Depot

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Bassett St, Surfview Rd **(Mona Vale Beach)**, Darley St to Mona Vale Depot.

From Mona Vale (Darley St at Depot) via Darley St, Barrenjoey Rd, Bassett St, Surfview Rd, Darley St, Barrenjoey Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Mona Vale Depot

Alteration

From 2 December 2007: Ex City (Wynyard) from Pittwater Rd via Barrenjoey Rd, Darley St (***not*** via Mona Vale Beach) to Mona Vale Depot. Reverse on return.

MILSONS POINT – MONA VALE

Route 184

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen)** to Barrenjoey Rd (Mona Vale).

From Mona Vale (Pittwater Rd at Barrenjoey Rd**)** via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Route L84

From 10 March 1997

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman** Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen)** to Barrenjoey Rd (Mona Vale).

From Mona Vale (Barrenjoey Rd at Pittwater Rd**)** via Pittwater Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)-Mona Vale	67	M-F	Mona Vale	5.58am	Mona Vale	8.02pm	A	
		Sat		7.36am		3.42pm	B	
		Sun		4.43pm			C	

A – 8 trips from City (Wynyard), 7 trips from Mona Vale
B – 3 trips from City (Wynyard), 4 trips from Mona Vale
C – 1 trip from Mona Vale

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)-Mona Vale	65	M-F	Mona Vale	4.00am	Mona Vale	10.15pm	A	
		Sat		4.08am		1.02pm	B	
		Sun	Wynyard	4.30pm		10.09pm	C	

A – 5 trips from City (Wynyard), 8 trips from Mona Vale.
B – 6 trips from City (Wynyard), 5 trips from Mona Vale.
C – 1 trip from City (Wynyard), 2 trips from Mona Vale.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)-Mona Vale		M-F	Mona Vale	4.10am	Mona Vale	10.41pm	30*	
		Sat		4.09am		8.56pm	30	
		Sun		4.55am	Wynyard	12.30am	A	
184: Milsons Point-Mona Vale		M-F	Mona Vale	7.23am			Ph	
		Sat						
		Sun						

* More frequent in peak hours.
A – 7 trips from City (Wynyard), 6 trips from Mona Vale.
Ph – Morning peak hour only (from Mona Vale only).

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)-Mona Vale		M-F	Mona Vale	4.08am	Wynyard	2.45am	30*	
		Sat		4.07am		2.45am	30	
		Sun		4.48am		12.30am	30	
184: Milsons Point-Mona Vale		M-F	Mona Vale	6.32am	Milsons Point	5.10pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.
Ph – Peak hours only (morning from Mona Vale, afternoon from Milsons Point).

10 March 1997
City & Milsons Point – Mona Vale routes
184, E84, L84

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)-Mona Vale	71	M-F	Mona Vale	4.08am	Mona Vale	5.29pm	Ph1	
		Sat		5.15am			A	
		Sun		5.15am			B	
184: Milsons Point-Mona Vale	65	M-F	Mona Vale	6.56am	Milsons Point	3.22pm	Ph1	
		Sat						
		Sun						
E84: City (Wynyard)-Mona Vale Beach-Mona Vale Depot		M-F	M/Vale Depot	6.20am	Wynyard	5.55pm	Ph2	
		Sat						
		Sun						
L84: Milsons Point-Mona Vale	59	M-F	Mona Vale	6.48am	Milsons Point	5.32pm	Ph3	
		Sat						
		Sun						

A – 5 trips trips from Mona Vale only.
B – 8 trips trips from Mona Vale only.
Ph1 – Peak hours only (both directions).
Ph2 – Peak hours only (morning from Mona Vale Depot, afternoon from City (Wynyard)).
Ph3 – Peak hours only (morning from Mona Vale, afternoon from Milsons Point).

Route 185
CITY (Wynyard) – WARRIEWOOD – MONA VALE – CHURCH POINT■

- **Extended from Church Point to McCarrs Creek** ***(limited service)***

Route 185X
Route E85
CITY (Wynyard) – WARRIEWOOD – MONA VALE ***(EXPRESS)*** ■

Route L85
CITY (Wynyard) – WARRIEWOOD – MONA VALE ***(LIMITED STOPS)*** ■

(Church Point bus turning area was in McCarrs Creek Rd about 600m beyond Church Point wharf.)

Timeline

3 August 1953:

- 185 City (Wynyard) – Warriewood – Church Point (mainly peak hour service) renumbered from 151, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Shared Brookvale – Warriewood – Church Point with 157.
- Shared City (Wynyard) – Church Point (other than between Narrabeen & Mona Vale) with 186.

26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Rerouted via Mona Vale West (new residential area).
- Most trips curtailed to run City (Wynyard) – Warriewood – Mona Vale (selected trips extended from Mona Vale to Church Point).
- Service between Mona Vale & Church Point at other times continued to be provided by 155, 157 & 186.

8 August 1983: Selected trips extended from Church Point to McCarrs Creek.
By 6 September 1987: Peak hour expresses commenced.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- All service between Narrabeen & Mona Vale via Warriewood provided by 185 & L85, replacing 157.
- Peak hour expresses ceased.
- Routes rearranged as:

  185 City (Wynyard) – Warriewood – Mona Vale (early morning weekdays and Monday-Sunday nights)

  L85 City (Wynyard) – Warriewood – Mona Vale (limited stops), a regular short-working of trunk route L90 (all other times).

29 January 2014:

- Selected peak hour trips altered to express & renumbered from L85 to E85.
- Compared with L85, E85 rerouted between Warriewood & Mona Vale via Mona Vale Rd instead of Mona Vale West. 185 & L85 continued to run via Mona Vale West.
- Routes were:

  185 City (Wynyard) – Warriewood – Mona Vale West – Mona Vale (early morning & nights).

  E85 City (Wynyard) – Warriewood – Mona Vale via Mona Vale Rd (peak hour express).

  L85 City (Wynyard) – Warriewood – Mona Vale West – Mona Vale (selected peak hour trips & day service)

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- 185 & L85 replaced by feeder service 185 Warringah Mall – Warriewood – Mona Vale *(see next entry)*, which was rerouted between Warriewood & Mona Vale via Mona Vale Rd instead of Mona Vale West. Part of route in Mona Vale West replaced by rerouted 182.
- E85 City (Wynyard) – Warriewood – Mona Vale via Mona Vale Rd (peak hour express) remained unaltered.
- Service other than in peak hours between City (Wynyard) & Warringah Mall replaced by new B1 & 199.

3 May 2020: Renumbered 185X as part of further renumbering of express routes with the suffix "X".

20 December 2020: Replaced by revised 185, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Route 185

City (Wynyard) – Balgowlah – Warriewood – Church Point

From 3 August 1953 *(based on August 1966 timetable)*

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen),** Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Herbert [now Foley] St, Mona Vale Rd **(Mona Vale)**, Pittwater Rd **(Bayview)**, Bayview [now Pittwater] Rd to Church Point wharf.

From Church Point (wharf) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Church Point from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By 7 July 1962*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Church Point from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 9 January 1978:*** Extended in Church Point from wharf via McCarrs Creek Rd to bus turning area. Reverse on return.
- ***By January 1979:*** From Wynyard (York St) via Erskine St, Clarence St. Unaltered on return.

City (Wynyard) – Balgowlah – Warriewood – Mona Vale *(selected trips extended to Church Point)*

From 26 April 1983

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen),** Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Foley St, Mona Vale Rd, Samuel St **(Mona Vale West),** Parkland Rd, Maxwell St, Waratah St, Bungan St, Mona Vale Rd **(Mona Vale)**, Pittwater Rd to Barrenjoey Rd (Mona Vale).

From Mona Vale (Pittwater Rd/Barrenjoey Rd) via reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Church Point extension *(selected trips):* From Mona Vale via Pittwater Rd, McCarrs Creek Rd to Church Point bus turning area. Reverse on return.

Trips via Warringah Fwy *(some peak hour trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

Trips via Battle Blvd *(Saturdays):* Ex City (Wynyard) from Spit Bridge via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd.

City (Wynyard) – Balgowlah – Warriewood – Mona Vale *(selected trips extended to McCarrs Creek)*

Alterations

- ***From 8 August 1983***
  McCarrs Creek extension: From Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.
- ***By 15 June 1985:*** Ex Church Point from Pittwater Rd (north of Mona Vale) via Park St, Barrenjoey Rd, Pittwater Rd. Unaltered on return.
- ***By 13 October 1985:*** Ex McCarrs Creek from Pacific Hwy via Arthur St, Mount St.
- **(?):** Via Warringah Fwy.
- ***From 2 September 1990:*** Both directions, from Garden St/Macpherson St via Macpherson St to Forest Rd, then return via Macpherson St.

City (Wynyard) – Balgowlah – Warriewood – Mona Vale

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen),** Jacksons Rd, Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Foley St, Mona Vale Rd, Samuel St **(Mona Vale West),** Parkland Rd, Maxwell St, Waratah St, Bungan St **(Mona Vale)**, Pittwater Rd, Darley St to Mona Vale bus depot.

From Mona Vale (bus depot, Darley St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route L85

City (Wynyard) – Warriewood – Mona Vale

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen),** Jacksons Rd, Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Foley St, Mona Vale Rd, Samuel St **(Mona Vale West),** Parkland Rd, Maxwell St, Waratah St, Bungan St **(Mona Vale)**, Pittwater Rd, Darley St to Mona Vale bus depot.

From Mona Vale (bus depot, Darley St) via Darley St, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Routes E85, later 185X

City (Wynyard) – Warriewood – Mona Vale

From 29 January 2014

From City (Wynyard) (Carrington St) via Margaret, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen),** Jacksons Rd, Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Foley St, Mona Vale Rd, Bungan St to Waratah St (Mona Vale).
From Mona Vale (Mona Vale Rd at Bungan St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration
From 26 November 2017: To approach Mona Vale from Foley St via Mona Vale Rd to Bungan St. Reverse on return.

Timetable Summary

1958
See also 186

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Church Point		M-F	Church Point	5.23am	Wynyard	8.46pm	A	
		Sat		7.07am		1.25pm	2 trips	
		Sun		8.42pm			B	

A – 3 trips from City (Wynyard), 5 trips from Church Point.
B – 1 trip from Church Point only.

