



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

Histories of routes in the range 100-199

Also express & limited stop versions thereof

Also histories of predecessor routes (where not shown elsewhere)

in the

NORTHERN BEACHES

(& LOWER NORTH SHORE since 2020)

(Mostly part of Contract Region 8)

Includes:

Routes 060, 100-102, 110, 111, 114, 115, 120, 123, 130-160, 162, 163, 165-193, 199

L60, L61, L78, L80, L83-L85, L87, L88, L90 (limited stop routes)

E32, E35, E36, E41, E43, E50, E54, E65, E68-E73, E75-E80, E83-E89 (express routes)

150X, 154X, 160X, 165X, 166X, 168X-181X, 183X, 185X, 188X-190X (express routes)

in the standard three-digit (Sydney Region) route number system

N36 (night route)

and

B1, BN1

in the B-Line series of route numbers

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

These listings cover regular route services, but exclude special & promotional services & school specials.

Alphabetical route number prefixes/suffixes: Express routes in the Northern Beaches were prefixed by “E” as from 10 March 1997, a variation from the prefix “X”, as used for express routes in the eastern, southern & western suburbs. Limited stop routes were similarly prefixed by “L” from the same date, but, other than L90, were altered to prefix “E” as from 26 November 2017. Route L90 remained as such until 2 May 2020. All express routes were renumbered with “X” suffixes as from 3 May 2020.

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

All stops, express & limited stops trips. These descriptions generally refer (with some exceptions) to stopping patterns within the Manly-Warringah-Pittwater (Northern Beaches) peninsula, ie north of Spit Bridge. An **express** trip from the City or Milsons Point typically travels to a certain point without stopping and then stops at all stops for the remainder of the trip. A **limited stops** trip from the City or Milsons Point typically stops at a limited number of important stops within the peninsula, and then stops at all stops for the remainder of the trip. The opposite applies on trips **to** the City or Milsons Point. Almost all trips between the City or Milsons Point & the Northern Beaches make only limited stops between the City & Spit Bridge.

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

Overview

Suburbs covered by these routes

(Suburbs with ferry wharves in **bold**)

Allambie Heights	Collaroy	Harbord [now Freshwater]	North Manly
Avalon	Collaroy Plateau		North Narrabeen
Balgowlah	Cromer	Manly	Palm Beach
Balgowlah Heights	Cromer Heights	Manly Vale	Queenscliff
Bantry Bay	Curl Curl	McCarrs Creek	Seaforth
Bayview	Dee Why	Mona Vale	South Curl Curl
Beacon Hill	Dee Why East	Narrabeen	Stokes Point
Bilgola	Dee Why West	Narrabeena	Tailors Point
Bilgola Plateau	Elanora Heights	Newport	Warriewood
Brookvale	Fairlight	North Balgowlah	Whale Beach
Church Point	Frenchs Forest	North Curl Curl	Wheeler Heights
Clontarf	Freshwater	North Head	Wingala

Some routes extend beyond the extent of this area to patronage generators such as the City, Chatswood, Epping, North Sydney/Milsons Point & Sydney Airport.

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Operators' names

(All agencies of the New South Wales Government)

1932-1952	Department of Road Transport & Tramways
1952-1972	Department of Government Transport
1972-1981	Public Transport Commission (Bus Division)
1981-1990	Urban Transit Authority
1990-	State Transit Authority

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Route Histories

Part 1: Route numbers in the range 060-159

(Higher numbers listed in Part 2)

Route 060

CHATSWOOD – FRENCHS FOREST (House with No Steps)■

Timeline

20 July 1998: Limited peak hour service commenced.

4 February 2000: Renumbered L61.

Later: Renumbered back to 060.

9 October 2005: Renumbered 137.

Streets

From 20 July 1998 (based on February 2004 timetable)

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Victoria Av, High St, Smith St, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Hilmer St, Primrose Av, Bantry Bay Rd to Grattan Cr (House with No Steps, Frenchs Forest). Reverse on return.

Timetable Summary

9 December 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Frenchs Forest (House with No Steps)	20	M-F	Chatswood	7.13am	H'se/No Steps	4.12pm	1 trip	
		Sat						
		Sun						

Route 100

EPPING – NARRABEEN ■

EPPING – CHATSWOOD – NORTH NARRABEEN ■

Timeline

20 January 1990: New limited Summer weekend (?) service, Epping – Narrabeen, commenced.

January 1991: Rerouted as Epping – Chatswood – North Narrabeen (& known as “Surfrider”).

March 1994: Ceased.

Route 100

DEE WHY (Lismore Av) – NORTH SYDNEY – CITY – SYDNEY AIRPORT (LIMITED STOPS) ■

Timeline

25 September 1995: New weekday daytime limited stop service commenced. Replaced some 181 trips.

24 June 2001: Ceased, but selected North Sydney – Dee Why off-peak & peak hour trips renumbered L78.

Streets

From 25 September 1995

From Dee Why (Lismore Av) via Pittwater Rd (**Brookvale**), 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, Miller St, Pacific Hwy (**North Sydney**), Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Bridge St, Phillip St, Elizabeth St (**City**), Redfern St, Regent St (**Redfern**), Botany Rd, Mandible St, Wyndham St, Bourke Rd, Gardeners Rd, Kent Rd, Coward St, Bourke Rd, O’Riordan St, Sir Reginal Ansett Dr, Shiers Av, Ninth St, Keith Smith Av (**Domestic terminal**), Shiers Av, Ninth St, Qantas Dr, Airport Dr to International terminal (Sydney Airport).

From Sydney Airport (International terminal) via Cooks River Dr, Airport Dr, Qantas Dr, Sir Reginald Ansett Dr, Keith Smith Av (**Domestic terminal**), Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke St, Coward St, Kent Rd, Gardeners Rd, Bourke Rd, Botany Rd, Raglan St, Wyndham St, Lawson St (**Redfern**), Regent St, Redfern St, Chalmers St, Elizabeth St (**City**), Phillip St, Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, then reverse route to Dee Why.

Alterations

By November 1996:

- Ex Dee Why from Condamine St via Burnt Bridge Creek Deviation, Manly Rd. Reverse on return.
- Dee Why terminus altered to Westminster St.
- To approach Dee Why from Pittwater Rd via Lismore Av, Westminster St to near Lismore Av. Return via Westminster Av, Hawkesbury Av, Pittwater Rd.

Timetable Summary

25 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dee Why (Lismore Av)-Sydney Airport	91	M-F	Lismore Av	5.10am	Sydney Airport	6.30pm	30	
		Sat						
		Sun						

6 April 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dee Why (Lismore Av)-Sydney Airport	91	M-F	Lismore Av	5.10am	Sydney Airport	6.00pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 100

CITY (Queen Victoria Building) – TARONGA ZOO (FREQUENT SERVICE & “loop” service)

Timeline

20 December 2020: New route commenced, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing 247, the equivalent part of 430 & the City – Spit Junction part of 244, 245 & 248.

Streets

From 20 December 2020

From Taronga Zoo (top gates) via Bradleys Head Rd, Military Rd (**Mosman Junction, Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (**City**), then Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse routen to Taronga Zoo.

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 (Queen Victoria Building)-Taronga Zoo	32	M-F	Taronga Zoo	5.06am	Q Vic Bldg	12.30am	10*	
		Sat		5.06am		12.30am	10	
		Sun		5.06am		12.30am	10	

* More frequent in peak hours.

Route 101

CHATSWOOD – DEE WHY (Avon Rd)■

- **Chatswood – Dee Why Beach (Summer Sunday express from 1982)**

Timeline

23 October 1978: Weekday daytime & Saturday morning service, Chatswood – Dee Why (Avon Rd), commenced (initially using minibuses, but replaced by standard buses on 6 November 1978).

13 December 1980: Hours of service extended to Saturday afternoons.

7 November 1982: Summer Sunday express, Chatswood – Dee Why Beach, commenced.

26 April 1983: Both Monday-Saturday & Summer Sunday express services replaced by extended 136, as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Chatswood – Dee Why (Avon Rd) (Mondays-Saturdays)

From 23 October 1978

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville, Frenchs Forest**), Wakehurst Pkwy, Frenchs Forest Rd, Patanga Rd, Iris St, Tristram Rd, Willandra Rd, McIntosh Rd, Cousins Rd, Parr Pde (**Narraweena**), Victor Rd, McIntosh Rd, Fisher Rd, Lismore Av, Westminster Av, Hawkesbury Av, Pittwater Rd, Howard Av, The Strand (**Dee Why Beach**), Pacific Pde, Avon Rd to Oaks Av (Dee Why).

From Dee Why (Avon Rd) (at Oaks Av) via reverse route to Archer St, then Ashley St, Anderson St, Victoria Av, Orchard Rd to Chatswood station.

Alterations

- **From July 1979:** Ex Chatswood from Lismore Av via Westminster Av, Hawkesbury Av, Pittwater Rd. Unaltered on return.
- **From 10 August 1981:** To approach Chatswood from Archer St via Victoria Av, Orchard Rd to Chatswood station. Unaltered on return.

Chatswood – Dee Why Beach (Summer Sundays)

From 7 November 1982

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Boundary St, Babbage Rd, Warringah Rd, Pittwater Rd, Howard Av, The Strand to Dee Why Beach.

From Dee Why Beach (The Strand) via reverse route to Archer St, then Victoria Av, Orchard Rd to Chatswood station.

Timetable Summary

23 October 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Dee Why (Avon Rd)	37	M-F	Avon Rd	7.00am	Chatswood	5.50pm	60*	
		Sat		8.00am		12.35pm	45	
		Sun						

* More frequent in peak hours.

7 November 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Dee Why (Avon Rd)†	Fr Chats 37A 30B	M-F	Avon Rd	7.00am	Chatswood	5.50pm	60*	
		Sat		8.00am		5.05pm	AM 45 PM 90	
		Sun	Chatswood	8.15am	Dee Why Bch	4.45pm	C	

* More frequent in peak hours.

† Plus Summer Sundays express, Chatswood-Dee Why Beach.

A – To Dee Why (Avon Rd), Mondays-Saturdays.

B – To Dee Why Beach (Summer Sundays express).

C – Summer Sundays express (5 trips from Chatswood, 6 trips from Dee Why Beach).

Route 102

WARRINGAH MALL – WAR VETERANS HOME ■

Timeline

23 April 1979: Weekday & Saturday morning service commenced (initially using minibuses, but replaced by standard buses on 9 March 1981).

26 April 1983: Replaced by 152 between Warringah Mall & Cromer & by new 146 between Wheeler Heights & War Veterans Home, as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

From 23 April 1979

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), Fisher Rd (**Dee Why**), McIntosh Rd, Victor Rd, Parr Pde, Nalya Rd, Willandra Rd, Carawa Rd (**Cromer**), Waroon Rd, Ryrie Av, 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 (end of Lantana Av) via reverse route to Cross St, then Dale St to Warringah Mall.

Timetable Summary

23 April 1979

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	25	M-F	W/Vets Home	7.55am	Warr Mall	5.35pm	60	
		Sat		7.30am		12.05pm	60	
		Sun						

Route 111

SOUTH MOSMAN WHARF – CHOWDER BAY

Timeline

20 December 2020: New full time route commenced as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing parts of 236 & 244.

Streets

From 20 December 2020

From South Mosman Wharf via Musgrave St, Raglan St, Military Rd (**Mosman**), Middle Head Rd, Chowder Bay Rd to end (Chowder Bay). 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		
South Mosman Wharf-Chowder Bay	14	M-F	Chowder Bay	6.09am	Chowder Bay	8.08pm	30	A
		Sat	S Mosman Whf	7.23am		8.10pm	30	B
		Sun	Chowder Bay	8.42am		8.10pm	30	B

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

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

Route 114

BALMORAL BEACH – ROYAL NORTH SHORE HOSPITAL via Military Rd

Timeline

20 December 2020: New full time route commenced as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing parts of 245 & 257, plus the St Leonards – Royal North Shore Hospital part of 144.

Streets

From 20 December 2020

From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade, Raglan St, Military Rd (**Mosman Junction, Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Alexander St, Burlington St (**Crows Nest**), Willoughby Rd, Albany St, Pacific Hwy, Reserve Rd to Royal North Shore Hospital.

From Royal North Shore Hospital via Reserve Rd, Pacific Hwy, Falcon St, Military Rd, Raglan St, The Esplanade to Awaba St (Balmoral Beach).

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		
Balmoral Beach-Royal North Shore Hospital	33	M-F	Balmoral Bch	5.18am	RNS Hospital	12.12am	20*	
		Sat		5.18am		12.12am	20	
		Sun		5.18am		12.12am	20	

* More frequent in peak hours.

Route 115

CITY (Bridge St) – NORTH SYDNEY – CHATSWOOD

Timeline

24 January 2021: New route commenced, replacing equivalent part of 343, coincident with rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X. Shared Naremburn – Chatswood with 120.

Streets

From 24 January 2021

From City (Bridge St) (at Pitt St) via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Alexander St, Burlington St (**Crows Nest**), Willoughby Rd (**Naremburn**), Mowbray Rd (**Willoughby**), Penshurst St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood interchange.