December 1972
See also 186

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Church Point	Fr Wyn 80M 93C	M-F	Mona Vale	5.23amY	Wynyard	2.42pmC	A	
			Church Point	8.37amY		11.00pmM		
		Sat		6.45amY		1.35pmC	2 trips	B
		Sun	Mona Vale	6.54amY			D	

A – Mainly peak hours (both directions, City (Wynyard)-Mona Vale, selected trips extended to/from Church Point).
B – Plus 10.45pm City (Wynyard) to Mona Vale.
C – To Church Point.
D – 1 trip from Mona Vale to City (Wynyard) only.
M – To Mona Vale.
Y – To City (Wynyard).

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale†	Fr Wyn 89M 102C	M-F	Mona Vale	5.22amY	Wynyard	2.40pmC	A	
			Church Point	8.37amY		11.00pmV		
		Sat		6.52amY	Church Point	8.52amY	B	
					Wynyard	10.40pmV		
		Sun						

† Selected trips extended to Church Point.
A – Morning, 7 trips from Mona Vale (2 trips extended to start from Church Point). Afternoon, 5 trips from City (Wynyard) (1 trip extended to Church Point).
B – Morning, 2 trips from Church Point to City (Wynyard), 1 trip from City (Wynyard) to Church Point. Night, 1 trip from City (Wynyard) to Mona Vale.
C – To Church Point.
V – To Mona Vale.
Y – To City (Wynyard).

10 March 1997

City – Warriewood – Mona Vale routes

185, L85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.26am	Wynyard	11.28pm	MNs	
		Sat		6.00pm		11.28pm	Ns	
		Sun		6.10pm		11.28pm	Ns	
L85: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.57am	Wynyard	6.47pm	30*	
		Sat		6.25am		6.45pm	30	
		Sun		8.17am		7.45pm	60	

* More frequent in peak hours.
MNs – Early morning & night service.
Ns – Night service.

2 August 2009

City – Warriewood – Mona Vale routes

185, L85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.30am	Wynyard	11.30pm	MNs	
		Sat		6.00pm		11.30pm	Ns	
		Sun		6.10pm		11.30pm	Ns	
L85: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.59am	Wynyard	6.50pm	30*	
		Sat		6.25am		7.21pm	A	
		Sun		8.28am		6.30pm	B	

* More frequent in peak hours.
A – Morning, City (Wynyard)-Mona Vale 30. Afternoon, City (Wynyard)-Narrabeen 3 trips her hour, City (Wynyard)-Mona Vale 30.
B – City (Wynyard)-Narrabeen 30, City (Wynyard)-Mona Vale 60.
MNs – Early morning & night service.
Ns – Night service.

29 January 2014

City – Warriewood – Mona Vale routes

185, E85, L85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale	68	M-F	Mona Vale	5.30am	Wynyard	11.30pm	MNs	A
		Sat	Wynyard	7.05am		11.30pm	MNs	A
		Sun	Mona Vale	5.56pm		11.30pm	MNs	B
E85: City (Wynyard)-Warriewood-Mona Vale	63	M-F	Mona Vale	6.25am	Wynyard	6.10pm	Ph	
		Sat						
		Sun						
L85: City (Wynyard)-Warriewood-Mona Vale	67	M-F	Mona Vale	6.18am	Wynyard	7.30pm	30	
		Sat		6.20am		7.25pm	30	C
		Sun		8.28am		6.30pm	D	

A – Plus short-working/s before first trip shown.
B – Short-workings from Brookvale Depot to Mona Vale in early morning.
C – Additional afternoon trips, City (Wynyard)-Narrabeen.
D – City (Wynyard)-Narrabeen 30, City (Wynyard)-Mona Vale 60.
MNs – Early morning & night service.
Ph – Peak hours only (morning from Mona Vale, afternoon from City (Wynyard)).

26 November 2017
See 185 (below)

Route 185

WARRINGAH MALL – WARRIEWOOD – MONA VALE

Timeline

26 November 2017: Full time service Warringah Mall – Warriewood – Mona Vale curtailed from previous entry, as part of rearrangement of routes on introduction of B-Line (B1), becoming a feeder to B1.
20 December 2020: Further curtailed to run Narrabeen – Warriewood – Mona Vale, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Still a feeder to B1.

Streets

Warringah Mall – Mona Vale

From 26 November 2017
From Warringah Mall (Pittwater Rd) via Pittwater Rd **(Dee Why, Collaroy, Narrabeen, North Narrabeen),** Jacksons Rd, Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Foley St, Mona Vale Rd, Pittwater Rd, Barrenjoey Rd to Village Park (Mona Vale).
From Mona Vale (Barrenjoey Rd opposite Village Park) via Pittwater Rd, Mona Vale Rd, then reverse route to Warringah Mall.

Narrabeen – Mona Vale

From 20 December 2020
From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd **(North Narrabeen),** Jacksons Rd, Garden St, Macpherson St **(Warriewood),** Warriewood Rd, Foley St, Mona Vale Rd, Pittwater Rd, Barrenjoey Rd to Village Park (Mona Vale).
From Mona Vale (Barrenjoey Rd opposite Village Park) via Pittwater Rd, Mona Vale Rd, then reverse route to Jacksons Rd, then Pittwater Rd to Narrabeen shops.

Timetable Summary

26 November 2017
City or Warringah Mall – Warriewood – Mona Vale routes
185, E85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: Warringah Mall-Warriewood-Mona Vale	43	M-F	Warr Mall	5.23am	Mona Vale	12.46am	30	A
		Sat	Mona Vale	6.16am		11.51pm	30	
		Sun		6.16am		11.51pm	30	
E85: City (Wynyard)-Warriewood-Mona Vale	63	M-F	Mona Vale	5.35am	Wynyard	7.32pm	Ph	
		Sat						
		Sun						

A – E85 provides service in morning peak hour from Mona Vale & in afternoon peak hour to Mona Vale.
Ph – Peak hours only (morning from Mona Vale, afternoon from City (Wynyard)).

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Warriewood-Mona Vale	19	M-F	Mona Vale	5.37am	Narrabeen	12.07am	30*	
		Sat		5.42am		12.07am	30	
		Sun		6.12am		12.07am	30	

* More frequent in peak hours.

Route 186

CITY (Wynyard) – McCARRS CREEK via Pittwater Rd direct between Narrabeen & Mona Vale *(some trips EXPRESS)* ■

Route E86

CITY (various termini) – McCARRS CREEK via Pittwater Rd direct between Narrabeen & Mona Vale *(EXPRESS)* ■

(Church Point bus turning area was in McCarrs Creek Rd about 600m beyond Church Point wharf.)

Timeline

3 August 1953: 186 City (Wynyard) – Church Point, mainly peak hour service, renumbered from 171, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
17 October 1960: Selected trips ran express.
26 April 1983: For a short period, limited peak hour service ran Milsons Point – Church Point.
8 August 1983: Extended from Church Point to McCarrs Creek.
10 March 1997: All trips ran express by this date & renumbered E86, as part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".
16 November 1997: E86 extended in City from Wynyard to Central Railway (Pitt St).
21 January 2000: City terminus altered to Railway Square.
5 December 2011: Rerouted via George St, City in morning peak hour.
4 October 2015: City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.
26 November 2017: Replaced by new B1 & feeder service 156 Mona Vale – McCarrs Creek, as part of rearrangement of routes on introduction of B-Line (B1).

Streets

Route 186

City (Wynyard) – Church Point via Pittwater Rd direct

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Pittwater Rd **(Bayview)**, Bayview [now Pittwater] Rd to Church Point wharf.
From Church Point (Bayview [now Pittwater] Rd at wharf) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Church Point from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Church Point from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By March 1972:*** Ex Church Point from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- ***By 9 January 1978:*** Extended in Church Point from wharf via McCarrs Creek Rd to bus turning area. Reverse on return.

From 26 April 1983
From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale, Bayview)**, McCarrs Creek Rd to Church Point bus turning area.

From Church Point (McCarrs Creek Rd at bus turning area) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – McCarrs Creek via Pittwater Rd direct

Alterations

- ***From 8 August 1983:*** Extended from Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.
- ***By 23 May 1994:*** Ex McCarrs Creek from Pittwater Rd (north of Mona Vale) via Park St, Barrenjoey Rd, Pittwater Rd. Unaltered on return.

Route E86

City (Wynyard) – McCarrs Creek via Pittwater Rd direct

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale, Bayview, Church Point)**, McCarrs Creek Rd to McCarrs Creek bus turning area.

From McCarrs Creek (McCarrs Creek Rd at bus turning area) via McCarrs Creek Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Central Railway) – McCarrs Creek via Pittwater Rd direct

Alterations

- ***From 16 November 1997:*** Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- ***From 21 January 2000:*** To approach City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- ***By 5 December 2010:*** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (***not*** via Carrington St).
- ***From 5 December 2011*** *(morning peak hour **to** City):* To approach City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Wynyard) – McCarrs Creek via Pittwater Rd direct

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

1958

See also 185

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
186: City (Wynyard)-Church Point via Pittwater Rd		M-F	Church Point	7.16am	Wynyard	5.473m	Ph	A
		Sat						
		Sun						

Ph – Mainly peak hours (both directions). Plus short-working/s before after last shown.

December 1972
See also 185

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
186: City (Wynyard)-Church Point via Pittwater Rd	73	M-F	Church Point	7.10am	Wynyard	5.47pm	Ph	
		Sat						
		Sun						

Ph – Mainly peak hours (both directions).

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E86: City (Wynyard)-McCarrs Creek via Pittwater Rd	63	M-F	McCarrs Creek	6.40am	Wynyard	5.45pm	Ph	
		Sat						
		Sun						

Ph – Mainly peak hours (morning from McCarrs Creek, afternoon from City (Wynyard)).

Route 187
CITY (Wynyard) – NEWPORT *(some trips EXPRESS)* ■

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

Route E87
CITY (Wynyard) – NEWPORT *(EXPRESS)* ■

Route L87
MILSONS POINT – NEWPORT *(LIMITED STOPS)* ■

Timeline

3 August 1953: 187 City (Wynyard) – Newport peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
By 9 August 1981: Selected trips ran express.
26 April 1983: Limited service peak hour route, 187 Milsons Point – Newport, commenced, as part of the Manly-Warringah Bus Service Improvement Programme.
3 March 1991: As part of a general reorganisation of Manly-Warringah routes, peak hour route, Milsons Point – Newport, altered to limited stops.
10 March 1997: As part of renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L".

- Peak hour express trips, City (Wynyard) – Newport, renumbered E87.
- Peak hour limited stops trips, Milsons Point – Newport, renumbered L87.

16 November 1997: E87 extended in City from Wynyard to Central Railway (Pitt St).
21 January 2000: E87 City terminus altered to Railway Square.
5 December 2011: E87 rerouted via George St, City in morning peak hour.
4 October 2015: E87 City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.
26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- E87 replaced by existing E88 & E89.
- L87 Milsons Point – Newport replaced by new E54 & connecting services (Mona Vale – Newport).

Streets

CITY – NEWPORT

Route 187

City (Wynyard) – Newport

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit**

Junction), Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd to Neptune Rd (Newport).
From Newport (Barrenjoey Rd at Neptune Rd) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Newport from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Newport from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 13 October 1985:*** Ex Newport from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- ***From 6 September 1993:*** To approach Newport from Barrenjoey Rd via Neptune Rd, Ocean Av, Seaview Av to Bardo Rd. Reverse on return.

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Route E87

City (Wynyard) – Newport

From 10 March 1997
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd, Neptune Rd, Ocean Av, Seaview Av to Bardo Rd (Newport).
From Newport (Seaview Av at Bardo Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Wynyard St to Wynyard Park (City).

City (Pitt St, Central Railway) – Newport

Alterations

- ***From 16 November 1997:*** Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- ***From 21 January 2000:*** To approach City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- ***By 5 December 2010:*** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (***not*** via Carrington St).
- ***From 5 December 2011*** *(morning peak hour **to** City):* To approach City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Wynyard) – Newport

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

MILSONS POINT – NEWPORT

Route 187

From 26 April 1983
From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St **(North Sydney),** Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd, Neptune Rd, Ocean Av, Seaview Av to Bardo Rd (Newport).

From Newport (Seaview Av at Bardo Rd) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Route L87

From 10 March 1997
From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St **(North Sydney),** Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd, Neptune Rd, Ocean Av, Seaview Av to Bardo Rd (Newport).
From Newport (Seaview Av at Bardo Rd) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport	82	M-F	Newport	6.52am	Wynyard	12.19am	A	
		Sat		6.26am		12.19am	B	
		Sun	Wynyard	9.27am		11.08pm	C	

A – 10 trips from City (Wynyard), 7 trips from Newport.
B – 15 trips from City (Wynyard), 12 trips from Newport.
C – Morning & night infrequent swevice, afternoon 30.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport	82	M-F	Newport	6.48am	Wynyard	12.41am	A	
		Sat		6.26am		12.40am	B	
		Sun	Wynyard	9.30am	Newport	11.03pm	C	

A – 8 trips from City (Wynyard), 6 trips from Newport.
B – 8 trips from City (Wynyard), 7 trips from Newport.
C – 9 trips from City (Wynyard), 9 trips from Newport.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport	88	M-F	Newport	6.44am	Wynyard	11.20pm	5 trips	
		Sat		6.35am	Newport	6.46pm	A	
		Sun		7.37am				
187: Milsons Point-Newport		M-F	Milsons Point	4.49pm			Ph	
		Sat						
		Sun						

A – 2 trips from Newport only.
Ph – Afternoon peak hour only (from Milsons point only).

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport		M-F	Newport	4.46am	Wynyard	2.15am	A	
		Sat		6.40am		2.15am	B	
		Sun		8.09am	Newport	9.09am	C	
187: Milsons Point-Newport		M-F	Milsons Point	4.51pm			Ph	
		Sat						
		Sun						

A – 9 trips from City (Wynyard), 7 trips from Newport.
B – 1 trip from City (Wynyard), 1 trip from Newport.
C – 2 trips from Newport only.
Ph – Afternoon peak hour only, limited stops (from Milsons Point).

10 March 1997

City or Milsons Point – Newport routes

E87, L87

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E87: City (Wynyard)-Newport	61	M-F	Newport	6.56am	Wynyard	6.00pm	Ph1	
		Sat						
		Sun						
L87: Milsons Point-Newport		M-F	Newport	6.39am	Milsons Point	5.41pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Newport, after noon from City (Wynyard).
Ph2 – Peak hours only (morning from Newport, afternoon from Milsons Point).

Route 188
CITY (various termini) – AVALON ■

Route 188X
Route E88
CITY (various termini) – NORTH AVALON *(EXPRESS)* ■

Route L88
CITY (various termini) – AVALON *(LIMITED STOPS)* ■

Timeline

3 August 1953: 188 City (Wynyard) – Avalon peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
By 30 January 1980: Selected peak hour trips altered to express.
26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- A regular Summer Sunday service on 188 commenced as a regular short-working of trunk route 190 (ceased by 3 March 1991).
- Hours of service at other times reduced to occasional peak hour trips.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- E88 new peak hour express, City (Wynyard) – North Avalon (including previous 188 express), commenced
- L88 City (Wynyard) – Avalon replaced limited stop trips on 184 in weekday daytime as a regular short-working of trunk route L90.
- 188 continued as limited late night service.

16 November 1997: Extended in City from Wynyard to Central Railway (Pitt St).
21 January 2000: City terminus altered to Railway Sq.
By July 2001: Days of service of L88 , City (Wynyard) – Avalon, extended to Saturday & Sunday daytime until 12 October 2003, when replaced by extra frequency on L90.

12 October 2003: Extra trips on Friday & Saturday midnight-to-dawn (early Saturday & Sunday mornings), City (Queen Victoria Building) – Avalon, commenced.
16 May 2008: L88 trips ***from*** Avalon to City (Railway Square) renumbered part of L90 *(*route unaltered). Trips ***from*** City (Railway Square) remained as L88.
5 December 2011: E88 Rerouted via George St, City in morning peak hour.
4 October 2015: City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.
26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- L88 replaced by B1 & 199 (full time services).
- E88 remained as a peak hour service.

3 May 2020: E88 renumbered 188X as part of further renumbering of express routes with the suffix "X".
20 December 2020: 188 X replaced by revised 190X City (Wynyard) – Avalon, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Route 188

City (Wynyard) – Avalon

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport),** Avalon Pde to Avalon shops.
From Avalon (Avalon Pde at shops) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Avalon from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Avalon from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By 13 October 1985:*** Ex Avalon from Pacific Hwy via Arthur St, Mount St.

City (Pitt St, Central Railway) – Avalon

Alteration
From 16 November 1997: Extended in City from York St (Wynyard) via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway). Return from Pitt St at Campbell St via Campbell St, George St, Market St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

City (Railway Sq, Lee St) – Avalon

Alteration
From 21 January 2000: To approach City from York St via Druitt St, George St, Railway Sq, Lee St. Return from Lee St via Railway Sq, George St, Druitt St, Clarence St.

City (Wynyard) – Avalon

Alteration
From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Route E88

ity (Wynyard) – North Avalon

From 10 March 1997

<u>From City (Wynyard)</u> (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport, Avalon)** to Careel Head Rd (North Avalon).

<u>From North Avalon</u> (Barrenjoey Rd at Careel Head Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route L88

City (Wynyard) – Avalon

From 10 March 1997

<u>From City (Wynyard)</u> (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport)** to Avalon Pde (Avalon).

<u>From Avalon</u> (Barrenjoey Rd at Avalon Pde) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Pitt St, Central Railway) – Avalon

<u>Alterations</u>

- ***From 16 November 1997:*** Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- ***From 21 January 2000:*** To approach City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- ***By 5 December 2010:*** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (***not*** via Carrington St).
- ***From 5 December 2011*** *(morning peak hour **to** City):* To approach City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Wynyard) – Avalon

<u>Alteration</u>

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Route E88

City (Pitt St, Central Railway) – North Avalon

<u>Alterations</u>

- ***From 16 November 1997:*** Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- ***From 21 January 2000:*** To approach City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- ***By 5 December 2010:*** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (***not*** via Carrington St).
- ***From 5 December 2011*** *(morning peak hour **to** City):* To approach City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Queen Victoria Building) – North Avalon

<u>Alteration</u>

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Queen Victoria

Building (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

Routes E88, later 188X

City (Wynyard) – Avalon

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Wynyard)-Avalon	82	M-F	Avalon	7.49am	Wynyard	3.42pm	1 trip	
		Sat						
		Sun						

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Wynyard)-Avalon	82	M-F	Wynyard	6.50am	Wynyard	3.44pm	A	
		Sat						
		Sun						

A – 2 trips from City (Wynyard) only.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Wynyard)-Avalon		M-F	Avalon	6.28am			A	
		Sat		8.09am			B	
		Sun						

A – 1 trip from Avalon only. Plus short-working/s before first trip & after last trip shown.
B – 1 trip from Avalon only.

10 March 1997

City – Avalon routes

188, E88, L88

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Queen Victoria Building)-Avalon	72	M-F	Avalon	4.34amY	Q Vic Bldg	12.40amA	MNs	
		Sat	Q Vic Bldg	1.00amA			Ns	
		Sun		12.40amA			Ns	
E88: City (Wynyard)-North Avalon	62	M-F	North Avalon	6.17am	Wynyard	5.35pm	Ph	
		Sat						
		Sun						
L88: City (Wynyard)-Avalon	72	M-F	Avalon	6.08am	Wynyard	9.25pm	30	
		Sat						
		Sun						

A – To Avalon.
MNs – Early morning & late night service (early morning from Avalon to City (Wynyard), late night from City (Queen Victoria Building) to Avalon).
Ns – Late night service.
Ph – Peak hours only (morning from North Avalon, afternoon from City (Wynyard)).
Y – To City (Wynyard).

2 August 2009
See L90

Route 189
CITY (Wynyard) – AVALON – TAYLORS POINT *(some trips EXPRESS)* ■
CITY (various termini) – TAYLORS POINT – AVALON *(some trips EXPRESS or LIMITED STOPS, 1986-97)* ■

- **Avalon – Taylors Point – Milsons Point** ***(morning peak hour, 1986-7)***

Route 189X
Route E89
CITY (various termini) – TAYLORS POINT – AVALON *(EXPRESS)*

Timeline

3 August 1953: 189 City (Wynyard) – Avalon – Taylors Point peak hour service renumbered from 158, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
16 February 1970: Selected peak hour trips ran express.
18 May 1986: In the reorganisation that followed transfer of Pittwater Bus Lines' routes to the Urban Transit Authority:

- Rerouted as City (Wynyard) – Bilgola Plateau – Taylors Point – Avalon (opposite direction between Taylors Point & Avalon).
- Times of service increased to run in weekday off-peak and limited service at weekends. Weekday trips replaced Taylors Point part of Avalon – Stokes Point – Taylors Point part of 191.
- Selected peak hour trips continued to run express.
- Selected weekend trips ran limited stops.
- Extra route, Avalon – Taylors Point – Milsons Point, limited service in morning peak hour, commenced (ceased by 6 September 1987, when rerouted to City (Wynyard) as a standard 189).