From Chatswood (interchange) via Endeavour St, Anderson St, then reverse route to Alexander St, then Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Grosvenor St, Bridge St to Pitt St (City).

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Bridge St)-North Sydney-Chatswood	Fr Chats 29N 39B	M-F	Chatswood	5.06amN	Bridge St	8.44amC	A	
				6.01amB	North Sydney	12.13amC		
		Sat		5.06amN	Bridge St	7.55pmC	D	
				7.06amB	North Sydney	12.13amC		
		Sun		6.06amN	Bridge St	7.53pmC	D	
				7.06amB	North Sydney	12.13amC		

* More frequent in peak hours.

A – Early morning & night, North Sydney-Chatswood. Day, City (Bridge St)-Chatswood 20*.

B – To City (Bridge St).

C – To Chatswood.

D – Early morning & night, North Sydney-Chatswood. Day, City (Bridge St)-Chatswood 20.

N – To North Sydney.

Route 120

CITY (Queen Victoria Building) – CHATSWOOD via Warringah Freeway (FREQUENT SERVICE & “loop” service)

Timeline

24 January 2021: New route commenced, replacing equivalent parts of 272 & 340, coincident with rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X. Shared Naremburn – Chatswood with 115.

Streets

From 24 January 2021

From Chatswood (interchange) via Endeavour St, Anderson St, Victoria Av, Penshurst St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Naremburn**), Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (**City**), then Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood interchange.

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Chatswood via Warringah Fwy	31	M-F	Chatswood	4.56am	Q Vic Bldg	12.50am	10*	
		Sat				12.50am	10	
		Sun				12.50am	10	

Route 123

WARRINGAH MALL – DEE WHY EAST■

(Harbord was renamed Freshwater on 12 January 2008.)

(Dee Why East terminus was at Dee Why Beach.)

Timeline

13 December 1974: Weekday off-peak shopping service commenced on trial.

29 January 1975: Ceased without direct replacement.

Streets

From 13 December 1974

From Warringah Mall (Old Pittwater Rd at rear of Mall) via Old Pittwater Rd, Cross St, Pittwater Rd, William St, Corrie Rd, Wyadra Av, Harbord Rd, Wyuna Av (**Harbord**), Oliver St, Bennett St, Adams St, Griffin Rd (**North Curl Curl**) to The Strand/Pacific Pde (Dee Why East).

From Dee Why East (The Strand/Pacific Pde) via reverse route to Corrie Rd, then Sterland Av, Pittwater Rd, Condamine St, Old Pittwater Rd to rear of Warringah Mall.

Timetable Summary

13 December 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Dee Why East		M-F	Dee Why East	9.25am	Warr Mall	3.00pm	2 trips	
		Sat						
		Sun						

Route 130

CITY (Wynyard) – THE SPIT – CLONTARF■

MANLY WHARF – BALGOWLAH HEIGHTS – CLONTARF■

- **Manly Wharf – Clontarf extended to commence at Seaforth shops (limited service, from circa 1980)**

Timeline

18 June 1946:

- Limited weekday services commenced:
The Spit – Clontarf
Manly Wharf – Clontarf
- Buses connected at The Spit with Wynyard trams.
- Shared Manly Wharf – Balgowlah Heights with parts of 131, 132 & 137 for various periods.

20 March 1950: The Spit – Clontarf extended from The Spit to City (Wynyard).

30 March 1952: City (Wynyard) – Clontarf ceased as part of the Manly bus/ferry Co-ordination Scheme, leaving route as Manly Wharf – Clontarf.

5 October 1952: City (Wynyard) – Clontarf resumed after the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

3 August 1953: City (Wynyard) – Clontarf renumbered 170, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings), leaving 130 as Manly Wharf – Clontarf.

By October 1980: Limited service Manly Wharf – Clontarf extended to start from Seaforth shops (service reduced to 1 trip per weekday *from* Seaforth shops to Manly Wharf only).

26 April 1983: Seaforth shops – Clontarf – Manly Wharf ceased as part of the Manly-Warringah Bus Service Improvement Programme. 132 continued to cover most of route.

Streets

The Spit – Clontarf

From 18 June 1946 (based on 8 August 1948 timetable)

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Ethel St (**Seaforth**), Maretime St, Upper Beach St, Seaview St, Beatrice St (**Balgowlah Heights**), Amiens Rd, Holmes Av to Allenby St (Clontarf).

From Clontarf (Holmes Av/Allenby St) via reverse route to Ethel St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

City (Wynyard) – Clontarf

From 20 March 1950 (based on 30 October 1950 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, 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/Allenby St) via reverse 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, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Wynyard St to Wynyard Park (City).

Manly Wharf – Clontarf

From 18 June 1946 (based on July 1971 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, Ernest St (**Balgowlah Heights**), Beatrice St, Amiens Rd, Holmes Av to Allenby St (Clontarf). Reverse on return.

Seaforth shops – Clontarf – Manly Wharf

By October 1980

From Seaforth (Ethel St at shops) via Ethel St, Kanangra Cr, Peronne Av, Amiens Rd (**Clontarf**), Beatrice St, Ernest St (**Balgowlah Heights**), Bungalow Av, Lower Beach St, Woodland St, White St, Lauderdale Av (**Fairlight**), The Crescent, Commonwealth Pde, West Esplanade to Manly Wharf.

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		
The Spit-Clontarf		M-F	Clontarf	6.38am	The Spit	6.22pm	A	
		Sat		8.40am		11.44pm	B	
		Sun						

A – 6 trips from Clontarf, 5 trips from The Spit.

B – 2 trips from Clontarf, 4 trips from The Spit.

30 October 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Clontarf	Fr Clon 15T 41Y	M-F	Clontarf	6.36amT	Wynyard	5.13pmC	A	
				7.5ea6amY	The Spit	6.23pmC		
		Sat		8.40amT	Clontarf	6.48pmT	2 trips	
		Sun						

A – From Clontarf to The Spit 6 trips (1 trip extended to City (Wynyard)). From The Spit to Clontarf 5 trips (1 trip extended to start from City (Wynyard)).

C – To Clontarf.

T – To The Spit.

Y – To City (Wynyard).

31 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Clontarf	20	M-F	Clontarf	12.26pm	Manly Wharf	4.27pm	A	
		Sat	Manly Wharf	8.08am	Clontarf	11.49am	1 trip	
		Sun						

A – 2 trips from Clontarf, 1 trip from Manly Wharf.

27 January 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Clontarf	20	M-F	Clontarf	10.45am	Manly Wharf	5.15pm	1 trip	
		Sat						
		Sun						

October 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seaforth shops-Clontarf-Manly Wharf	25	M-F	Seaforth shops	10.42am			A	
		Sat						
		Sun						

A – 1 trip from Seaforth shops to Manly Wharf only.

Route 130

MANLY WHARF – NORTH CURL CURL – NARRAWEENA – MANLY WHARF loop (“PUMPKIN BUS”) ■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

6 December 1996: Early Saturday & Sunday morning service during Summer months commenced.

(?): Rerouted via Allambie Heights.

26 November 2017: Replaced by later night service on 136, 142 & 169, as part of rearrangement of routes on introduction of B-Line (B1).

Streets

From 6 December 1996

From Manly (Belgrave St/Raglan St) via Belgrave St, Pittwater (**North Manly**), Oliver St (**Harbord**), Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), Pitt Rd, Abbott Rd, Harbord Rd, Pittwater Rd, St David Av (**Dee Why**), Fisher Rd, McIntosh Rd, Alfred St (**Narraweena**), Warringah Rd, Pittwater Rd (**Brookvale, North Manly**), Belgrave St to Raglan St (Manly).

Later (based on timing points)

From Manly Wharf via Belgrave St, Pittwater (North Manly), Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Dalley St, Cavill St, Lawrence St (**Harbord**), Harbord Rd, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av, St David Av (**Dee Why**), Fisher Rd, McIntosh Rd, Alfred St (**Narraweena**), Warringah Rd (**Beacon Hill**), Allambie Rd (**Allambie Heights**), Kentwell Rd, Pittwater Rd (**North Manly**), Belgrave St to Manly Wharf.

Timetable Summary

3 December 2005

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Curl Curl-Narraweena loop	34 round trip	M-F						
		Sat	Manly Wharf	1.40am	Manly Wharf	4.00am	4 trips	
		Sun		1.40am		4.00am	4 trips	

Route 131

MANLY WHARF – DEE WHY WEST via Pittwater Rd■

MANLY WHARF – NORTH CURL CURL – DEE WHY WEST■

(Dee Why West terminus is assumed to have been at Carawa Rd/Caroola Rd [in current Cromer], the same as later 162 & 163.)

Timeline

3 July 1944:

- Renumbered from:
 - Manly Wharf – Dee Why West via Pittwater Rd trips on 155
 - Manly Wharf – North Curl Curl – Dee Why West trips on 136
- Dee Why West was then a new residential area.

9 July 1944: Renumbered (to eliminate confusion over use of 131 for two separate routes?) as:

- 162 Manly Wharf – Dee Why West via Pittwater Rd
- 163 Manly Wharf – North Curl Curl – Dee Why West.

Streets

Manly Wharf – Dee Why West via Pittwater Rd

From 3 July 1944

Likely route: same as later 162.

Manly Wharf – North Curl Curl – Dee Why West

From 3 July 1944

Likely route: same as later 163.

Route 131

THE SPIT – BANTRY BAY (Burnt St)■

THE SPIT – MANLY WHARF via Sydney Rd■

THE SPIT – SEAFORTH (The Bluff)■

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

Timeline

9 August 1948:

- New routes commenced, replacing 141 & 147:
 - The Spit – Bantry Bay (Burnt St) (via Seaforth (The Bluff) on trips *from* The Spit) (limited weekday service)
 - The Spit – Seaforth (The Bluff)
 - The Spit – Seaforth (The Bluff) – Manly Wharf (limited weekday service)
- Buses connected at The Spit with Wynyard trams.
- Parts of each route shared with 144, which had recommenced as Manly Wharf – St Leonards on 16 November 1947.

19 December 1949:

- Ceased.
- The Spit – Bantry Bay (Burnt St) replaced on 27 February 1950 by 141 City (Wynyard) – Bantry Bay (Burnt St) peak hour service.
- The Spit – Manly Wharf covered by existing 144.
- The Spit – Seaforth (The Bluff) replaced by extension of private 199 (Noel Lardelli, proprietor) from Beauty Point to Seaforth (The Bluff).

Streets

The Spit – Seaforth (The Bluff) – Bantry Bay (Burnt St)

From 9 August 1948

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Salisbury Sq, Alan Av, Ponsonby Pde, Seaforth Cr (**Seaforth (The Bluff)**), Palmerston Pl, Ponsonby Pde, Sydney Rd, Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy to Burnt St (Bantry Bay).

From Bantry Bay (Wakehurst Pkwy at Burnt 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 to southern end (The Spit).

The Spit – Seaforth (The Bluff) – Manly Wharf

From 9 August 1948

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Salisbury Sq, Alan Av, Ponsonby Pde, Seaforth Cr (**Seaforth (The Bluff)**), Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Belgrave St, Gilbert St, bus parking area, West Esplanade to Manly Wharf.

From Manly Wharf via West Esplanade, Belgrave St, Sydney Rd (**Balgowlah**), Ross St, Panorama Pde, Edgecliffe Espl, Palmerston Pl, Salisbury Sq, Alan Av, Ponsonby Pde, Seaforth Cr (**Seaforth (The Bluff)**), Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

The Spit – Seaforth (The Bluff)

From 9 August 1948

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Salisbury Sq, Alan Av, Ponsonby Pde, Seaforth Cr (**Seaforth (The Bluff)**), Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

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		
The Spit-Bantry Bay (Burnt St)	13BT 22TB	M-F	Bantry Bay	7.17am	The Spit	6.02pm	1 trip	
		Sat						
		Sun						
The Spit-Seaforth (The Bluff)	17TSr	M-F	The Spit	7.32am	The Spit	5.43pm	11 trips	
		Sat		7.32am		12.04pm	5 trips	
		Sun						
The Spit-Seaforth (The Bluff)-Manly Wharf	29	M-F	The Spit	9.00am	Manly Wharf	3.08pm	A	
		Sat						
		Sun						

A – 1 trip from The Spit, 2 trips from Manly Wharf.

BT – From Bantry Bay (Burnt St) to The Spit.

TB – From The Spit to Bantry Bay (Burnt St) via Seaforth (The Bluff).

TSr – Round trip, The Spit-Seaforth (The Bluff)-The Spit.

Route 131

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH (The Bluff)■

- Extended from Seaforth (The Bluff) to The Spit (1952)

Timeline

10 June 1952: Temporary route The Spit – Seaforth (The Bluff) commenced, replacing private 199 (Cremorne Wharf – Beauty Point – Seaforth (The Bluff), proprietor Noel Lardelli), which ceased on 7 June 1952. (199 had been rerouted to Cremorne Wharf instead of the City, as part of the Mosman bus/ferry Co-ordination Scheme implemented 2 weeks earlier, but the rerouted service proved unviable).

16 June 1952:

- Extended to run Manly Wharf – Balgowlah Heights – Seaforth (The Bluff) – The Spit by rerouting selected 137 trips via Seaforth (The Bluff) & renumbering them 131.
- Shared Manly Wharf – Seaforth shops with 132 & 137.

5 October 1952 (when Manly bus/ferry Co-ordination Scheme was declared unsuccessful): Curtailed to run Manly Wharf – Balgowlah Heights – Seaforth (The Bluff) (*not* to The Spit), coincident with 137 also being curtailed not to run to The Spit. Service between The Spit & Seaforth shops replaced by other existing routes.

By 13 June 1957: Service on Sundays between Manly Wharf & Seaforth shops replaced by existing 132 & 137.

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

- Manly Wharf – Balgowlah Heights – Seaforth shops replaced by existing 132.
- Service to The Bluff replaced by extended 145, running to Warringah Mall.

Streets

The Spit – Seaforth (The Bluff)

From 10 June 1952

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Alan Av, Princes Prom (**Seaforth (The Bluff)**), Edgecliff Esp, Palmerston Pl, Ponsonby Pde (**Seaforth**), Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

Manly Wharf – Balgowlah Heights – Seaforth (The Bluff) – The Spit

From 16 June 1952

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Sydney Rd (**Seaforth**), Ross St, Panorama Pde, Ponsonby Pde, Palmerston Pl, Alan Av, Princess Prom (**Seaforth (The Bluff)**), Edgecliffe Espl, Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Alan Av, Princes Prom (**Seaforth (The Bluff)**), Edgecliff Esp, Palmerston Pl, Ponsonby Pde (**Seaforth**), Sydney Rd, then reverse route to Manly Wharf.

Manly Wharf – Balgowlah Heights – Seaforth (The Bluff)

From circa 1952 (based on 13 June 1957 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St, Sydney Rd (**Seaforth**), Ross St, Edgecliffe Espl, Palmerston Pl, Alan Av, Ponsonby Pde, Princess Prom (**Seaforth (The Bluff)**), Edgecliffe Espl, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

Alterations

- *By 23 September 1962:* Ex Manly Wharf from Maretimo St via Sydney Rd.
- *From 5 July 1962*
Balgowlah shops diversion (*off-peak*): Ex Manly Wharf from White St via Condamine St, Sydney Rd, Woodland St. Reverse on return.
- *From 26 April 1983:* Balgowlah shops diversion became standard route.
- *From 26 April 1983:* Ex Manly Wharf from Bungaloe Av via New St, Curban St, Ernest St. Reverse on return.

Timetable Summary

See 132

Route 131

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH – NORTH BALGOWLAH **(nights & Sundays)■**

Timeline

18 July 1993: Night service (Monday-Sunday) commenced to replace most of 132 & part of 141 at night. Originally *not* a loop.

7 May 1995:

- Seaforth shops – North Balgowlah part of route formed into a clockwise loop.
- Hours of service extended to run daytime Sunday.

24 September 1995: Sunday daytime replaced by extended 132. 131 then reverted to run only at night (Monday-Sunday).

26 November 2017: Replaced by extension of hours of service on existing 132, as part of rearrangement of routes on introduction of B-Line (B1).

Streets

Manly Wharf – Balgowlah Heights – North Balgowlah shops

From 18 July 1993

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, New St, Curban St, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Sydney Rd (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Lister Av, Clontarf St, Urunga St, Taree Av, Coramba St, Eileen St, Woodbine St to North Balgowlah shops. Reverse on return.

Manly Wharf – Balgowlah Heights – North Balgowlah loop

From 7 May 1995

From Manly Wharf via same route to Woodbine St (**North Balgowlah**), then Daisy St, Myrtle St, Wanganella St, Sydney Rd, Maretimo St, then return to Manly Wharf.

Timetable Summary

7 May 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Seaforth-North Balgowlah loop	40 round trip	M-F	Manly Wharf	8.53pm	Nth Balgowlah	10.52pm	Ns	A
		Sat		8.53pm		10.52pm	Ns	A
		Sun		9.12am		10.04pm	60	A

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

Ns – Night service.

Other dates

See 132

Route 132

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH – BANTRY BAY – NORTH BALGOWLAH – WARRINGAH MALL via Coramba St, North Balgowlah ■

- **Extended from North Balgowlah to Warringah Mall via Balgowlah Rd & Pittwater Rd, North Manly (Sundays, 1992-3)**

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

Timeline

27 September 1942: Manly Wharf – Balgowlah Heights – Seaforth – Dalwood Home (selected weekday trips) renumbered from 137.

27 September 1943:

- Extended from Dalwood Home to Bantry Bay (Burnt St) on weekdays.
- Days of service for Manly Wharf – Bantry Bay (Burnt St) extended to Saturdays from 8 January 1944.
- Shared Manly Wharf – Seaforth shops with 130, 131 & 137 for various periods until 3 March 1991.

By 8 August 1948: Sunday service Manly Wharf – Dalwood Home commenced. Sunday service extended to Bantry Bay (Burnt St) by 12 June 1949.

15 December 1974:

- Sunday service replaced by bidirectional loop:
137/140 Manly Wharf – Balgowlah Heights – Seaforth – North Balgowlah – Manly Wharf
140/137 Manly Wharf – North Balgowlah – Seaforth – Balgowlah Heights – Manly Wharf
- 137/140 & 140/137 ran alternately in each direction.

By 9 January 1978:

- Sunday combined loops 137/140 (clockwise) & 140/137 (anti-clockwise) replaced by restored 132 Manly Wharf – Balgowlah Heights – Seaforth – Bantry Bay (Burnt St). (137 also restored on Sundays.)
- Sunday night service ran as Manly Wharf – Balgowlah Heights – Seaforth – Bantry Bay (Lister Av), then through-routed with 141 to North Balgowlah.

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

- 137 renumbered part of 132.
- Night service (Monday-Sunday) curtailed to run Manly Wharf – Balgowlah Heights – Seaforth – Bantry Bay (Lister Av) then through-routed with 141 to North Balgowlah.

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

- Base service curtailed to Manly Wharf – Seaforth shops, with only selected trips extended from Seaforth shops to Bantry Bay. Service between Seaforth shops & Bantry Bay continued to be provided at other times by 169 (daytime Mondays-Saturdays), 172 & 173 (peak hours) & 131 (nights).
- Morning peak hour trips *from* Manly Wharf & afternoon peak hour trips *to* Manly Wharf replaced between Manly Wharf & Seaforth shops by extension of 171 from Balgowlah (Condamine St/White St) to Manly Wharf.
- Night & Sunday trips extended from Bantry Bay (Lister Av) to North Balgowlah to cover part of 141 at those times.

10 May 1992: Sunday daytime trips further extended from North Balgowlah to Warringah Mall via Balgowlah Rd & Pittwater Rd, North Manly.

25 April 1993: Sunday daytime extension from North Balgowlah to Warringah Mall via Balgowlah Rd & Pittwater Rd, North Manly ceased.

18 July 1993: Night service (Monday-Sunday) replaced by 131.

7 May 1995: Daytime Sunday service also replaced by 131.

24 September 1995:

- Altered/extended as Manly Wharf – Balgowlah Heights – Seaforth – Bantry Bay – North Balgowlah – Warringah Mall (via Coramba St & Condamine St), covering part of 168, which was reduced to a peak hour service.
- Daytime Sunday service on 132 restored, replacing 131 at that time. Hours of service of 131 reverted to nights only.

30 June 1997: Some daytime trips Mondays to Saturdays rerouted via Judith St, North Balgowlah & renumbered 133. 132 & 133 shared most of route, other than in North Balgowlah, until 13 August 2006 when 133 ceased.

26 November 2017: Hours of service extended to nights, replacing 131, as part of rearrangement of routes on introduction of B-Line (B1).

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

- Manly Wharf – Seaforth replaced by new 162.
- Seaforth – Warringah Mall replaced by new 172X.

Streets

Manly Wharf – Balgowlah Heights – Seaforth (Dalwood Home)

From 27 September 1942 (based on 8 August 1948 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Frenchs Forest Rd to Clontarf St (Dalwood Home, Seaforth). Reverse on return.

Manly Wharf – Balgowlah Heights – Bantry Bay (Burnt St)

From 8 January 1944 (based on Gregory's street directory of circa 1946 & 8 August 1948 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Frenchs Forest Rd [parts now Clontarf St & Wakehurst Pkwy] to Burnt St (Bantry Bay).

Alteration

From 26 April 1983: Ex Manly Wharf from Bungaloe Av via New St, Curban St, Ernest St. Reverse on return.

Manly Wharf – Balgowlah Heights – Bantry Bay (Burnt St) (extended from Bantry Bay to North Balgowlah at night & on Sundays)

Alterations

From 3 March 1991:

- Ex Manly Wharf from Ernest St via Woodland St, Alma St, Moore St, Beatrice St. Reverse on return.
- **Balgowlah shops diversion** (*off-peak*): Ex Manly Wharf from White St via Condamine St, Sydney Rd, Woodland St. Reverse on return.
- **North Balgowlah extension** (*nights & Sundays*): From Bantry Bay (Wakehurst Pkwy/Lister Av) via Lister Av, Clontarf St, Urunga St, Taree Av, Coramba St, Eileen St, Woodbine St to North Balgowlah shops. Reverse on return.

Manly Wharf – Balgowlah Heights – Bantry Bay (Burnt St) (extended from Bantry Bay to North Balgowlah at night & on Sundays, & further extended from North Balgowlah to Warringah Mall via Balgowlah Rd & Pittwater Rd on Sundays)

From 10 May 1992

Warringah Mall extension (via Balgowlah Rd & Pittwater Rd) (daytime Sundays): From North Balgowlah shops via Woodbine St, Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd, Pittwater Rd (**North Manly**), Cross St to Warringah Mall. Reverse on return.

Manly Wharf – Balgowlah Heights – Bantry Bay – Warringah Mall

From 24 September 1995

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow 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 (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy (**Bantry Bay**), Kirkwood St, Alto Av, Clontarf St, Urunga St, Taree Av, Coramba St, Eileen St, Woodbine St (**North Balgowlah**), Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd, 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, then reverse route to Manly Wharf.

Balgowlah shops diversion (off-peak): Ex Manly Wharf from White St via Condamine St, Sydney Rd, Woodland St. Reverse on return.

Alterations

- **By September 1996:** Ex Manly Wharf from Wakehurst Pkwy to Burnt St (**Bantry Bay**), then Wakehurst Pkwy, Lister Av, Clontarf St, Urunga St. Reverse on return.
- **By 21 September 1997:** Ex Manly Wharf from Wakehurst Pkwy via Lister Av. Reverse on return.

Timetable Summary

8 August 1948

Manly Wharf – Balgowlah Heights – Seaforth routes

132, 137

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
132: Manly Wharf-Seaforth-Bantry Bay (Burnt St)	Fr Manly 24D 26B	M-F	Manly Wharf	8.17amB	Burnt St	7.08pmM	8 trips	A
		Sat		9.13amB		11.08pmM	C	
		Sun		2.23pmD	Dalwood Home	3.28pmM	2 trips	
137: Manly Wharf-Seaforth Loop-The Spit	22TM 26MT	M-F	Manly Wharf	5.39am	The Spit	12.35am	E	
		Sat		6.38am		12.35am	F	
		Sun		8.08am		12.26am	30	G

Average day frequencies along common route:

M-F Manly Wharf-Seaforth shops (132, 137) 30.
Sat Manly Wharf-Seaforth shops (132, 137) 30.
Sun Manly Wharf-Seaforth shops (132, 137) 30.

* More frequent in peak hours.

A – Plus late night trip on Wednesday.

B – To Bantry Bay (Burnt St).

C – 5 trips from Manly Wharf, 4 trips from Bantry Bay (Burnt St). Plus short-working/s after last trip shown.

D – To Dalwood Home.

E – Day, mostly 30 (but 60 at times when 132 trips tabled in lieu).

F – Day, mostly 30 (but 60 at times when 132 trips tabled in lieu). Plus short-working/s before first trip & after last trip shown.

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

M – To Manly Wharf.

MT – From Manly Wharf to The Spit.

TM – From The Spit to Manly Wharf.

30 March 1952

Manly Wharf – Balgowlah Heights – Seaforth routes

132, 137

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
132: Manly Wharf-Seaforth-Bantry Bay (Burnt St)	Approx 26	M-F	Manly Wharf	7.18am	Burnt St	7.18pm	11 trips	A
		Sat		6.40am		7.00am	B	
		Sun		9.10am		2.43pm	2 trips	
137: Manly Wharf-Seaforth Loop-The Spit	22	M-F	Manly Wharf	6.52amT	The Spit	7.11pmM	C	
					Manly Wharf	12.46amL		
		Sat		6.49amT	The Spit	6.44pmM	C	
					Manly Wharf	12.44amL		
		Sun		8.08amT	The Spit	6.44pmM	C	
					Manly Wharf	11.55amL		

Average day frequencies along common route:

M-F Manly Wharf-Seaforth shops (132, 137) 30.