6 September 1987:

- Weekday service reduced to peak hours, but weekend service (including selected limited stop trips) remained.
- Off-peak service partly replaced by 191 extended to run Avalon – Taylors Point – Newport.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- Renumbered E89.
- Weekend service between Avalon & Taylors Point replaced by increased service on 191, leaving E89 as a peak hour express.

16 November 1997: Extended in City from Wynyard to Central Railway (Pitt St).
21 January 2000: City terminus altered to Railway Square.
5 December 2011: Rerouted via George St, City in morning peak hour.
4 October 2015: City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.
3 May 2020: Renumbered 189X as part of further renumbering of express routes with the suffix "X".
20 December 2020: Replaced by revised 191, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

CITY – AVALON – TAYLORS POINT

Route 189

City (Wynyard) – Avalon – Taylors Point (Hudson Pde)

From 3 August 1953 *(based on August 1966 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport)**, Avalon Pde **(Avalon)**, Hudson Pde to Taylors Point Rd (Taylors Point)

From Taylors Point (Hudson Pde at Taylors Point Rd) via reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Taylors Point from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Taylors Point from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By October 1985:*** Ex Taylors Point from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- ***From 16 February 1970*** *(morning peak hour express trip):* Ex Taylors Point from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]

City (Wynyard) – Avalon – Taylors Point (Wandeen Rd)

Alteration

- ***From 3 March 1980:*** Extended in Taylors Point from Hudson Pde/Taylors Point Rd via Hudson Pde, Wandeen Rd to Lower Plateau Rd. Reverse on return.
- ***By 26 April 1983*** *(afternoon peak hour express trip):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

CITY – TAYLORS POINT – AVALON

Route 189

City (Wynyard) – Taylors Point – Avalon

From 18 May 1986

Trips via North Sydney

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport),** Plateau Rd, Bilambee Av **(Bilgola Plateau)**, Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde **(Taylors Point)**, Avalon Pde to Old Barrenjoey Rd (Avalon).
From Avalon (Avalon Pde at Old Barrenjoey Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

From 18 May 1986

Express & limited stop trips

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation**,** Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd, (*limited stops trips via* Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd) **(Newport),** Plateau Rd, Bilambee Av **(Bilgola Plateau)**, Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde **(Taylors Point)**, Avalon Pde to Old Barrenjoey Rd (Avalon).
From Avalon (Avalon Pde at Old Barrenjoey Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route E89

City (Wynyard) – Taylors Point – Avalon

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd **(Newport),** Plateau

Rd, Bilambee Av **(Bilgola Plateau)**, Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde **(Taylors Point)**, Avalon Pde to Old Barrenjoey Rd (Avalon).
From Avalon (Avalon Pde at Old Barrenjoey Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Pitt St, Central Railway) – Taylors Point – Avalon

Alterations

- ***From 16 November 1997:*** Extended from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- ***From 21 January 2000:*** To approach City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- ***By 5 December 2010:*** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (***not*** via Carrington St).
- ***From 5 December 2011*** *(morning peak hour **to** City):* To approach City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

Routes E89, later 189X

City (Wynyard) – Taylors Point – Avalon

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Avalon-Taylors Point (Hudson Pde)	89	M-F	Hudson Pde	7.12am	Wynyard	5.07pm	A	
		Sat						
		Sun						

A – Peak hours, City (Wynyard)-Taylors Point (Hudson Pde). Afternoon, Avalon-Taylors Point (Hudson Pde), 1 trip. Plus short-working/s after last trip shown.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Avalon-Taylors Point (Hudson Pde)	76	M-F	Hudson Pde	7.44am	Wynyard	5.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Taylors Point (Hudson Pde), afternoon from City (Wynyard)). Plus short-working/s before first trip shown.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Avalon-Taylors Point (Wandeen Rd)	76	M-F	Wynyard	6.08am	Wynyard	5.20pm	A	
		Sat	Wandeen Rd	9.10am	Wandeen Rd	7.34pm	B	
		Sun		8.40am		6.08pm	C	

A – 5 trips from Taylors Point (Wandeen Rd), 8 trips from City (Wynyard).
B – 4 trips from Taylors Point (Wandeen Rd), 3 trips from City (Wynyard). Plus short-working/s before first trip shown.
C – 2 trips from Taylors Point (Wandeen Rd) 1 trip from City (Wynyard). Plus short-working/s before first trip shown.

18 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Taylors Point-Avalon	Fr Aval 9T 111Y	M-F	Wynyard	6.08amT	Wynyard	5.20pmA	B	
			Avalon	7.20amY				
		Sat		9.10amY	Avalon	7.34pmY	C	
		Sun		8.40amY		6.08pmY	D	
189: Avalon-Taylors Point-Milsons Point	106	M-F	Avalon	6.23am			Ph	
		Sat						
		Sun						

A – To Avalon.
B – Avalon-Taylors Point, 6 trips from Avalon, 9 trips from Taylors Point. Avalon-City (Wynyard), 3 trips from Avalon, 5 trips from City (Wynyard). Plus 2 morning peak hour trips from Wynyard to Taylors Point. Express trips, morning from Avalon, afternoon from City (Wynyard).
C – 4 trips from Avalon, 3 trips from City (Wynyard). Plus short-working, Newport to Avalon, before first trip shown. Limited stop trip, 1 trip from Avalon.
D – 2 trips from Avalon, 1 trip from City (Wynyard). Plus short-working, Newport to Avalon, before first trip shown. Limited stop trips, 1 trip from Avalon, 1 trip from City (Wynyard).
Ph – Morning peak hour only (from Avalon).
T – To Taylors Point.
Y – To City (Wynyard).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Taylors Point-Avalon	108	M-F	Avalon	6.27am	Wynyard	11.00pm	A	
		Sat		9.10am	Avalon	7.37pm	B	
		Sun		8.40am		6.08pm	C	

A – Peak hours only (morning from Avalon, afternoon from City (Wynyard)). Plus 11.00pm trip from City (Wynyard). Off-peak service Avalon – Newport provided by 191.
B – 4 trips from Avalon, 3 trips from City (Wynyard). Plus short-working, Mona Vale to Avalon, before first trip shown.
C – 2 trips from Avalon, 1 trip from City (Wynyard). Plus short-working, Mona Vale to Avalon, before first trip shown.

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Taylors Point-Avalon	Fr Aval 21N 98Y	M-F	Avalon	6.27amY	Wynyard	11.05pmA	B	
		Sat	Wynyard	7.30amA	Avalon	7.40pmY	C	
		Sun		7.00amA		6.03pmY	D	

A – To Avalon.
B – 3 trips from Avalon, 4 trips from City (Wynyard). Plus 2 trips from City (Wynyard) to Taylors Point in early morning.
C – Morning, 1 trip from City (Wynyard). Afternoon, 1 trip from Avalon. Day, Avalon-Newport (3 trips).
D – Morning, 1 trip from City (Wynyard). Afternoon, 1 trip from Avalon. Day, Avalon-Newport (1 trip).
N – To Newport.
Y – To City (Wynyard).

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E89: City (Wynyard)-Taylors Point-Avalon	70	M-F	Avalon	6.27am	Wynyard	5.50pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Avalon, afternoon from City (Wynyard)).

Route 190

CITY (various termini) – PALM BEACH *(some trips EXPRESS or LIMITED STOPS)* ■

- **Milsons Point – Palm Beach** ***(peak hours, some trips limited stops)***

Route 190X
Route L90

CITY (various termini) – PALM BEACH *(LIMITED STOPS)* ■

Note about supplementary routes

Due to the length of the route, 190 & (from 10 March 1997) L90 have been supplemented by routes in the 174-189 range (or the express or limited stop versions thereof), in two categories:

- ***Regular daytime short-workings***
- ***Supplementary peak hour trips*** *(often expresses)*

These supplementary routes ran in different combinations for different periods. Major changes to these routes are noted below.

Some of these routes followed the main trunk route from the City to various points along it. Others followed the main trunk route from the City for certain distances and then branched off to serve suburbs on either side.

Until 26 April 1983, these supplementary routes followed a somewhat irregular pattern. From that date, however, with the implementation of the Manly-Warringah Bus Service Improvement Programme, the pattern became more standardized, particularly in the off-peak & at weekends.

These arrangements altered again from 26 November 2017, when B1 and 199 replaced L90 as the dominant routes along the main trunk route between the City & Palm Beach. Service on L90 then continued on a reduced scale.

Timeline

3 August 1953: 190 City (Wynyard) – Palm Beach renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings). Similarly to its predecessor 150, 190 continued to be regarded as the main trunk route between the City and the Northern Beaches.
9 November 1959: Some peak hour trips ran express via normal route. Limited express Saturday service commenced 29 April 1961.
18 June 1968: Express trips rerouted via Warringah Fwy upon its opening.
February 1982: Peak hour short-working, Palm Beach – North Sydney (limited service), renumbered 191.
26 April 1983: As part of the Manly-Warringah Bus Service Improvement Programme:

- Services rearranged:
  Daytime *(Monday-Sunday):* Regular frequency limited stop trips.
  Peak hours: Express trips.
  Early morning & night: All stops trips.
- Regular daytime short-workings of limited stops 190 standardized as:
  Daily (except Summer Sundays): 182, 184
  Summer Sundays: 182, 188.
- 190 supplemented by peak hour routes:
  From City (Wynyard): 175, 178, 179, 181, 185-189
  From Milsons Point: 182, 184, 186, 187.
- Peak hour service, Milsons Point – Palm Beach, commenced, replacing 191 Palm Beach – North Sydney.