Sat Manly Wharf-Seaforth shops (132, 137) 30.

Sun Manly Wharf-Seaforth shops (132, 137) 30.

* More frequent in peak hours.

A – Plus late night trip on Wednesday.

B – 5 trips from Manly Wharf, 6 trips from Bantry Bay (Burnt St).

C – Day, Manly Wharf-Seaforth Loop-The Spit, mostly 30 (but 60 at times when 132 trips tabled in lieu). Night, Manly Wharf-Seaforth Loop. Plus short-working/s before first trip & after last trip shown.

L – To Seaforth Loop.

M – To Manly Wharf.

T – To The Spit.

10 June 1952

Timetables for 133 & 137 not available at this date.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
131: The Spit-Seaforth (The Bluff)		M-F	The Spit	7.53am	The Bluff	6.30pm	7 trips	
		Sat						
		Sun						

16 June 1952

Timetables for 133 & 137 not available at this date.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
131: The Spit-Seaforth (The Bluff)-Manly Wharf		M-F	The Spit	6.48am	The Spit	6.44pm	60	A
		Sat	Manly Wharf	6.46am		1.40pm	60	
		Sun						

A – Plus short-working/s (including late night trip) after last trip shown.

23 September 1962

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132, 137

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth (The Bluff)	23	M-F	Manly Wharf	6.50am	Manly Wharf	6.10pm	30-60	A
		Sat		7.10am	The Bluff	1.40pm	30-90	
		Sun						
132: Manly Wharf-Bantry Bay (Burnt St)	28	M-F	Manly Wharf	7.10am	Burnt St	12.07am	30-120	
		Sat	Burnt St	6.40am		11.10pm	60-90	
		Sun		7.45am	Manly Wharf	10.53pm	90-120	
137: Manly Wharf-Seaforth shops	16	M-F	Seaforth shops	5.49am	Manly Wharf	12.48am	PNs	
		Sat		8.44am		12.25am	B	
		Sun	Manly Wharf	9.40am		10.12pm	C	

Average day frequencies along common route:

M-F Manly Wharf-Seaforth shops (131, 132, 137) 30.

Sat Manly Wharf-Seaforth shops (131, 132, 137) 30.

Sun Manly Wharf-Seaforth shops (132, 137) 30.

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

B – Morning, short-workings Manly Wharf-Balgowlah Heights (Condamine St *or* Radio Av). Afternoon, Manly Wharf-Seaforth (Panorama Pde) 30/60 alternately. Night, Manly Wharf-Seaforth (Panorama Pde).

C – Manly Wharf-Seaforth (Panorama Pde) 30/60 alternately.

PNs – Peak hours, mainly Manly Wharf-Balgowlah Heights (Condamine St *or* Radio Av). Night, Manly Wharf-Seaforth shops.

February 1973

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132, 137

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth (The Bluff)	26	M-F	Manly Wharf	6.26am	Manly Wharf	5.40pm	30-60	
		Sat		7.10am	The Bluff	1.40pm	30-60	
		Sun						
132: Manly Wharf-Bantry Bay (Burnt St)	28	M-F	Manly Wharf	6.58am	Manly Wharf	11.28pm	90-120	
		Sat	Burnt St	6.40am	Burnt St	11.22pm	30-120	A
		Sun		7.40am		9.48pm	30-120	B
137: Manly Wharf-Seaforth shops†	21	M-F	Ethel St	6.05am	Ethel St	9.48pm	C	
		Sat	Manly Wharf	2.10pmP	Manly Wharf	11.46pmP	30-90	
		Sun		10.10amP		10.12pmP	30-60	

Average day frequencies along common route:

M-F Manly Wharf-Seaforth shops (131, 132, 137) 30.

Sat Manly Wharf-Seaforth shops (131, 132, 137) 30.

Sun Manly Wharf-Seaforth shops (132, 137) 30.

† Extended to Seaforth (Panorama Pde) on weekends.

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

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

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

P – To Seaforth (Panorama Pde).

October 1980

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132, 137

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth (The Bluff)	25	M-F	Manly Wharf	7.25am	The Bluff	5.10pm	30-60	
		Sat		7.08am		1.40pm	30-60	
		Sun						
132: Manly Wharf-Bantry Bay (Burnt St)†	27 §	M-F	Burnt St	7.40am	Burnt St	11.01pm	90-120	
		Sat		6.38am		11.22pm	30-120	A
		Sun		8.08am		6.40pm	60	
					Manly Wharf	10.10pmN		
137: Manly Wharf-Seaforth shops‡	22S	M-F	Seaforth shops	6.32am	Seaforth shops	9.48pm	B	
		Sat	Manly Wharf	2.10pm	Manly Wharf	11.46pm	C	
		Sun	Nth Balgowlah	8.56amM		6.40pmN	D	
					Seaforth shops	10.28pmM		

Average day frequencies along common route:

M-F Manly Wharf-Seaforth shops (131, 132) 30.

Sat Manly Wharf-Seaforth shops (131, 132, 137) 30.

Sun Manly Wharf-Seaforth shops (132, 137) 30.

† Extended to North Balgowlah via Bangaroo St on Sundays daytime. Extended to North Balgowlah via Lister Av on Sunday nights.

‡ Extended to Seaforth (Panorama Pde) on Saturday afternoons.

§ Extra 5 Seaforth shops-North Balgowlah via Bangaroo St.

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

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

C – Morning, limited service. Afternoon, 30-90.

D – Day, Manly Wharf-North Balgowlah 60. Night, Manly Wharf-Seaforth shops.

M – To Manly Wharf.

N – To North Balgowlah.

S – To Seaforth shops.

26 April 1983

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth (The Bluff)	25	M-F	The Bluff	8.32am	The Bluff	5.08pm	60	
		Sat		9.42am		5.45pm	60	
		Sun						
132: Manly Wharf-Bantry Bay (Burnt St)	Fr Manly 19S 27B	M-F	Manly Wharf	7.28amB	Burnt St	7.06pmM	A	
					Manly Wharf	10.50pmL		
		Sat	Burnt St	6.42amM	Burnt St	7.06pmM	C	
					Manly Wharf	11.00pmL		
		Sun		8.12amM	Burnt St	6.20pmM	D	
					Manly Wharf	9.30pmL		

Average day frequencies along common route:

M-F Manly Wharf-Seaforth shops (131, 132) 30.

Sat Manly Wharf-Seaforth shops (131, 132) 30.

Sun Manly Wharf-Seaforth shops (132) 30.

* More frequent in peak hours.

A – Early morning, various short-workings (first trip 5.49am from Condamine St to Manly Wharf). Peak hours & day, Manly Wharf-Bantry Bay (Burnt St) 60*. Night, Manly Wharf-Seaforth shops or Manly Wharf-Bantry Bay (Lister Av). Plus short-working/s before first trip shown & after last trip shown.

B – To Bantry Bay (Burnt St).

C – Day, Manly Wharf-Bantry Bay (Burnt St) 60. Night, Manly Wharf-Seaforth shops or Manly Wharf-Bantry Bay (Lister Av). Plus short-working/s after last trip shown.

D – Morning, mainly Manly Wharf-Bantry Bay (Burnt St) 60. Afternoon, Manly Wharf-Seaforth shops 30, Manly Wharf-Bantry Bay (Burnt St) 60. Night, Manly Wharf-Seaforth shops or Manly Wharf-Bantry Bay (Lister Av). Plus short-working/s after last trip shown.

L – To Bantry Bay (Lister Av).

M – To Manly Wharf.

S – To Seaforth shops.

21 May 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
132: Manly Wharf-Seaforth shops†	Fr Manly 25S 24N 36W	M-F	Seaforth shops	5.35amM	Manly Wharf	11.23pmN	A	
		Sat	Manly Wharf	7.12amS		11.23pmN	B	
		Sun		9.12amW	Warr Mall	4.29pmM	C	
					Manly Wharf	10.13pmN		

* More frequent in peak hours.

† Extended from Seaforth shops to Bantry Bay *or* North Balgowlah *or* Warringah Mall.

A – Day, Manly Wharf-Seaforth shops 60*. Selected day trips extended to Bantry Bay (Burnt St). Includes peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) by 171 between Manly Wharf & Seaforth shops. Night, Manly Wharf-North Balgowlah.

B – Day, Manly Wharf-Seaforth shops 60. Night, Manly Wharf-North Balgowlah.

C – Early morning & night, Manly Wharf-North Balgowlah. Day, Manly Wharf-North Balgowlah-Warringah Mall via Balgowlah Rd 60. Plus short-working/s before first trip shown.

M – To Manly Wharf.

N – To North Balgowlah (night).

S – To Seaforth shops.

W – To Warringah Mall via Balgowlah Rd.

24 September 1995

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth-North Balgowlah loop	40 round trip	M-F	Seaforth	7.40pm	Manly Wharf	11.23pm	Ns	
		Sat		7.41pm		11.23pm	Ns	
		Sun	Manly Wharf	6.12pm		10.33pm	Ns	
132: Manly Wharf-Seaforth-Warringah Mall via Coramba St	Fr Manly 38N 48W	M-F	Nth Balgowlah	5.47amM	Manly Wharf	7.00pmW	A	
			Manly Wharf	8.42amW				
		Sat	Warr Mall	7.09amM	Warr Mall	6.57pmM	30	B
		Sun		8.32amM		5.17pmM	60	B

* More frequent in peak hours.

A – Morning peak hour, North Balgowlah to Manly Wharf. Off-peak, Manly Wharf-Warringah Mall 30. Afternoon peak hour, Manly Wharf-Seaforth shops or Manly Wharf-Warringah Mall. Includes peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) by 171 between Manly Wharf & Seaforth shops. Night service provided by 131.

B – Night service provided by 131.

M – To Manly Wharf.

N – To North Balgowlah.

Ns – Night service.

W – To Warringah Mall.

21 September 1997

Manly Wharf – Balgowlah Heights – Seaforth routes

131-133

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth-North Balgowlah loop	40 round trip	M-F	Seaforth	7.39pm	Manly Wharf	11.23pm	Ns	
		Sat		7.40pm		11.23pm	Ns	
		Sun	Manly Wharf	6.07pm		11.25pm	Ns	
132: Manly Wharf-Seaforth-Warringah Mall via Coramba St	Fr Manly 32N 45W	M-F	Nth Balgowlah	5.47amM	Manly Wharf	7.00pmW	A	
			Manly Wharf	8.42amW				
		Sat		7.10amW	Warr Mall	6.59pmM	60	B
		Sun	Warr Mall	8.36amM	Manly Wharf	5.15pmW	60	B
133: Manly Wharf-Seaforth-Warringah Mall via Judith St	45	M-F	Warr Mall	8.47am	Manly Wharf	5.12pm	60	C
		Sat		8.35am		6.12pm	60	
		Sun						

Average day frequencies along common route:

M-F Manly Wharf-Warringah Mall (132, 133) 30.

Sat Manly Wharf-Warringah Mall (132, 133) 30.

A – Morning peak hour, North Balgowlah to Manly Wharf. Off-peak, Manly Wharf-Warringah Mall 60. Afternoon peak hour, Manly Wharf-Seaforth shops or Manly Wharf-Warringah Mall. Includes peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) by 171 between Manly Wharf & Seaforth shops. Night service provided by 131.

B – Night service provided by 131.

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

M – To Manly Wharf.

N – To North Balgowlah.

Ns – Night service.

W – To Warringah Mall.

13 August 2006

**Manly Wharf – Balgowlah Heights – Seaforth routes
131, 132**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
131: Manly Wharf-Seaforth-North Balgowlah loop	40 round trip	M-F	Seaforth	7.39pm	Manly Wharf	11.39pm	Ns	
		Sat		7.40pm		11.39pm	Ns	
		Sun	Manly Wharf	6.07pm		9.31pm	Ns	
132: Manly Wharf-Seaforth-Warringah Mall via Coramba St	Fr Manly 32N 45W	M-F	Nth Balgowlah	5.47amM	Manly Wharf	7.00pmW	A	
			Manly Wharf	8.42amW				
		Sat		7.10amW	Warr Mall	6.55pmM	60	B
		Sun	Warr Mall	8.32amM		5.23pmM	60	B

* More frequent in peak hours.

A – Morning peak hour, North Balgowlah to Manly Wharf. Off-peak, Manly Wharf-Warringah Mall 60. Afternoon peak hour, Manly Wharf-Seaforth shops or Manly Wharf-Warringah Mall. Includes peak hour service by 171 between Manly Wharf & Seaforth shops (morning from Manly Wharf, afternoon from Seaforth shops). Night service provided by 131.

B – Night service provided by 131.

M – To Manly Wharf.

N – To North Balgowlah.

Ns – Night service.

W – To Warringah Mall.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
132: Manly Wharf-Seaforth-Warr Mall via Coramba St	41	M-F	Warr Mall	5.26am	Manly Wharf	11.40pm	60*	A
		Sat	Manly Wharf	7.00am		11.40pm	60	B
		Sun		8.20am		10.55pm	60	

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Plus later trip on Thursdays & Fridays.