6 September 1987: Milsons Point – Palm Beach afternoon peak hour service altered to limited stops.

By 26 June 1988:

- Hours of service of limited stops service, City (Wynyard) – Palm Beach, extended to Saturday & Sunday nights, replacing all stops service.
- Hours of service of limited stop trips similarly extended to weeknights by 23 July 1989.
- Express trips continued to run in peak hours & all stops trips late at night.

3 March 1991:

- Regular daytime short-workings of limited stops 190 altered to:
  Weekdays: 178†, 184 (limited stops)
  Saturdays: 178†, 182
  Sundays: 182
  † 178 City (Queen Victoria Building) – Dee Why (Howard Av)
- 190 supplemented by peak hour routes:
  From City (Wynyard): 175, 182, 185-189
  From Milsons Point: 178, 182, 184, 187

6 December 1992: Late night trips extended in City from Wynyard to Queen Victoria Building.

23 May 1994:

- Regular daytime short-workings of limited stops 190 altered to:
  Weekdays: 178†, 184 (limited stops)
  Saturdays: 180, 182
  Sundays: 182
  † 178 City (Queen Victoria Building) – Dee Why (Lismore Av)
- 190 supplemented by peak hour routes:
  From City (Wynyard): 179, 180, 185-189
  From Milsons Point: 178, 182, 184

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix "E" & limited stops routes with prefix "L":

- City (Wynyard) – Palm Beach limited stops trips renumbered L90.
- Peak hour express trips altered to limited stops & also renumbered L90 (so that City (Wynyard) – Palm Beach trips ran as limited stops L90 at all times).
- Regular daytime short-workings of L90 altered to:
  Weekdays: 175, 178†, L80, L85, L88
  Saturdays: 178, 180, L85
  Sundays: 180, 183, L85
  † 178 City (Queen Victoria Building) – Dee Why (Lismore Av)
- 190 supplemented by peak hour routes:
  From City (Wynyard): 183, E75, E78, E79, E80, E83, E84, E86-E89
  From Milsons Point: 178, 183, 184, 187, L87
- 190 afternoon peak hour limited stops service, from Milsons Point to Palm Beach, replaced by 183, L84, L87 & E87 trips from Milsons Point.
- Number 190 out of use until 16 November 1997.

16 November 1997:

- L90 extended in City from Wynyard to Pitt St, Central Railway.
- Selected early morning & late night trips reverted to 190 City (Queen Victoria Building) – Palm Beach or City (Pitt St, Central Railway) – Palm Beach.

21 January 2000: City (Central Railway) terminus altered to Railway Square.

By March 2002:

- Regular daytime short-workings of L90 altered to:
  Weekdays: 175, 178†, L78, L80, L85, L88
  Saturdays: 178, 180, L85
  Sundays: 180, 183, L85
  † 178 City (Queen Victoria Building) – Dee Why (Lismore Av)
- 190 supplemented by peak hour routes:
  From City (Wynyard): E78, E79, E83, E84, E86-E89
  From Milsons Point: 175, 178, 183, 187, L78, L84, L87

16 May 2008: L88 trips ***from*** Avalon to City (Railway Sq) renumbered L90 (route & destinations unaltered).

2 August 2009: As part of the reorganisation of Dee Why/Narraweena/Cromer routes (when 178 & 179 were altered to run as full time routes City (Queen Victoria Building) – Cromer Heights & City (Queen Victoria Building) – War Veterans Home respectively):

- Regular daytime short-workings of L90 altered to:
  Weekdays: 178-180, L85, L88
  Saturdays: 178-180, L85
  Sundays: 178, 180, L85
- 190 supplemented by peak hour routes:
  From City (Wynyard): E78, E79, E83, E84, E86-E89, L80, L85
  From Milsons Point: 175, 183, L78, L84, L87

4 October 2015: City terminus altered to Wynyard (other than limited service in early morning & late night extended to Queen Victoria Building), as a result of light rail line construction in George St, City/new CBD bus network.
26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- Hours of service of L90 on weekdays reduced to off-peak (later extended to late night for trips ***from*** City (Wynyard)). Hours of service on weekends generally unaltered.
- Frequency reduced Monday-Sunday, when alternative services were provided by a combination of new B1 & 199 (both full time services).
- Regular daytime short-workings 178 &180 continued, but others ceased.
- 190 all stops service ceased.

3 May 2020: Renumbered 190X as part of further renumbering of express routes with the suffix "X".
20 December 2020: Replaced by revised 191, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

CITY – PALM BEACH

Route 190

City (Wynyard) – Palm Beach

From 3 August 1953 *(based on 1958 timetable)*
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport, Avalon)** [old alignment through Avalon, incl current Avalon Pde, Old Barrenjoey Rd], Beach Rd, Ocean Rd, Florida Rd, un-named street "to appointed stand" (location?) (Palm Beach).
From Palm Beach via (?), Ocean Rd, then reverse route to Condamine St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Wynyard St to Wynyard Park (City).

Alterations

- ***Mid 1950s:*** Ex City (Wynyard) direct via Barrenjoey Rd (new alignment, ***not*** via Avalon Pde) through Avalon. Reverse on return.
- ***1950s(?):*** To approach Palm Beach from Ocean Rd via Ocean Pl, Florida Rd to Palm Beach Rd. Return via Palm Beach Rd, Ocean Rd (?).
- ***From 29 June 1958*** *(when North Sydney system tram services replaced by buses):* Ex City (Wynyard) from Pacific Hwy via Blue St **(North Sydney)**, Miller St. Unaltered on return.
- ***From 19 November 1958*** *(opening of new Spit Bridge & Manly Rd):* Ex Palm Beach from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966*** *(selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968*** *(other than Freeway trips):* Ex Palm Beach from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***From 18 June 1968*** *(Warringah Fwy trips):* Ex City from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

From 24 August 1973
All stops
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St **(North Sydney),** Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne**

Junction, Spit Junction), Spit Rd **(Mosman),** Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Seaforth, Balgowlah),** Condamine St **(Manly Vale),** Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport, Avalon),** Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).
From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Condamine St, then Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Pacific Hwy, then Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).
Via Warringah Fwy trips *(selected trips):* Ex City (Wynyard) from Sydney Harbour Bridge via Warringah Fwy, Falcon St. Reverse on return.
Via Manly Rd trips *(selected trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd. Unaltered on return.

Express
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman),** Spit Bridge, Manly Rd, Condamine St, then same route to Palm Beach.
From Palm Beach (Ocean Rd/Ocean Pl) via Ocean Rd, Beach Rd, Barrenjoey Rd (***not*** via Gladstone St, Kalinya St, Beaconsfield St), Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

From 26 April 1983
All stops
Unaltered

Express & limited stops
From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman),** Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale),** then same route to Palm Beach.
From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).
Via Barrenjoey Rd direct *(morning express trips):* From Palm Beach via Ocean Rd, Beach Rd, Barrenjoey Rd (***not*** via Gladstone St, Kalinya St, Beaconsfield St), Pittwater Rd.

Alterations
- ***By 13 October 1985*** *(all stops trips)**:*** Ex Palm Beach from Pacific Hwy via Arthur St, Mount St.
- ***March 1985*** *(opening of Burnt Bridge Creek Deviation) (express & limited stops trips only):* Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

Route L90

City (Wynyard) – Palm Beach
From 10 March 1997
Same as express & limited stops, 26 April 1983.

Route 190

City (Queen Victoria Building) – Palm Beach
From 16 November 1997
All stops
From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St **(Wynyard)**, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St, **(North Sydney),** Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman),** Spit Bridge, Manly Rd, Sydney Rd, **(Balgowlah),** Condamine St **(Manly Vale),** Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd **(Newport, Avalon),** Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).
From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).
Via Battle Blvd *(selected trips):* Ex City (Queen Victoria Building) from Spit Bridge via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd **(Balgowlah)**.
Via Newport Hotel *(selected trips):* Ex City (Queen Victoria Building) from Barrenjoey Rd via Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd. Reverse on return.

Route L90

City (Pitt St, Central Railway) – Palm Beach

From 16 November 1997

Limited stops

From City (Railway Square) (Pitt St at Hay St) via Pitt St, Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St **(Wynyard)**, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman),** Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale),** Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport, Avalon),** Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Railway Square, City).

City (Railway Square) – Palm Beach

Alterations

- ***From 21 January 2000:*** To approach City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- ***By 5 December 2010:*** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (***not*** via Carrington St).
- ***From 5 December 2011*** *(morning peak hour **to** City):* To approach City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

Routes L90, later 190X

City (Wynyard) – Palm Beach

Alteration

From 4 October 2015 *(commencement of light rail line construction in George St, City/new CBD bus network):* To approach City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

MILSONS POINT – PALM BEACH

Route 190

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St **(North Sydney)**, Miller St, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction)**, Spit Rd **(Mosman)**, Spit Bridge, Sydney Rd **(Seaforth, Balgowlah)**, Condamine St **(Manly Vale),** Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale),** Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport)**, Avalon Pde **(Avalon)**, Barrenjoey Rd, Beach Rd, Ocean Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Rd/Ocean Pl) via Ocean Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Alterations

- ***March 1985*** *(opening of Burnt Bridge Creek Deviation):* Ex Milsons Point from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.
- ***Circa 1995:*** From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (***not*** via Lavender St, Arthur St). Unaltered on return.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
190: City (Wynyard)-Palm Beach	100	M-F	Palm Beach	5.28am	Wynyard	11.24pm	40-60	A
		Sat		5.35am	Palm Beach	12.00mn	AM 60 PM 30	A
		Sun	Wynyard	6.12am	Wynyard	10.12pm	30	B

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

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
190: City (Wynyard)-Palm Beach	103	M-F	Palm Beach	5.24am	Wynyard	11.40pm	60*	A
		Sat		5.29am		11.40pm	AM 60 PM 30	B
		Sun	Wynyard	6.12am		10.10pm	30	B

* More frequent in peak hours.
A – Peak hours, express (morning from Palm Beach or from North Avalon, afternoon from City (Wynyard)). Day, all stops. Plus short-working/s before first trip & after last trip shown.
B – All stops. Plus short-working/s before first trip & after last trip shown.