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

Route E32

MANLY WHARF – BALGOWLAH HEIGHTS (FERRY EXPRESS) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced.

14 February 2016: Ceased due to low patronage.

Streets

From 29 July 2013

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Seaview St, Upper Beach St, Beatrice St to New St (Balgowlah Heights). Reverse on return.

Timetable Summary

29 July 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah Heights	8	M-F	Balgowlah Hts	5.52am	Manly Wharf	7.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Balgowlah Heights, afternoon from Manly Wharf).

Route 133

CITY (Wynyard) – SOUTH CURL CURL (“BLUE ARROW” EXPRESS)■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

5 August 1974: “Blue Arrow” peak hour express commenced, serving an area that previously had no bus service to the City.

26 April 1983: Renumbered 165 as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

From 5 August 1974 (based on September 1978 timetable)

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*, 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).

From South Curl Curl (Farnell St at Gardere Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park.

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

Timetable Summary

September 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- South Curl Curl	45	M-F	Sth Curl Curl	6.45am	Wynyard	5.45pm	Ph	
		Sat						
		Sun						

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

Route 133

MANLY WHARF – HARBORD loop – COLLAROY PLATEAU■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

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

- Monday-Sunday night & all-day Sunday service commenced, replacing 136 (between Manly Wharf & Dee Why), 139 (between Manly Wharf & Harbord) & 148 (between Dee Why & Collaroy Plateau) at those times.
- Shared Manly Wharf – Dee Why with 134 & 137.

3 March 1991: Replaced by extended hours on 136, 139 & 148, as part of 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, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St (**Harbord**), Charles St, Evans St, Albert St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av, Pittwater Rd (**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 Manly Wharf.

(Harbord loop: Part of route ex Manly Wharf from Lawrence St/Albert St via Albert St, Moore St, Charles St, Evans St, Albert St to Lawrence St. Reverse on return.)

Timetable Summary

26 April 1983

See 136

Route 133

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH – BANTRY BAY – NORTH BALGOWLAH – WARRINGAH MALL via Judith St, North Balgowlah ■

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

Timeline

30 June 1997: Some daytime Monday-Saturday trips on 132 rerouted via Judith St, North Balgowlah & renumbered 133. Shared route other than in North Balgowlah with 132.

13 August 2006: Ceased, with most of route continuing to be served by 132. Selected 145 trips diverted via Judith St, North Balgowlah from 20 November 2006.

Streets

From 30 June 1997 (based on 21 September 1997 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, 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 (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy (**Bantry Bay**), Judith St, Clontarf St, Manning St, Bardoo Av, Woodbine St (**North Balgowlah**), Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd, 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, then reverse route to Manly Wharf.

Timetable Summary

21 September 1997

See 132

Route 134

CHATSWOOD – FORESTVILLE – HARBORD BEACH ■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

14 November 1954: Summer Sunday & Public Holiday service commenced.

20 March 1955: Ceased.

Streets

From 26 December 1954

From Chatswood (station) via Orchard Rd, Help St, Anderson St, Victoria Av, Penshurst St, Boundary St (**East Roseville**), Babbage Rd, Roseville Bridge, Warringah Rd (**Forestville, Frenchs Forest, Beacon Hill**), Alfred St, McIntosh St (**Narraweena**), Fisher Rd, Pittwater Rd, Howard Av, The Strand (**Dee Why**), Griffin Rd, Carrington Pde (**Curl Curl**), Evans St, Albert St, Moore Rd to Harbord Beach.

From Harbord Beach (Charles St/Moore Rd) via Charles St, Kooloora Av, Albert St, then reverse route to Penshurst St, then Victoria Av to Chatswood station.

Timetable Summary

26 December 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Harbord Beach		M-F						
		Sat						
		Sun	Chatswood	9.10am	Harbord Beach	5.30pm	A	

A – Summer Sundays & Public Holidays. 3 trips from Chatswood, 5 trips from Harbord Beach.

Route 134

MANLY WHARF – HARBORD loop – DEE WHY – CROMER WEST – DEE WHY WEST (South Creek Rd) ■

- **Extended from Dee Why to Narraweena (Cousins Rd) (selected trips)**
(Cromer West is now known as Cromer Heights.)
(Dee Why West (South Creek Rd) is now known as Wheeler Heights.)
(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

18 June 1972:

- Manly Wharf – Harbord loop – Dee Why (selected trips extended to Dee Why West (South Creek Rd) or Narraweena (Cousins Rd)) night service (Monday-Sunday) commenced, replacing 136 (between Manly Wharf & Dee Why), 139 (between Manly Wharf & Harbord) & 163 (between Dee Why & Dee Why West (South Creek Rd)).
- Shared Manly Wharf – Dee Why with 133 (& 137 from 26 April 1983).

15 December 1974: Days of service extended to Sundays, when service ran Manly Wharf – Dee Why – Narraweena (Cousins Rd). Also extended to early mornings by 4 February 1980 (weekdays) & from/by 26 April 1983 (Saturdays)

21 May 1979: Rerouted via Cromer West.

26 April 1983: Altered/extended as Manly Wharf – Harbord loop – Dee Why – Cromer West – Wheeler Heights, as part of the Manly-Warringah Bus Service Improvement Programme.

3 June 1984: Sunday daytime service replaced by 138, running via South Curl Curl, where there had been no Sunday service since 26 April 1983. 134 continued to run early morning & night on Sundays.

3 March 1991: Replaced by extension of hours of service on 136, 139 & 146, as part of general reorganisation of Manly-Warringah routes.

Streets

Manly Wharf – Harbord loop – Dee Why (extended to Dee Why West (South Creek Rd) or Narraweena (Cousins Rd))

From 18 June 1972

From Manly Wharf via 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, Albert St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av to Pittwater Rd (Dee Why). Reverse on return.

Dee Why West (South Creek Rd) extension: From Dee Why (Howard Av/Pittwater Rd) via Pittwater Rd, Fisher Rd, Lynwood Av, Fisher Rd, Carawa Rd, Caroola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to shops. Return via Penrith St, Crummock St, Ambleside St, South Creek Rd, Toronto Av, then reverse route.

Narraweena (Cousins Rd) extension: From Dee Why (Howard Av/Pittwater Rd) via Pittwater Rd, Fisher Rd, McIntosh Rd to Cousins Rd. Return via Cousins Rd, Parr Pde, Careden Av, McIntosh Rd, Fisher Rd, Pittwater Rd.

(Harbord loop: Part of route ex Manly Wharf from Lawrence St/Albert St via Albert St, Moore St, Charles St, Evans St, Albert St to Lawrence St. Reverse on return.)

Manly Wharf – Harbord loop – Dee Why – Cromer Heights – Wheeler Heights shops

From 26 April 1983

From Manly Wharf via 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, Albert St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av, Pittwater Rd (**Dee Why**), Fisher Rd, McIntosh Rd (**Narraweena**), Alfred St, Carawa Rd (**Cromer**), Caroola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, McNamara Rd, Badcoe Rd (**Cromer Heights**), Truman Av, Toronto Av, South Creek Rd, Ambleside St, Crummock St, Penrith Av, South Creek Rd to Wheeler Heights shops.

From Wheeler Heights (South Creek Rd at shops) via Toronto Av, Truman Av, Howse Cr, McNamara Rd, Badcoe Rd (**Cromer Heights**), Truman Av, Toronto Av, Carrington Av, then reverse route to Manly Wharf.

(Harbord loop: Part of route ex Manly Wharf from Lawrence St/Albert St via Albert St, Moore St, Charles St, Evans St, Albert St to Lawrence St. Reverse on return.)

Timetable Summary

18 June 1972

26 April 1983

See 136

Route 135

WARRINGAH MALL – MANLY WHARF – MANLY HOSPITAL – NORTH FORT Museum ■

- **Extended from North Fort Museum to North Head Lookout (*selected trips, 1998-2001*)**
- **Extended from Quarantine station (North Head Scenic Dr) to Quarantine station (*inside*) (*selected trips, 1998-2006*)**
- **Ran via Manly (Bower St) (*1998-2008*)**

Timeline

19 July 1998: Transferred from Manly Bus Service (Chris Brownlee):

- Daily daytime service, Manly Wharf – Manly Hospital – Quarantine station (North Head Scenic Dr). Ran via Manly (Bower St) on trips *from Manly Hospital* until 3pm weekdays & on Saturday mornings & on trips *from Manly Wharf* in afternoon peak hour, Saturday afternoons & Sundays.
- Selected trips extended from Quarantine station (North Head Scenic Dr) to North Head Lookout.
- Selected trips extended from Quarantine station (North Head Scenic Dr) to Quarantine Station (*inside*).

23 April 2001:

- Extension to North Head Lookout curtailed to run to North Fort Museum. Service on this extension still selected trips only & days of service reduced to Mondays, Wednesdays, Fridays, Saturdays & Sundays. Days of service extended to every day by 13 August 2006. Days of service reduced to Wednesdays, Saturdays & Sundays by February 2007.
- Selected trips continued to run to Quarantine Station (*inside*).

20 February 2006: Selected trips which ran to Quarantine Station (*inside*) curtailed to terminate in North Head Scenic Dr, due to restriction by National Parks & Wildlife Service on heavy vehicles entering the Quarantine Station site.

18 May 2008:

- Service to Manly (Bower St) ceased, making base route Manly Wharf – Manly Hospital – Quarantine Station (North Head Scenic Dr) (selected trips extended to North Fort Museum).
- Days of operation of North Fort Museum extension extended to every day.
- Service to Bower St replaced then or later by Manly Council's "Hop, Skip & Jump" service.

2 August 2009: Amalgamated with part of 146 as 135 Warringah Mall – Manly Wharf – Manly Hospital – Quarantine Station (North Head Scenic Dr) (selected trips continued to be extended to North Fort Museum).

26 November 2017: Hours of service on North Fort Museum extension increased to all off-peak & weekend trips.

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

- Manly Wharf – North Fort Museum replaced by new 161.
- Manly Wharf – Balgowlah via Fairlight St replaced by Manly Council's existing "Hop, Skip & Jump" service.
- Balgowlah – Warringah Mall replaced by new 173X

Streets

Manly Wharf – Manly Hospital – Quarantine Station – Manly (Bower St) (*selected trips extended to North Head Lookout*)

From 19 July 1998

Weekdays until 3pm & Saturday mornings

From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd (**Manly Hospital**), North Head Scenic Dr to **Quarantine Station**, then North Head Scenic Dr, Darley Rd, Addison Rd, Redall St, College St, Bower St, Cliff St, Redall St, Addison Rd, Stuart St, East Esplanade to Manly Wharf.

Afternoon peak hour, Saturday afternoons & Sundays

From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd, Redall St, College St, Bower St, Cliff St, Redall St, Addison Rd, Darley Rd (**Manly Hospital**), North Head Scenic Dr to **Quarantine Station**, then North Head Scenic Dr, Darley Rd, Addison Rd, Stuart St, East Esplanade to Manly Wharf.

Little Manly diversion: Ex Manly Wharf from Osborne Rd via Marshall St, Stuart St, Addison Rd. Ex Quarantine Station from Addison Rd via Osborne Rd, Marshall St, Stuart St, East Esplanade.

Quarantine Station (inside) extension: From Quarantine Station (North Head Scenic Dr) via Quarantine Station internal road to Quarantine Station (inside). Reverse on return.

North Head Lookout extension: From Quarantine Station (North Head Scenic Dr) via North Head Scenic Dr (loop) & return.

Top Bower diversion: From College St/Bower St via Bower St to end. Reverse on return.

Alterations

By 17 December 2001:

- From Manly Wharf via Eustace St, Gilbert St, Belgrave St, East Esplanade. Unaltered on return.
- Selected trips extended from Quarantine Station via North Head Scenic Dr to North Fort Rd (North Fort Museum). Reverse on return.

Manly Wharf – Manly Hospital – Quarantine Station (*selected trips extended to North Fort Museum*)

From 18 May 2008

From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Darley Rd (**Manly Hospital**), North Head Scenic Dr to Quarantine Station. Reverse on return.

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.

Warringah Mall – Manly Wharf – Manly Hospital – Quarantine Station (*selected trips extended to North Fort Museum*)

From 2 August 2009

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd, Condamine St (**Manly Vale, Balgowlah**), Sydney Rd, Hill St, Hilltop Cr, Fairlight St, West Esplanade (**Manly Wharf**), East Esplanade, Stuart St, Addison Rd, Darley Rd (**Manly Hospital**), North Head Scenic Dr to Quarantine Station.

From Quarantine Station (North Head Scenic Dr) via reverse route to Cross St, then Dale St to Warringah Mall.

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

19 July 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly Hospital-Manly (Bower St)- North Head†	Fr Manly 4H 8Q 8N §	M-F	Manly Wharf	7.30amS	Q Stn (inside)	12.20pmM	A	
				10.00amQ	North Head	3.56pmM		
				11.40amN	Q Stn(NHS Dr)	4.54pmM		
					Manly Hosp	7.22pmM		
		Sat		9.40amN	Q Stn (inside)	3.26pmM	B	
				11.40amQ	North Head	4.26pmM		
		Sun		11.40pmN	Q Stn (inside)	3.26pmM	C	
				1.10pmQ	North Head	4.26pmM		

* More frequent in peak hours.