26 April 1983

City & Milsons Point – Palm Beach & related routes

182, 184, 188, 190

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
190: City (Wynyard)-Palm Beach	92†	M-F	Wynyard	5.30am	Wynyard	11.40pm	A	
		Sat		5.21am		11.55pm	B	
		Sun		6.15am	Palm Beach	10.53pm	B	
Regular daytime short workings								
182: City (Wynyard)-Narrabeen	65	M-F	Wynyard	8.05am	Wynyard	9.55pm	30*	
		Sat	Narrabeen	6.03am		11.35pm	30	
		Sun		8.29am	Narrabeen	10.52pm	30	
184: City (Wynyard)-Mona Vale	75	M-F	Mona Vale	4.10am	Wynyard	10.40pm	30*	
		Sat		4.09am	Mona Vale	8.56pm	30	
		S/Sun		4.55am		11.45pm	MNs	
		W/Sun		4.55am		11.45pm	30	
188: City (Wynyard)-Avalon	94	M-F	Avalon	6.25am		5.40pm	Ph1	
		Sat		7.53am		11.25pm	MNs	
		S/Sun		10.29am	Avalon	2.29pm	30	
		W/Sun						
Milsons Point – Palm Beach peak hour route								
190: Milsons Point-Palm Beach	112	M-F	Palm Beach	6.35am	Milsons Point	5.32pm	Ph2	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Wynyard)-Narrabeen (182, 184, 190†) 6 trips per hour.
City (Wynyard)-Mona Vale (184, 190†) 4 trips per hour.

Sat City (Wynyard)-Narrabeen (182, 184, 190†) 6 trips per hour.
City (Wynyard)-Mona Vale (184, 190†) 4 trips per hour.

Suumer Sunday
City (Wynyard)-Narrabeen (182, 188, 190†) 6 trips per hour.
City (Wynyard)-Avalon (188, 190†) 4 trips per hour.

Winter Sunday
City (Wynyard)-Narrabeen (182, 184, 190†) 6 trips per hour.
City (Wynyard)-Mona Vale (184, 190†) 4 trips per hour.

* More frequent in peak hours.

† Limited stops.

A – Peak hours, express (morning from Palm Beach or North Avalon, afternoon from City (Wynyard)). Day, limited stops 30. Early mornings & nights, all stops. Plus short-working/s before first trip & after last trip shown.

B – Day, limited stops 30. Early mornings & nights, all stops. Plus short-working/s before first trip & after last trip shown.

MNs – Early morning & late night service.

Ph1 – Peak hours only (morning from Avalon, afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from Palm Beach, afternoon from Milsons Point).

S/Sun – Summer Sundays.

W/Sun – Winter Sundays.

3 March 1991

City & Milsons Point – Palm Beach & related routes

178, 182, 184, 190

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
190: City (Wynyard)-Palm Beach	88†	M-F	Palm Beach	5.49am	Wynyard	12.50am	30*	A
		Sat		5.40am		1.00am	30	B
		Sun		8.15am		11.30pm	30	C
Regular daytime short workings								
178: City (Queen Victoria Bldg)-Dee Why (Howard Av)		*See 180*						
182: City (Wynyard)-Narrabeen	61	M-F	Narrabeen	6.35am	Wynyard	11.45pm	PNs	
		Sat		5.58am		12.10am	30	
		Sun		7.26am		10.35pm	30	
184: City (Wynyard)-Mona Vale	61	M-F	Mona Vale	4.08am	Wynyard	10.35pm	30*	D
		Sat		4.07am		2.45am	MNs	
		Sun		4.48am		12.30am	MNs	
Milsons Point – Palm Beach peak hour route								
190: Milsons Point-Palm Beach	92	M-F	Milsons Point	4.01pm	Milsons Point	6.06pm	Ph	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F	City (Wynyard)-Dee Why (178, 184†, 190†) 8 trips per hour.
	City (Wynyard)-Mona Vale (184†, 190†) 4 trips per hour.
Sat	City (Wynyard)-Dee Why (178, 182, 190†) 6 trips per hour.
	City (Wynyard)-Narrabeen (182, 190†) 4 trips per hour.
Sun	City (Wynyard)-Narrabeen (182, 190†) 4 trips per hour.

* More frequent in peak hours.

† Limited stops.

‡ Trip time to Wynyard (extra time to Queen Victoria Building).

A – Peak hours, express (morning from Palm Beach, afternoon from City (Wynyard). Day, limited stops. Late night, all stops. Plus short-working/s before first trip shown.

B – Day, limited stops. Early morning & late night, all stops.

C – Day, limited stops. Early morning & late night, all stops. Plus short-working/s before first trip & after last trip shown.

D – Peak hours, most trips express. Day, limited stops. Plus later trips Friday night.

MNs – Early morning & late night service.

Ph – Afternoon peak hour only (from Milsons Point), limited stops.

PNs – Peak hours & night service.

10 March 1997

City – Palm Beach & related routes

175, 178, 180, 183, L85, L88, L90

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
L90: City (Wynyard)-Palm Beach	88	M-F	Palm Beach	5.40am	Wynyard	12.10am	30	A
		Sat		5.40am		12.10am	30	B
		Sun		7.00am		11.40pm	30	B
Regular daytime short workings								
175: City (Queen Victoria Building)-Warringah Mall		*See 175*						
178: City (Queen Victoria Bldg)-Dee Why (Lismore Av)		*See 180*						
180: City (Wynyard)-Collaroy Plateau†		*See 180*						
183: City (Wynyard)-Narrabeen	61	M-F						
		Sat						
		Sun	Wynyard	9.03am	Wynyard	7.13pm	60	
L85: City (Wynyard)-Warriewood-Mona Vale		*See 185*						
L88: City (Wynyard)-Avalon	72	M-F	Avalon	6.08am	Wynyard	9.25pm	30	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Wynyard)-Warringah Mall (175, 178, 180, L85, L88, L90) 12 trips per hour.
City (Wynyard)-Narrabeen (L85, L88, L90) 6 trips per hour.
City (Wynyard)-Avalon (L88, L90) 4 trips per hour.

Sat City (Wynyard)-Dee Why (178, 180, L85, L90) 8 trips per hour.
City (Wynyard)-Narrabeen (L85, L90) 4 trips per hour.
City (Wynyard)-Avalon (L90) 2 trips per hour.

Sun City (Wynyard)-Dee Why (180, 183, L85, L90) 5 trips per hour.
City (Wynyard)-Narrabeen (183, L85, L90) 4 trips per hour.
City (Wynyard)-Avalon (L90) 2 trips per hour.

† Extended in City from Wynyard to Queen Victoria Building on Saturdays.

A – Selected early morning & late night trips extended to City (Queen Victoria Building). Plus short-working/s before first trip shown.

B – Selected early morning & late night trips extended to City (Queen Victoria Building).

12 October 2003

City – Palm Beach & related routes

175, 178, 180, L80, 183, L85, L88, L90

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
L90: City (Railway Square)-Palm Beach	98	M-F	Palm Beach	5.34am	Railway Sq	11.55pm	30	A
		Sat		5.40am		11.55pm	20	A
		Sun		7.00am		11.55pm	20	A
Regular daytime short workings								
175: City (Queen Victoria Building)-Warringah Mall		*See 180*						
178: City (Queen Victoria Bldg)-Dee Why (Lismore Av)		*See 180*						
L80: City (Wynyard)-Collaroy Plateau†		*See 180*						
183: City (Queen Victoria Building)-Narrabeen	64	M-F						
		Sat						
		Sun	Narrabeen	7.05amY	Q Vic Bldg	4.57pmN	60	
			Q Vic Bldg	9.57amN	Wynyard	7.13pmN		
L85: City (Wynyard)-Warriewood-Mona Vale		*See 185*						
L88: City (Railway Square)-Avalon	82	M-F	Avalon	6.03am	Wynyard	9.10pm	30	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Wynyard)-Warringah Mall (175, 178, L80, L85, L88, L90) 12 trips per hour.
City (Wynyard)-Narrabeen (L85, L88, L90) 6 trips per hour.
City (Wynyard)-Avalon (L88, L90) 4 trips per hour.

Sat City (Wynyard)-Dee Why (178, 180, L85, L90) 9 trips per hour.
City (Wynyard)-Narrabeen (L85, L90) 5 trips per hour.
City (Wynyard)-Avalon (L90) 3 trips per hour.

Sun City (Wynyard)-Dee Why (180, 183, L85, L90) 6 trips per hour.
City (Wynyard)-Narrabeen (183, L85, L90) 5 trips per hour.
City (Wynyard)-Avalon (L90) 3 trips per hour.

† Extended to City (Queen Victoria Building) on Saturdays.

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

N – To Narrabeen.

Y – To City (Wynyard).

4 October 2015

City – Palm Beach & related routes

183, L85, L88, 190, L90

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk routes								
190: City (Queen Victoria Building)-Palm Beach	90	M-F	Palm Beach	11.06pm			Ns	B
		Sat	Q Vic Bldg	6.21am	Palm Beach	11.32pm	MNs	B
		Sun	Wynyard	5.37am		11.07pm	MNs	B
L90: City (Wynyard)-Palm Beach	85	M-F	Palm Beach	5.35am	Wynyard	12.10am	30	C
		Sat		5.40am		12.12am	15	C
		Sun		6.55am		12.07am	15	
Regular daytime short workings								
183: City (Queen Victoria Building)-Narrabeen		*See 183*						
L85: City (Wynyard)-Warriewood-Mona Vale		*See 185*						
L88: City (Wynyard)-Avalon	74	M-F	Avalon	6.25amY	Wynyard	9.55pmA	30	
		Sat	Q Vic Bldg	12.45amN			Ns	
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F	City (Wynyard)-Narrabeen (L85, L88, L90) 6 trips per hour.
	City (Wynyard)-Avalon (L88, L90) 4 trips per hour.
Sat	City (Wynyard)-Narrabeen (L85, L90) 6 trips per hour.
	City (Wynyard)-Avalon (L90) 4 trips per hour.
Sun	City (Wynyard)-Narrabeen (183, L85, L90) 6 trips per hour.
	City (Wynyard)-Avalon (L90) 4 trips per hour.

A – To Avalon.
B – Plus short-working/s after last trip shown.
C – Plus short-working/s before first trip shown.
MNs – Early morning & late night service.
N – To North Avalon.
Ns – Night service.
Y – To City (Wynyard).

26 November 2017
19 December 2019
See B1

Route 190X

CITY (Wynyard) – AVALON *(EXPRESS)*

Timeline

20 December 2020: Peak hour service commenced, replacing most of 188X & 189X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Service between Avalon & North Avalon provided by existing 199, as a feeder to B1 or 190X.