† Selected trips extended to Quarantine Station (inside).

§ Additional time when running via Manly (Bower St).

A – Morning peak hour & day, Manly Wharf-Quarantine Station (North Head Scenic Dr) 30*. Afternoon peak hours, Manly Wharf-Manly Hospital, 5 trips extended to North Head, 2 trips extended to Quarantine station (inside). Plus short working/s before first trip shown.

B – Manly Wharf-Quarantine Station (North Head Scenic Dr) 30, 9 trips extended to North Head, 3 trips extended to Quarantine station (inside). Plus short working/s before first trip & after last trip shown.

C – Manly Wharf-Quarantine Station (North Head Scenic Dr) 30, 7 trips extended to North Head, 2 trips extended to Quarantine station (inside).

H – To Manly Hospital.

N – To North Head.

M – To Manly Wharf.

Q – To Quarantine Station (inside).

S – To Quarantine Station (North Head Scenic Dr).

17 December 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly Hospital-Manly (Bower St)-Quarantine Station (North Head Scenic Dr)†	Fr Manly 4H 8Q 10F §	M-F	Manly Wharf	7.06amH	Q Stn (inside)	2.56pmM	A	
				7.28amS	Q Stn(NHS Dr)	4.57pmM		
				1.08pmQ	Manly Hosp	7.22pmM		
		Sat		9.40amS	Q Stn (inside)	3.27pmM	B	
				11.40amF	N Fort Museum	3.57pmM		
				1.10pmQ	Q Stn(NHS Dr)	4.55pmM		
		Sun		11.40pmF	Q Stn (inside)	3.27pmM	C	
				1.10pmQ	N Fort Museum	3.57pmM		
					Q Stn(NHS Dr)	4.55pmM		

* More frequent in peak hours.

† Selected trips extended to Quarantine Station (inside). Selected trips extended to North Fort Museum.

§ Additional time when running via Manly (Bower St).

A – Peak hours, Manly Wharf-Manly Hospital. Day, Manly Wharf-Quarantine Station (North Head Scenic Dr) 30*, 3 trips extended to North Fort Museum on Wednesdays, 2 trips extended to Quarantine station (inside). Plus short working/s before first trip shown.

B – Manly Wharf-Quarantine Station (North Head Scenic Dr) 30, 3 trips extended to North Fort Museum, 2 trips extended to Quarantine station (inside). Plus short working/s before first trip shown.

C – Manly Wharf-Quarantine Station (North Head Scenic Dr) 30, 3 trips extended to North Fort Museum, 2 trips extended to Quarantine station (inside).

F – To North Fort Museum.

H – To Manly Hospital.

M – To Manly Wharf.

Q – To Quarantine Station (inside).

S – To Quarantine Station (North Head Scenic Dr).

28 January 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Quarantine Station (North Head Scenic Dr)†	Fr Manly 8S 12F	M-F	Manly Wharf	6.58amS	N Fort Museum	3.56pmM	A	
				11.40amF	Q Stn(NHS Dr)	7.23pmM		
		Sat		8.48amS	N Fort Museum	3.56pmM	A	
				11.40amF	Q Stn(NHS Dr)	4.57pmM		
		Sun		11.40amF	N Fort Museum	3.56pmM	A	
					Q Stn(NHS Dr)	4.57pmM		

† Selected trips extended to North Fort Museum.

A – Manly Wharf-Quarantine station (North Head Scenic Dr) 30, 3 trips extended to North Fort Museum.

F – To North Fort Museum.

M – To Manly Wharf.

S – To Quarantine Station (North Head Scenic Dr).

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Manly Wharf- Quarantine Station (North Head Scenic Dr)†	8MQ Fr W Mall 26Q 30F	M-F	Manly Wharf	6.58amQ	N Fort Museum	3.56pmW	A	
			Warr Mall	8.28amQ 11.21amF	Q Stn(NHS Dr)	5.27pmW 7.23pm M		
		Sat		8.28amQ 11.19amF	N Fort Museum	3.55pmW	B	
					Q Stn(NHS Dr)	4.59pmW		
		Sun		11.19amF	N Fort Museum	3.55pmW	B	
					Q Stn(NHS Dr)	4.59pmW		

† Selected trips extended to North Fort Museum.

A – Peak hours, Manly Wharf-Quarantine Station (North Head Scenic Dr). Day, Warringah Mall-Quarantine Station (North Head Scenic Dr) 60, 3 trips extended to North Fort Museum.

B – Warringah Mall- Quarantine Station (North Head Scenic Dr) 60, 3 trips extended to North Fort Museum.

F – To North Fort Museum.

M – To Manly Wharf.

MQ – Manly Wharf-Quarantine Station (North Head Scenic Dr).

Q – To Quarantine Station (North Head Scenic Dr).

W – To Warringah Mall.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Manly Wharf- North Fort Museum	Fr W Mall 18M 27Q 29F	M-F	Manly Wharf	6.31amQ	N Fort Museum	3.55pmW	A	
			Warr Mall	8.26amF	Q Stn(NHS Dr)	5.27pmW 8.23pmM		
		Sat		8.30amF	N Fort Museum	3.54pmW	B	
					Q Stn(NHS Dr)	7.57pmW		
		Sun		8.30amF	N Fort Museum	3.54pmW	B	
					Q Stn(NHS Dr)	7.57pmW		

A – Peak hours, Manly Wharf-Quarantine Station (North Head Scenic Dr). Day, Warringah Mall-North Fort Museum 60.

B – Day, Warringah Mall-North Fort Museum 60. Late afternoon, Warringah Mall-Quarantine Station (North Head Scenic Dr).

F – To North Fort Museum.

M – To Manly Wharf.

Q – To Quarantine Station (North Head Scenic Dr).

W – To Warringah Mall.

Route E35

MANLY WHARF – MANLY VALE (FERRY EXPRESS) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced.

14 February 2016: Ceased due to low patronage.

Streets

From 29 July 2013

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah**), Condamine St to King St (Manly Vale). Reverse on return.

Timetable Summary

29 July 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly Vale	9	M-F	Manly Vale	5.51am	Manly Wharf	7.30pm	Ph	
		Sat						
		Sun						

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

Route 136

MANLY WHARF – DEE WHY – NARRAWEENA – FRENCHS FOREST – CHATSWOOD■

- **Chatswood – Dee Why Beach – South Curl Curl** (*Summer weekend express, 1983-94*)
 - **Manly Wharf – Cromer – Cromer Heights** (*limited off-peak service, 1968-83*)
 - **Manly Wharf – Dee Why Beach – Dee Why West (Carawa Rd)** (*1940-44*)
- (Wingala is a locality name within the suburbs of North Curl Curl & Dee Why.)*
- (In the 1920s, Queenscliffe was spelt with a final 'e'.)*

Timeline

29 May 1933: Manly Wharf – Dee Why Beach commenced, replacing private 136, operated by Cook's Motor Service/Cook's Garage (Charles WB Cook). Then or later a full time service.

30 May 1934: Rerouted in Queenscliffe when private 139 (Manly Wharf – Queenscliffe) taken over from North Steyne Bus Co & absorbed into 136.

Possibly 1 October 1939: Rerouted when tram replacement DRTT route 139 (Manly Wharf – Harbord Beach) commenced.

18 April 1940: Selected trips extended from Dee Why Beach to Dee Why West (Carawa Rd). Shared Dee Why – Dee Why West (Carawa Rd) with selected trips on 155, Manly Wharf – Dee Why West via Pittwater Rd, which commenced on the same date.

3 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) trips renumbered 131 (& further renumbered to 163 on 9 July 1944), leaving 136 as Manly Wharf – Dee Why Beach.
- That part of 131 & later 163 shared Manly Wharf – Dee Why with 136.

By 8 August 1948: Base service extended from Dee Why Beach to Dee Why (Howard Av).

17 May 1954: Extended from Dee Why (Howard Av) to Narraweena (McIntosh Rd/Alfred St) in weekday off-peak & Saturday mornings. Similarly extended on Summer weekends on 7 November 1959 & on weekends all year by 22 September 1962.

30 January 1962: In a reorganisation of 136 & 139:

- Rerouted via Bennett St, South Curl Curl.
- Selected peak hour trips ran Manly Wharf – Harbord (Evans St/Charles St), covering part of previous route.

2 March 1964: Extended in Narraweena from McIntosh Rd/Alfred St to McIntosh Rd/Cousins St.

29 July 1968: New off-peak service, Manly Wharf – Cromer (Carawa Rd/Caroola Rd), commenced.

19 June 1972: Night service replaced by 134 Manly Wharf – Harbord loop – Dee Why – Narraweena (Cousins Rd) or Dee Why West (South Creek Rd). Similarly replaced on Sundays on 15 December 1974 & in early weekday mornings by 4 February 1980.

28 May 1973: Selected trips on Manly Wharf – Cromer (Carawa Rd/Caroola Rd) off-peak service extended to Cromer Heights.

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

- Extended on Mondays to Saturdays from Narraweena to Chatswood, replacing 101 & running express between Frenchs Forest & East Roseville.
- 136 provided a replacement service for 154 between Manly Wharf & Frenchs Forest (except in peak hours, when 154 continued to run until 3 March 1991), although by a different route.
- Service to Cromer Heights replaced by new 146.
- Night service, Manly Wharf-Dee Why, continued to be replaced by 134, running via Harbord loop.
- Sunday service replaced by a combination of 133, 134 & 137, all running via Harbord loop. 138 replaced 134 on Sundays from 3 June 1984.

- Summer Sunday express service, Chatswood – Dee Why Beach, renumbered from equivalent part of 101. From 1984 some of these trips were extended from Dee Why Beach to North Curl Curl or South Curl Curl. Summer Sunday express trips ceased in April 1994, when a more frequent Sunday service ran over the full route.

3 June 1984:

- Days of service of Manly Wharf – Chatswood extended to Sundays by this date.
- Days of service of Summer express extended to Saturday afternoons (from Dee Why to Chatswood only).
- Sunday service on 134 retained in early morning & at night, but replaced by 138 in daylight hours.

3 March 1991:

- As part of general reorganisation of Manly-Warringah routes:
- Rerouted via East Chatswood, partly duplicating 268 peak hour industrial service (until it later ceased).
- Night & Sunday services on 133, 134, 137 & 138 replaced by extension of days/hours of service of 136 & 139.

27 December 1997: Early Saturday & Sunday morning service (approx midnight to 4.00am), from Manly Wharf to Dee Why only, introduced on three-month trial (ceased after trial?).

2 August 2009: Altered from express to all stops between Frenchs Forest & East Roseville.

30 September 2018: Frequency improved daily in anticipation of opening of new Northern Beaches Hospital, Frenchs Forest.

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

- Manly Wharf – Dee Why – Narrabeena – Frenchs Forest all-stops service replaced by new 166.
- Frenchs Forest – Chatswood all-stops service replaced by rerouted 281-283 (*see Route Histories – Contract Region 14*).
- Dee Why – Frenchs Forest – Chatswood via Northern Beaches Hospital also replaced by new limited stop “frequent” 160X.

Streets

MANLY WHARF – DEE WHY – NARRAWEENA – CHATSWOOD

Manly Wharf – Harbord – Dee Why (Howard Av)

From May 1933 (likely route in the North Curl Curl/Dee Why area, based on (a) the bridge taking Griffin Rd over Curl Curl Lagoon being opened in the early 1930s, and (b) subsequent known route alterations in the North Curl Curl/Dee Why area.)

From Manly Wharf via (?) Harbord Rd, Abbott Rd, Pitt Rd, Griffin Rd (**North Curl Curl**), Banksia St, Cassia St, Pacific Pde, The Strand, Howard Av to Pittwater Rd (?) (Dee Why).

Alterations

- **From 20 August 1933:** Rerouted via Abbott Rd.
- **From 20 December 1933:** Rerouted via Curl Curl Bridge [Griffin Rd over Curl Curl Lagoon], following opening of bridge.
- **From 30 May 1934 (takeover of private 139):** Rerouted via Crown & Dowling Sts, Queenscliffe.
- **From 3 November 1938:** Ex Manly Wharf, rerouted direct via Griffin Rd (instead of Banksia St, Cassia Rd, Pacific Pde), following opening of this section of Griffin Rd.

From October 1939

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, Wyuna 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 to Pittwater Rd (Dee Why).

(* The Drive connected Evans St with Carrington Dr before Carrington Dr was extended through to Evans St.)

Alterations

- **By 8 August 1948:** Ex Manly Wharf from Carrington Pde via [Gardere Av,] Farnell St, Adams St, Carrington Pde. Reverse on return.
- **From 13 December 1948:** Ex Manly Wharf from Harbord Rd via Wyadra Av, Oliver St (?).