Streets

From 20 December 2020

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd **(Newport)** to Avalon Pde (Avalon).

From Avalon (Barrenjoey Rd at Avalon Pde) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Avalon	57	M-F	Avalon	5.21am	Wynyard	7.58pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Avalon, afternoon from City (Wynyard)).

Route 191

PALM BEACH – NORTH SYDNEY *(peak hours)* ■

Timeline

February 1982: Limited peak hour service renumbered from equivalent trip on 190.
26 April 1983: Replaced by 190 Milsons Point – Palm Beach as part of the Manly-Warringah Bus Service Improvement Programme.

Route 191

AVALON – BILGOLA PLATEAU – TAYLORS POINT

- **Extended from Bilgola Plateau to Newport *(1987-1997)***

AVALON – STOKES POINT■

- **Extended from Stokes Point to Taylors Point *(1985-6)***

AVALON – WHALE BEACH■

Timeline

27 December 1985: Unnumbered weekday routes transferred from Pittwater Bus Lines (John Booth) to Urban Transit Authority & all initially numbered 191:

Avalon – Bilgola Plateau (selected trips returned from Bilgola Plateau to Avalon via Taylors Point)
Avalon – Stokes Point – Taylors Point
Avalon – Whale Beach

18 May 1986: In the reorganisation that followed transfer of Pittwater Bus Lines' routes to the Urban Transit Authority, rearranged as:

- Avalon – Bilgola Plateau (weekday service)
- Avalon – Stokes Point – Avalon (anti-clockwise loop, weekday service), curtailed from previous Avalon – Stokes Point – Taylors Point.
- Avalon – Whale Beach (weekday service)
- Service to Taylors Point replaced by increased times of service (incuding weekends) on rerouted 189.

6 September 1987: Reorganised & renumbered:

- Avalon – Bilgola Plateau remained as 191, but rerouted via Taylors Point & extended from Bilgola Plateau to Newport, becoming Avalon – Taylors Point – Bilgola Plateau – Newport (weekday service). Replaced off-peak service on 189 over a similar route.
- Other routes renumbered:

  192 Avalon – Stokes Point (weekday service)
  193 Avalon – Whale Beach (weekday service)

3 March 1991: As part of a general reorganisation of Manly-Warringah routes:

- Hours of service of extension from Bilgola Plateau to Newport reduced to afternoon peak hour only.
- Other than Newport trips, altered to an anti-clockwise loop, Avalon – Taylors Point – Bilgola Plateau – Avalon. Ran weekdays.
- Limited service between Avalon & Newport via Bilgola Plateau in peak hours & at weekends provided by 189.

10 March 1997: As part of rearrangement of routes north of Narrabeen:

- Extension from Bilgola Plateau to Newport ceased.
- Altered to a clockwise loop, Avalon – Bilgola Plateau – Taylors Point – Avalon, to correspond with the equivalent school route.
- Times of service increased to full time weekdays & daytime weekends.

21 May 2006: Weeknight service ceased, leaving route to run daytime Monday-Sunday.

Streets

AVALON – BILGOLA PLATEAU – NEWPORT

Avalon – Bilgola Plateau

From 27 December 1985 *(based on 18 May 1986 timetable)*
From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Plateau Rd, Argyle St, Raymond Rd **(Bilgola Plateau)**, York Tce, Daly St, The Outlook, Plateau Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Avalon – Taylors Point – Bilgola Plateau – Newport

From 6 September 1987
From Avalon (Avalon Pde at Old Barrenjoey Rd) via Avalon Pde, Hudson Pde **(Taylors Point)**, Wandeen Rd, Lower Plateau Rd, Bilwara Av, Bilambee Av **(Bilgola Plateau),** Plateau Rd, The Outlook, Daly St, Grandview Dr, Plateau Rd, Barrenjoey Rd to Coles Pde (Newport).
From Newport (Barrenjoey Rd at Coles Pde) via Barrenjoey Rd, Plateau Rd, Grandview Dr, Daly St, Plateau Rd, Bilambee Av **(Bilgola Plateau),** then reverse route to Avalon Pde, then Old Barrenjoey Rd to near Avalon Pde (Avalon).

Avalon – Taylors Point – Bilgola Plateau *(anti-clockwise loop)*

From 3 March 1991
From Avalon (Avalon Pde at Old Barrenjoey Rd) via Avalon Pde, Hudson Pde **(Taylors Point)**, Wandeen Rd, Lower Plateau Rd, Bilwara Av, Bilambee Av **(Bilgola Plateau),** Plateau Rd, The Outlook, Daly St, Grandview Dr, Plateau Rd, The Outlook, Plateau Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Avalon – Bilgola Plateau – Taylors Point *(clockwise loop)*

From 10 March 1997
From Avalon (Avalon Pde at Old Barrenjoey Rd) via (left) Old Barrenjoey Rd, Plateau Rd, The Outlook, Daly St, Grandview Dr, Argyle St, Raymond Rd, York Tce, Grandview Dr, Plateau Rd, Bilambee Av **(Bilgola Plateau),** Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde **(Taylors Point)**, Avalon Pde, Old Barrenjoey Rd to near Avalon Pde (Avalon).

Alterations

- ***By 20 December 2020*** *(early morning & evening trips on weekdays):* Ex Avalon from Plateau Rd via Bilambee Av (***not*** via The Outlook, Daly St, Grandview Dr, Argyle St, Raymond Rd, York Tce, Grandview Dr, Plateau Rd).
- ***From 20 December 2020:*** To approach Avalon from Avalon Pde via Old Barrenjoey Rd to Library. Unaltered on return.

AVALON – STOKES POINT

Avalon – Stokes Point – Taylors Point

From 27 December 1985 *(based on previous private route)*
From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd **(Stokes Point)**, Riverview Rd, Hudson Pde to Taylors Point Rd (Taylors Point).
FromTaylors Point (Hudson Pde at Taylors Point Rd) via reverse route to Barrenjoey Rd, then Avalon Pde to Old Barrenjoey Rd (Avalon).

Avalon – Stokes Point (anti-clockwise loop)

From 18 May 1986
From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd **(Stokes Point)**, Riverview Rd, Central Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

AVALON – WHALE BEACH

From 27 December 1985 *(based on former private route & UTA timetable 18 May 1986)*
From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Catalina Cr, Coonanga Rd **(North Avalon)**, Marine Pde, Watkins Rd, Milga Rd, Burrawong Rd, Whale Beach Rd, Norma Rd, Pacific Rd **(Whale Beach)**, Bynya Rd, Norma Rd, then reverse route to Barrenjoey Rd, then Avalon Pde to Old Barrenjoey Rd (Avalon).

Timetable Summary

18 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau	22 round trip	M-F	Avalon	9.55am	Bilgola Plateau	4.26pm	3 trips	A
		Sat						
		Sun						
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.27am	Avalon	5.23pm	4 trips	A
		Sat						
		Sun						
Avalon-Whale Beach	39 round trip	M-F	Avalon	10.38am	Whale Beach	5.02pm	4 trips	A
		Sat						
		Sun						

A – Plus school trips.

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Newport	23	M-F	Avalon	9.15am	Avalon	6.08pm	60*	A
		Sat						A
		Sun						A

* More frequent in peak hours.
A – Peak hour & limited weekend service over a similar route provided by 189.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau†	Fr Aval 20ABr 23N	M-F	Avalon	9.10amB	Bilgola Plateau	2.25pmA	C	
				4.16pmN	Avalon	6.08pmN		
		Sat						D
		Sun						D

† Afternoon peak hour trips extended to Newport.
A – To Avalon.
ABr – Round trip, Avalon-Taylors Point-Bilgola Plateau-Avalon.
B – Avalon-Taylors Point-Bilgola Plateau-Avalon loop.
C – Day, Avalon-Taylors Point-Bilgola Plateau-Avalon loop. Afternoon peak hour, Avalon-Taylors Point-Bilgola Plateau-Newport. Morning peak hour service provided by 189.
D – Weekend service provided by 189.
N – To Newport.

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylors Point	20 round trip	M-F	Avalon	9.30am	Bilgola Plateau	12.23am	60	A
		Sat		8.30am		6.38pm	60	
		Sun		8.30am		6.38pm	60	

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

21 May 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylors Point	20 round trip	M-F	Avalon	9.30am	Bilgola Plateau	8.16pm	60	A
		Sat		9.00am		5.08pm	60	
		Sun		9.00am		5.08pm	60	

A – Plus short-working/s before first 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		
Avalon-Bilgola Plateau-Taylors Point	20 round trip	M-F	Avalon	5.52am	Bilgola Plateau	8.00pm	30	
		Sat		8.00am		6.08pm	30	
		Sun		8.00am		6.08pm	30	

Route 192

AVALON – STOKES POINT

Timeline

6 September 1987: Weekday daytime anti-clockwise loop renumbered from part of 191, as part of a reorganisation & renumbering of 191.

10 March 1997:

- Loop altered to clockwise, as part of rearrangement of routes north of Narrabeen.
- Days of service increased to daily.

Streets

Anti-clockwise loop

From 6 September 1987

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd **(Stokes Point)**, Riverview Rd, Central Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Clockwise loop

From 10 March 1997

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Central Rd, Riverview Rd, Cabarita Rd **(Stokes Point)**, Patrick St, Elvina Av, George St, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Alterations

- ***By May 2004:*** Ex Stokes Point from Elvina Av via Kevin Av, Barrenjoey Rd.
- ***By December 2005:*** Reverted to route as at 10 March 1997.
- ***From 20 December 2020:*** From Avalon (Old Barrenjoey Rd at Library) via Barrenjoey Rd. Unaltered on return.

Timetable Summary

6 September 1987

Similar to equivalent timetable for 191 dated 18 May 1986.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.35am	Avalon	3.46pm	4 trips	A
		Sat						
		Sun						

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

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.00am	Stokes Point	6.11pm	60	
		Sat		8.00am		6.11pm	60	
		Sun		8.00am		6.11pm	60	

21 May 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.00am	Stokes Point	6.11pm	60	
		Sat		9.30am		4.41pm	60	
		Sun		9.30am		4.41pm	60	

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	6.07am	Stokes Point	8.11pm	30	
		Sat		8.15am		5.45pm	30	
		Sun		8.15am		5.45pm	30	

Route 193

AVALON – WHALE BEACH ■

Timeline

6 September 1987: Weekday off-peak service renumbered from part of 191, as part of a reorganisation & renumbering of 191.
31 July 2009: Ceased without replacement, apart from school trips (renumbered 793).