Manly Wharf – Dee Why – Narrabeena (Alfred St)

From 30 January 1962 (based on 22 September 1962 timetable)

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wynua Av, Oliver St (**Harbord**), Bennett St,

Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av (**Dee Why**), Pittwater Rd, Fisher Rd, McIntosh Rd to Alfred St (Narraweena). Reverse on return.

Trips to Harbord (*peak hours*): From Manly Wharf via same route to Oliver St, then Wyndora Av, Carlton St, Evans St to Charles St. Reverse on return.

Manly Wharf – Dee Why – Narraweena (Cousins Rd)

Alteration

From 2 March 1964 (based on March 1966 timetable): Extended from Narraweena (McIntosh Rd/Alfred St) via McIntosh Rd to Cousins Rd. Return via Cousins Rd, Parr Av, Careden Av, McIntosh Rd.

Alterations

- ***By 4 February 1980***

Trips to Harbord (*peak hours*): Extended from Evans St/Charles St via Charles St to Oceanview Rd. Reverse on return.

- ***By 9 August 1981 (trips terminating at Dee Why shops):*** Ex Manly Wharf from Howard Av via Avon Rd, Dee Why Pde, Pittwater Rd, Howard Av to near Pittwater Rd. Return via Howard Av.

Manly Wharf – Dee Why – Narraweena – Chatswood

From 26 April 1983

From Manly Wharf 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 (**Dee Why**), Pittwater Rd, Fisher Rd, McIntosh Rd (**Narraweena**), Willandra Rd, Tristram Rd, Oxford Falls Rd (**Beacon Hill**), Iris St, Patanga Rd, Frenchs Forest Rd, Rabbett St (**Frenchs Forest**), Warringah Rd (**Forestville**), Babbage Rd (**East Roseville**), Boundary St, Archer St, Victoria Av, Orchard Rd to Chatswood station.

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, then reverse route to Warringah Rd, then Forest Way, Naree Rd, Frenchs Forest Rd, then reverse route to Manly Wharf.

Trips to Harbord (*peak hours*): From Manly Wharf via same route to Oliver St, then Wyndora Av, Carlton St, Evans St, Charles St to Oceanview Rd. Reverse on return.

Trips terminating at Dee Why shops: Ex Manly Wharf from Howard Av via Avon Rd, Dee Why Pde, Pittwater Rd, Howard Av to near Pittwater Rd. Return via Howard Av.

Lismore Av diversion (*morning peak hour*): Ex Manly Wharf from Howard Av via Pittwater Rd, Lismore Av, Fisher Rd.

Trips terminating at Frenchs Forest: Ex Manly Wharf from Frenchs Forest Rd via Wakehurst Pkwy, Warringah Rd, Forest Way to Forestway shops. Return via Naree Rd.

Alterations

- ***By September 1988:*** To approach Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to (old) interchange. Reverse on return.
- ***From 3 March 1991:*** Ex Manly Wharf from Babbage Rd via Clive St, Eastern Valley Way, Smith St (**East Chatswood**), High St, Victoria Av. Reverse on return.
- ***By 24 September 1995:*** Ex Manly Wharf from Howard Av via St David Av, Fisher Rd. Reverse on return.
- ***From 12 July 2008 (opening of new Chatswood interchange):*** To approach Chatswood from Orchard Rd to new interchange. Return via Endeavour St, Anderson St.
- ***By 7 October 2012:*** To approach Manly Wharf from North Steyne via South Steyne, Victoria Pde, East Esplanade. Unaltered from Manly Wharf.

MANLY WHARF – DEE WHY BEACH – DEE WHY WEST

From 18 April 1940

Same or similar to 163.

MANLY WHARF – DEE WHY BEACH – CROMER

Manly Wharf – Dee Why – Cromer (Carawa Rd)

From 29 July 1968 (based on 18 June 1972 timetable)

From Manly Wharf via same route as Manly Wharf-Narraweena (Cousins Rd) to McIntosh Rd, then Waratah Av, Ronald Av, Alfred St, Carawa Rd to Carcoola Rd (Cromer). Reverse on return.

Manly Wharf – Dee Why – Cromer (Carawa Rd) (limited off-peak service extended to Cromer Heights)

Alteration

From 28 May 1973

Cromer Heights extension (*weekday off-peak*): From Cromer (Carawa Rd/Carlcoola Rd) via Carlcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd to Truman Av (Cromer Heights). Return via Truman Av, then reverse route to Carawa Rd/Carlcoola Rd.

Timetable Summary

October 1939

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 (Howard Av)	32	M-F	Manly Wharf	5.29am	Dee Why	12.42am	30*	
		Sat		5.19am		12.39am	AM 30 PM 20	
		Sun		8.37am		11.40pm	20	A
		Hols		7.06am		12.03am	15	

* More frequent in peak hours.

A – Winter Sunday times. Summer Sunday times not listed.

8 August 1948

Manly – Dee Why routes

136, 163

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
136: Manly Wharf-Dee Why (Howard Av)	32	M-F	Howard Av	5.16am	Manly Wharf	12.44am	A	
		Sat		5.18am	Howard Av	1.08am	B	
		Sun		6.34am		12.32am	C	
163: Manly Wharf-Dee Why West (Carawa Rd)†	42	M-F	Carawa Rd	6.27am	Manly Wharf	6.18pm	D	
		Sat	Manly Wharf	7.00am	Carawa Rd	2.07pm	E	
		Sun	Carawa Rd	5.12pm			F	

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (136, 163) 30.

Sat Manly Wharf-Dee Why (136, 163) 30.

Sun Manly Wharf-Dee Why (136, 163) 30.

* More frequent in peak hours.

† Via 136 between Manly Wharf & Dee Why.

A – Day, Manly Wharf-Dee Why mainly 30* (except at times when a 163 trip tabled in lieu).

B – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu).

C – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu).

D – 5 trips from Manly Wharf, 6 trips from Dee Why West (Carawa Rd). Plus short-working/s before first trip shown.

E – 5 trips from Manly Wharf, 3 trips from Dee Why West (Carawa Rd). Plus short-working/s before first trip shown.

F – 1 trip from Dee Why West (Carawa Rd) only.

22 September 1962

Manly – Dee Why – Narraweena routes

136, 163

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
136: Manly Wharf-Dee Why-Narraweena (Cousins Rd)	Fr Manly 28D 34N	M-F	Dee Why	5.19amM	Cousins Rd	8.58pmM	A	
			Cousins Rd	8.00amM	Manly Wharf	12.55amD		
		Sat	Dee Why	5.42amM	Cousins Rd	3.59pmM	B	
			Manly Wharf	7.40amN	Dee Why	1.14amM		
		Sun	Dee Why	6.27amM	Cousins Rd	5.59pmM	C	
			Manly Wharf	7.40amN	Manly Wharf	11.38pmD		
163: Manly Wharf-Dee Why West (South Creek Rd)†	43	M-F	Sth Creek Rd	5.45am	Manly Wharf	10.49pm	E	
		Sat		6.29am		11.00pm	6 trips	
		Sun	Manly Wharf	8.25am	Sth Creek Rd	7.13pm	F	

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (136, 163) 30.

Sat Manly Wharf-Dee Why (136, 163) 30.

Sun Manly Wharf-Dee Why (136, 163) 30.

* More frequent in peak hours.

† Via 136 between Manly Wharf & Dee Why.

A – Day, Manly Wharf-Dee Why mainly 30* (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 60.

B – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 60-90.

C – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 30-90.

D – To Dee Why.

E – 7 trips from Manly Wharf, 6 trips from Dee Why West (South Creek Rd).

F – 5 trips from Manly Wharf, 6 trips from Dee Why West (South Creek Rd)

M – To Manly Wharf.

N – To Narraweena (Cousins Rd).

18 June 1972

Manly – Dee Why – Narraweena & related routes

134, 136, 139, 163

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
134: Manly Wharf-Harbord loop-Dee Why†	Fr Manly 25D 33N 47W	M-F	Dee Why	6.57pm	Dee Why	10.58pm	Ns	
		Sat		6.35pm	Manly Wharf	12.23am	Ns	
		Sun		6.35pm		10.53pm	Ns	
136: Manly Wharf-Dee Why-Narraweena (Cousins Rd)	Fr Manly 28D 38N	Sun	Dee Why	5.29amM	Manly Wharf	5.10pmN	A	
			Manly Wharf	7.18amN		7.00pmD		
		Sat	Dee Why	5.42amM		6.48pmN	B	
			Manly Wharf	7.40amN				
		Sun	Dee Why	6.27amM	Narraweena	5.55pmM	C	
			Manly Wharf	7.40amN	Manly Wharf	6.40pmD		
136: Manly Wharf-Dee Why-Cromer (Carawa Rd)	39	M-F	Manly Wharf	9.13am	Carawa Rd	12.54pm	60	
		Sat						
		Sun						
139: Manly Wharf-South Curl Curl	23	M-F	Sth Curl Curl	5.38am	Manly Wharf	7.00pm	30*	
		Sat		6.42am	Sth Curl Curl	7.07pm	30	
		Sun		7.10am	Manly Wharf	6.40pm	30	
163: Manly Wharf-Dee Why West (South Creek Rd)‡	43	M-F	Sth Creek Rd	5.45am	Manly Wharf	6.00pm	E	
		Sat		6.29am	Sth Creek Rd	6.00pm	5 trips	
		Sun	Manly Wharf	8.25am	Manly Wharf	6.10pm	F	

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (136, 163) 30.

Sat Manly Wharf-Dee Why (136, 163) 30.

Sun Manly Wharf-Dee Why (136, 163) 30.

* More frequent in peak hours.

† Selected trips extended to Dee Why West *or* Narraweena.

‡ Via 136 between Manly Wharf & Dee Why.

A – Day, Manly Wharf-Dee Why mainly 30* (except at times when a 163 or a Cromer (Carawa Rd) trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 60.

B – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 60-90.

C – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 30-90.

D – To Dee Why.

E – 6 trips from Manly Wharf, 5 trips from Dee Why West (South Creek Rd). Plus short-working/s before first trip shown.

F – 5 trips from Manly Wharf, 4 trips from Dee Why West (South Creek Rd).

M – To Manly Wharf.

N – To Narraweena (Cousins Rd).

Ns – Night service, base route Manly Wharf-Dee Why. Monday-Saturday nights, 1 trip extended to Dee Why West (South Creek Rd), 2 trips extended to start from Narraweena (Cousins Rd). Saturday nights, 2 trips extended to start from Dee Why West (South Creek Rd)

W – To Dee Why West (South Creek Rd).

26 April 1983

Manly – Dee Why – Chatswood & related routes

133, 134, 136, 137, 139

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
133: Manly Wharf-Harbord loop-Collaroy Plateau	33	M-F	Manly Wharf	7.00pm	Manly Wharf	10.50pm	Ns1	
		Sat		6.50pm	Collaroy Plat	11.40pm	Ns1	
		Sun		8.00am	Manly Wharf	10.50pm	120	
134: Manly Wharf-Harbord loop-Wheeler Hts shops†	46	M-F	Wheeler Hts	6.49pm	Manly Wharf	11.30pm	Ns2	
		Sat	W/Vets Home	6.44pm		11.40pm	Ns2	
		Sun	Wheeler Hts	7.49am		11.40pm	60	A
136: Manly Wharf-Dee Why-Narraweena-Chatswood	Fr Manly 28D 62C	M-F	Manly Wharf	6.40amC	Chatswood	5.05pmM	B	
					Manly Wharf	6.25pmD		
		Sat		7.12amC		5.12pmC	E	
136: Chatswood-Dee Why Beach (express)	30	M-F						
		Sat						
		Sun	Chatswood	8.15am	Dee Why Bch	5.00pm	H	
137: Manly Wharf-Harbord loop-Frenchs Forest‡	46	M-F						
		Sat	Chatswood	5.40pmM			I	
		Sun	Frenchs Forest	8.34amM	Manly Wharf	5.12pmF	120	J
139: Manly Wharf-South Curl Curl-Warringah Mall-Dee Why	Fr Manly 19S 28W 45D	M-F	Sth Curl Curl	6.36amM	Dee Why	3.20pmM	K	
			Manly Wharf	7.37amW 8.45amD	Manly Wharf	5.55pmW 6.00pmS		
		Sat	Sth Curl Curl	7.31amM	Dee Why	12.25pmM	L	
			Dee Why	8.40amM	Manly Wharf	5.42pmS		
		Sun						G

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (136) 30.

Sat Manly Wharf-Dee Why (136) 30.

Sun Manly Wharf-Dee Why (133, 134, 137) 30.

* More frequent in peak hours.

† Limited service extended to start from War Veterans Home.

‡ Limited service extended to start from Chatswood on Saturday.

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

B – Day, Manly Wharf-Dee Why 30*, Manly Wharf-Chatswood 60. Plus extra trip from Chatswood to North Curl Curl on Thursday night. Plus short-working/s before first trip & after last trip shown. Early morning & night service provided by 133, 134.

C – To Chatswood.

D – To Dee Why.

E – Day, Manly Wharf-Dee Why 30, Manly Wharf-Chatswood 60. Plus short-working/s before after last trip shown. Early morning & night service provided by 133, 134, 137.