Streets

From 6 September 1987
From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Catalina Cr, Coonanga Rd **(North Avalon)**, Marine Pde, Watkins Rd, Milga Rd, Burrawong Rd, Whale Beach Rd, Norma Rd, Pacific Rd **(Whale Beach)**, Bynya Rd, Norma Rd, then reverse route to Barrenjoey Rd, then Avalon Pde to Old Barrenjoey Rd (Avalon).

Alteration
By 3 March 1991: To approach Whale Beach from Whale Beach Rd via Norma Rd, Bynya Rd, Pacific Rd (loop in opposite direction), Norma Rd.

Timetable Summary

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Whale Beach	39 round trip	M-F	Avalon	10.08am	Whale Beach	4.53pm	4 trips	A
		Sat						
		Sun						

A – Plus school trips.

Route 199

PYMBLE – MONA VALE BEACH *(Sundays)* ■

Timeline

2 December 1973: Summer Sunday service commenced.
Last Sunday in February 1974: Ceased.

Streets

From 2 December 1973

From Pymble (Grandview St at station) via Station St, Telegraph Rd, Mona Vale Rd, Pittwater Rd, Barrenjoey Rd, Darley St, Surfview Rd to Mona Vale Beach.

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

Timetable Summary

2 December 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Mona Vale Beach		M-F						
		Sat						
		Sun	Pymble	8.12am	Mona Vale Bch	6.00pm	6 trips	

Route 199

MANLY WHARF – MONA VALE – PALM BEACH via Pittwater Rd

Timeline

26 November 2017: As part of rearrangement of routes on introduction of B-Line (B1):

- New route commenced, providing a full time all-stops service along Pittwater Rd & Barrenjoey Rd, replacing parts of various other routes, in particular 155 between Manly Wharf & Narrabeen.
- Together with B1, replaced reduced frequency & times of operation of L90.
- Shares route from Manly Wharf to various points along Pittwater Rd as far as Dee Why with 146, 158, 159 & 169.
- Shares Warringah Mall – Narrabeen with 185.

20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Frequency improved.
- Replaced parts of 146, 151, 154X, 159, 160X, 169, 179, 185, 188, 190X.

Streets

From 26 November 2017

From Manly Wharf (Belgrave St at Gilbert Park) via Belgrave St, Pittwater Rd **(North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale)**, Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd **(Newport, Avalon)**, Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Pl at Ocean Rd) via Ocean Rd, then reverse route to Belgrave St, then Sydney Rd, West Prom to Gilbert Park (Manly Wharf).

Timetable Summary

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach	Fr Manly 66A 77P	M-F	Palm Beach	5.02amM	Manly Wharf	1.00amP	B	
					Palm Beach	2.05amV		
		Sat		4.51amM	Manly Wharf	12.12amP 2.55amD	C	
		Sun		4.51amM		12.12amP	E	
					Palm Beach	1.22amV		

A – To Avalon.
B – Day, Manly Wharf-Avalon 15, Manly Wharf-Palm Beach 30. Night, similar service. Late night (early next morning), from Palm Beach to Mona Vale.
C – Day, Manly Wharf – Palm Beach 15. Night, Manly Wharf – Palm Beach. Late night (early Sunday morning), Manly Wharf to Dee Why & from Palm Beach to Mona Vale.
D – To Dee Why.
E – Day, Manly Wharf – Palm Beach 15. Night, Manly Wharf – Palm Beach. Late night (early Monday morning), from Palm Beach to Mona Vale.
M – To Manly Wharf.
P – To Palm Beach.
V – To Mona Vale.

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach	Fr Manly 62A 76P	M-F	Manly Wharf	4.36amP	Palm Beach	1.31amM	B	
					Avalon	4.11amM		
		Sat		4.36amP	Palm Beach	1.31amM	B	
					Avalon	4.11amM		
		Sun		4.36amP	Palm Beach	1.31amM	B	
					Avalon	4.11amM		

A – To Avalon.
B – Day, Manly Wharf-Palm Beach 10. Midnight-to-dawn, Manly Wharf-Avalon. Late Saturday night/early Sunday morning, extra trips Manly Wharf-Dee Why.
M – To Manly Wharf.
P – To Palm Beach.

Route B1

CITY (Wynyard) – MONA VALE *("B-LINE", LIMITED STOPS)*

Route BN1

CITY (Queen Victoria Building) – MONA VALE *("B-LINE", LIMITED STOPS, midnight-to-dawn service)*

Timeline

26 November 2017:

- New full time trunk route B1 City (Wynyard) – Mona Vale commenced as part of rearrangement of routes.
- Together with 199, replaced reduced frequency & times of operation of L90.
- Supplemented by full time short-workings, 178 & 180.
- Supplemented by peak hour routes E75, E80, E83, E85, E88 & E89.
- 155, 156 & 185 became feeders to B1.
- Replaced most parts of 184, E84, L84, E86, E87, L88 & 190.
- Double-deck buses with a distinctive yellow livery are used on this route.

20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- New midnight-to-dawn BN1 City (Queen Victoria Building) – Mona Vale commenced, sharing City – Mona Vale with B1.
- Service between the City & Mona Vale now runs 24 hours a day, 7 days a week.

Streets

Route B1

City (Wynyard) – Mona Vale

From 26 November 2017

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen)**, Barrenjoey Rd to Village Park (Mona Vale).
From Mona Vale (Barrenjoey Rd opposite Village Park) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route BN1

City (York St or Queen Victoria Building) – Mona Vale

From 26 November 2017

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St **(Wynyard)**, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd **(Neutral Bay Junction, Cremorne Junction, Spit Junction),** Spit Rd **(Mosman)**, Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St **(Manly Vale)**, Pittwater Rd **(Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen)**, Barrenjoey Rd to Village Park (Mona Vale).
From Mona Vale (Barrenjoey Rd opposite Village Park) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Market St (City).

Timetable Summary

26 November 2017

City – Mona Vale – Palm Beach & related routes

B1, 178, 180, L90

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Mona Vale – Palm Beach trunk routes								
B1: City (Wynyard)-Mona Vale	58	M-F	Mona Vale	4.38am	Wynyard	12.37am	10*	
		Sat		4.44am		12.42am	10	
		Sun		4.44am		12.42am	10	
L90: City (Wynyard)-Palm Beach	93	M-F	Wynyard	9.05am	Palm Beach	3.10pm	60	A
		Sat	Palm Beach	6.46am	Wynyard	11.33pm	60	
		Sun		6.46am		11.11pm	60	
Regular daytime short workings								
178: City (Wynyard)-Cromer Heights		*See 180*						
180: City (Wynyard)-Collaroy Plateau		*See 180*						

199 Manly Wharf – Palm Beach provides an all-stops service, complementary to B1.

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F	City (Wynyard)-Dee Why (178, 180, B1, L90) 11 trips per hour.
	City (Wynyard)-Mona Vale (B1, L90) 7 trips per hour.
Sat	City (Wynyard)-Dee Why (178, 180, B1, L90) 11 trips per hour.
	City (Wynyard)-Mona Vale (B1, L90) 7 trips per hour.
Sun	City (Wynyard)-Dee Why (178, 180, B1, L90) 11 trips per hour.
	City (Wynyard)-Mona Vale (B1, L90) 7 trips per hour.

* More frequent in peak hours.

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

19 December 2019

City – Mona Vale – Palm Beach & related routes

B1, 178, 180, L90

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Mona Vale – Palm Beach trunk routes								
B1: City (Wynyard)-Mona Vale	58	M-F	Mona Vale	4.38am	Wynyard	12.37am	10*	
		Sat		4.44am		12.42am	10	
		Sun		4.44am		12.42am	10	
L90: City (Wynyard)-Palm Beach	93	M-F	Wynyard	9.05am	Wynyard	12.15am	A	
		Sat	Palm Beach	6.46am		12.33am	60	
		Sun		6.46am		11.11pm	60	
Regular daytime short workings								
178: City (Wynyard)-Cromer Heights		*See 180*						
180: City (Wynyard)-Collaroy Plateau		*See 180*						

199 Manly Wharf – Palm Beach provides an all-stops service, complementary to B1.

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F	City (Wynyard)-Dee Why (178, 180, B1, L90) 11 trips per hour.
	City (Wynyard)-Mona Vale (B1, L90) 7 trips per hour.
Sat	City (Wynyard)-Dee Why (178, 180, B1, L90) 11 trips per hour.
	City (Wynyard)-Mona Vale (B1, L90) 7 trips per hour.
Sun	City (Wynyard)-Dee Why (178, 180, B1, L90) 11 trips per hour.
	City (Wynyard)-Mona Vale (B1, L90) 7 trips per hour.

* More frequent in peak hours.

A – Day 60. Gap in service. Late night, ***from*** City (Wynyard) to Palm Beach only.

20 December 2020

City – Mona Vale routes

B1, BN1, 173X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Mona Vale trunk routes								
B1: City (Wynyard)-Mona Vale	55	M-F	Mona Vale	4.32am	Wynyard	12.33am	10*	
		Sat		4.32am		12.33am	10	
		Sun		4.32am		12.33am	10	
BN1: City (Queen Victoria Building)-Mona Vale	51	M-F	Mona Vale	11.47pm	Q Vic Bldg	4.12am	MDs	
		Sat		11.47pm		4.12am	MDs	
		Sun		11.47pm		4.12am	MDs	
Regular daytime short working								
173X: City (Wynyard)-Warringah Mall		*See 173X*						

199 Manly Wharf – Palm Beach provides an all-stops service, complementary to B1.

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F	City (Wynyard)-Warringah Mall (173X, B1) 9 trips per hour.
	City (Wynyard)-Mona Vale (B1) 6 trips per hour.
Sat	City (Wynyard)-Warringah Mall (173X, B1) 9 trips per hour.
	City (Wynyard)-Mona Vale (B1) 6 trips per hour.
Sun	City (Wynyard)-Warringah Mall (173X, B1) 9 trips per hour.
	City (Wynyard)-Mona Vale (B1) 6 trips per hour.

* More frequent in peak hours.

MDs – Midnight-to-dawn service.