F – To Frenchs Forest.

G – Service provided by 133, 134, 137.

H – Summer Sundays only: 5 trips from Chatswood, 6 trips from Dee Why Beach.

I – 1 trip from Chatswood.

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

K – Peak hours, Manly Wharf-South Curl Curl. Day, Manly Wharf-Warringah Mall 30*, Manly Wharf-Dee Why 60. Extra trips, Warringah Mall-Queenscliff, Thursday night. Early morning, night service provided by 133, 134.

L – Early morning, Manly Wharf-South Curl Curl. Morning, Manly Wharf-Warringah Mall 30, Manly Wharf-Dee Why 60. Afternoon, Manly Wharf-South Curl Curl 30. Early morning & night service provided by 133, 134, 137.

M – To Manly Wharf.

Ns1 – Night service.

Ns2 – Night service, Manly Wharf-Wheeler Heights shops. First trip on Saturday night extended to start from War Veterans Home.

S – To South Curl Curl.

W – To Warringah Mall.

3 June 1984

Manly – Dee Why – Chatswood & related routes

133, 134, 136-139

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
133: Manly Wharf-Harbord loop-Collaroy Plateau	33	M-F	Manly Wharf	7.00pm	Collaroy Plat	11.30pm	Ns	
		Sat		6.50pm		11.40pm	Ns	
		Sun		8.00am	Manly Wharf	10.50pm	120	
134: Manly Wharf-Harbord loop-Wheeler Heights shops†	Fr Manly 20D 34H	M-F	Dee Why	5.33amM	Wheeler Hts	11.30pmM	MNs1	
			Wheeler Hts	6.39pmM				
		Sat	Dee Why	6.03amM	Manly Wharf	11.40pmH	MNs1	
			Wheeler Hts	6.17amM				
			W/Vets Home	6.34pmM				
		Sun	Dee Why	6.45amM		11.40pmH	MNs2	
			Wheeler Hts	7.49amM				
136: Manly Wharf-Dee Why-Narraweena-Chatswood	Fr Manly 28D 62C	M-F	Dee Why	6.28amM	Chatswood	5.05pmM	A	
					Manly Wharf	6.25pmD		
		Sat	Manly Wharf	6.40amC		5.42pmC	E	
136: Chatswood-South Curl Curl (express)	Fr Chats 30B 34S	Sun		9.42amC		4.42pmC	G	
		M-F						
		Sat	Dee Why Bch	3.25pmC	Dee Why Bch	4.30pmC	I	
137: Manly Wharf-Harbord loop-Fr/Forest-Chatswood	Fr Manly 46F 59C	Sun	Chatswood	8.15amS	Sth Curl Curl	4.50pmC	J	
		M-F	Chatswood	5.50pmM			K	
		Sat		5.40pmM			K	
138: Manly Wharf-Sth Curl Curl-Dee Why-Wheeler Hts	43	Sun		8.21amM	Chatswood	5.43pmM	L	
		M-F						
		Sat						
139: Manly Wharf-South Curl Curl-Warringah Mall-Dee Why	Fr Manly 19S 28W 43D	M-F	Wheeler Hts	9.52am	Manly Wharf	5.42pm	60	N
		Sat	Sth Curl Curl	6.36amM	Dee Why	3.22pmM	O	
			Manly Wharf	7.37amW 8.45amD	Manly Wharf	5.10pmW 6.25pmS		
			Dee Why	7.31amM 8.42mM	Dee Why	12.27pmM 5.42pmS	P	
		Sun						Q

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (136) 30.
Sat Manly Wharf-Dee Why (136) 30.
Sun Manly Wharf-Dee Why (133, 136, 137, 138) 30.

* More frequent in peak hours.

† Limited service extended to start from War Veterans Home.

A – Day, Manly Wharf – Dee Why 30*, Manly Wharf – Chatswood 60*. Extra trip Thursday night, from Chatswood to North Curl Curl. Peak hours, extra trips Manly Wharf – Harbord (Oceanview Rd). Early morning service provided by 134. Night service provided by 133, 134.

B – To Dee Why Beach.

C – To Chatswood.

D – To Dee Why shops.

E – Day, Manly Wharf – Dee Why 30, Manly Wharf – Chatswood 60. Early morning service provided by 134. Night service provided by 133, 134.

F – To Frenchs Forest.

G – Early morning service provided by 133, 134, 137. Day, Manly Wharf-Chatswood 60. Additional day service Manly Wharf-Chatswood provided by 137. Additional day service Manly Wharf-Dee Why provided by 133, 137. Night service provided by 133, 134.

H – To Wheeler Heights.

I – Summer Saturdays only: 2 trips.

J – Summer Sundays only: morning, Chatswood to South Curl Curl 3 trips, plus Chatswood to Dee Why Beach 2 trips. Afternoon, South Curl Curl to Chatswood 4 trips.

K – 1 trip from Chatswood.

L – Manly Wharf-Frenchs Forest 120, Manly Wharf-Chatswood 2 trips.
M – To Manly Wharf.
MNs1 – Early morning & night service.
MNs2 – Early morning & night service. Plus short-working/s before first trip shown.
N – Plus short working/s before first trip shown.
Ns – Night service.
O – Peak hours, Manly Wharf-South Curl Curl. Day, Manly Wharf-Warringah Mall 30*, Manly Wharf-Dee Why 60. Extra trips, Warringah Mall-Queenscliff, Thursday night. Early morning service provided by 134. Night service provided by 133, 134, 137.
P – Early morning, Manly Wharf-South Curl Curl. Morning, Manly Wharf-Warringah Mall 30, Manly Wharf-Dee Why 60. Afternoon, Manly Wharf-South Curl Curl 30. Early morning service provided by 134. Night service provided by 133, 134, 137.
Q – Early morning service provided by 134, 137. Day service provided by 133, 137, 138. Night service provided by 133, 134.
S – To South Curl Curl.
W – To Warringah Mall.

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
136: Manly Wharf-Dee Why-Narraweena-Chatswood	Fr Manly 23D 68C	M-F	Manly Wharf	5.55amC	Chatswood	9.15pmM	A	
					Manly Wharf	12.13amD		
		Sat		6.30amC	Chatswood	9.15pmM	B	
					Manly Wharf	12.13amD		
		Sun		7.35amC	Chatswood	7.15pmM	E	
					Manly Wharf	11.23pmD		

* More frequent in peak hours.

A – Day, Manly Wharf-Chatswood 30*. Night, Manly Wharf-Chatswood. Late night, Manly Wharf-Dee Why. Plus short-working/s before first trip shown.

B – Day, Manly Wharf-Chatswood 30. Night, Manly Wharf-Chatswood. Late night, Manly Wharf-Dee Why. Plus short-working/s before first trip shown.

C – To Chatswood.

D – To Dee Why.

E – Day, Manly Wharf-Chatswood 30. Night, Manly Wharf-Dee Why. Plus short-working/s before first trip shown.

M – To Manly Wharf.

30 September 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
136: Manly Wharf-Dee Why-Narraweena-Chatswood	Fr Manly 22D 70C	M-F	Manly Wharf	5.07amC	Manly Wharf	11.40pmC	15*	A
		Sat	Chatswood	5.50amM		11.42pmC 2.05amD	B	
		Sun		5.50amM		11.42pmC	15	

* More frequent in peak hours.

A – Plus later trips Thursday & Friday nights from Manly Wharf to Dee Why (last trip 3.05am from Manly Wharf).

B – Day, Manly Wharf-Chatswood 15. Night, Manly Wharf-Chatswood. Late night, Manly Wharf-Dee Why.

C – To Chatswood.

D – To Dee Why.

M – To Manly Wharf.

Route E36

MANLY WHARF – NORTH CURL CURL (*FERRY EXPRESS*) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced.

26 November 2017: Replaced by existing 136 & 139, as part of rearrangement of routes coincident with introduction of B-Line (B1).

Streets

From 29 July 2013

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St (**Freshwater**), Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd, Pitt Rd to Playfair Rd (North Curl Curl).

From North Curl Curl (Pitt Rd at Playfair Rd) via reverse route to Carrington Pde, then Evans St, Charles St, Moore Rd, Lawrence St (**Freshwater**), Dowling St, Crown Rd, Cavill St, Queenscliff Rd, Greycliffe St, Queenscliff Bridge, North Steyne, South Steyne, Victoria Pde, East Esplanade to Manly Wharf.

Alteration

By 14 February 2016: Extended from Pitt Rd/Playfair Rd via Pitt Rd, Abbott Rd to Harbord Rd. Reverse on return.

Timetable Summary

29 July 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Curl Curl	15	M-F	Nth Curl Curl	5.44am	Manly Wharf	7.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Curl Curl, afternoon from Manly Wharf).

Route N36

MANLY WHARF – HARBORD – DEE WHY■

Timeline

20 June 1999: Late night Saturday/early morning Sunday service commenced.

(?): Possibly replaced by 130 (?) Pumpkin bus.

Route 137

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH■

- **Extended from Balgowlah to Dalwood Home (*selected trips, 1942*)**
- **Extended from Seaforth shops to The Spit (*1941-1952*)**
- **Extended from Seaforth shops to North Balgowlah (*selected trips on Sundays after circa 1978*)**

Timeline

7 May 1933:

- Manly Wharf – Balgowlah Heights (New St) commenced, replacing private 137 (Manly Wharf – Balgowlah (Condamine St)), operated by North Harbour Bus Co (Henry J Curtis), but extended from Balgowlah (Condamine St) to Balgowlah Heights (New St). Probably a full time service from its commencement.
- Extension of route from Balgowlah (Condamine St) to Balgowlah Heights (New St) under Government control restored route to its pre-1931 (?) terminus. Private 137 appears to have been curtailed from Seaview St/New St to Condamine St to avoid the part of the route along Sydney Rd from being regarded as competitive with the Manly – The Spit tram service under the State Transport (Co-ordination) Act.
- Shared Manly Wharf – Seaforth shops with 130, 131 & 132 for various periods.

13 April 1935: 144 (all or selected trips?) diverted via New St at weekends (when ceased?).

20 November 1938: Rerouted from Balgowlah Heights (New St) to Balgowlah (Seaview St/Sydney Rd) via Ernest St, thus reversing direction of travel along Seaview St.

13 August 1941: Selected trips extended from Seaview St/Sydney Rd, Balgowlah to Dalwood Home.

18 June 1942: Extended (selected or all trips?) from Balgowlah (Wanganella St/Sydney Rd) to Seaforth (Sydney Rd/Ethel St).

27 September 1942 (*when wartime restrictions first came into force*):

- Manly Wharf – Balgowlah Heights – Seaforth – Dalwood Home renumbered 132.
- Extended from Seaview St, Balgowlah to The Spit via Seaforth, becoming Manly Wharf – Balgowlah Heights – Seaforth – The Spit (connecting at The Spit with Wynyard trams) to facilitate travel between the City & Balgowlah Heights when 150 curtailed to run as a feeder from The Spit.

8 August 1948: Rerouted via Seaforth Loop.

16 June 1952: Selected 137 trips rerouted from Seaforth shops to The Spit via Seaforth (The Bluff) & renumbered 131, replacing temporary 131 (The Spit – Seaforth (The Bluff)), following cessation of private 199 (Cremorne Wharf – Beauty Point – Seaforth (The Bluff)) on 7 June 1952.

5 October 1952 (*when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful*): Curtailed to run Manly Wharf – Seaforth Loop, coincident with 137 also being curtailed not to run to The Spit. Service between Seaforth shops & The Spit provided by various other routes.

By 23 September 1962:

- Curtailed to run Manly Wharf – Seaforth (Ethel St *or* Panorama Pde). Service to most of Seaforth Loop area continued to be provided by 131. [Timetable covers in 1962 & 1963 state the route ran Manly Wharf – Seaforth Loop, but actual times show trips ran Manly Wharf – Seaforth (Ethel St *or* Panorama Pde) only].
- Hours of service reduced to selected trips in peak hours & weeknights & alternate trips on Sundays.
- Service at other times on weekdays provided by increased service on 131 & 132. 137 had by then become a short-working of 131 & 132.

15 December 1974: Sunday service replaced by combined 137/140 (clockwise loop) & combined 140/137 (anti-clockwise loop).

By 9 January 1978: Sunday combined loops 137/140 (clockwise) & 140/137 (anti-clockwise) replaced by restored 137 on Sundays, running Manly Wharf – Balgowlah Heights – Seaforth – North Balgowlah via Bangaroo St. (132 also restored on Sundays.)

26 April 1983: Renumbered part of 132 as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Manly Wharf – Balgowlah Heights (New St)

From 7 May 1933 (based on 23 September 1937 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Sydney Rd, Seaview St to New St (Balgowlah Heights). Reverse on return.

Manly Wharf – Balgowlah Heights – Balgowlah (Seaview St)

From 20 November 1938 (based on October 1939 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Sydney Rd, Wanganella St (Balgowlah).

From Balgowlah (Wanganella St between Sydney Rd & White St) via White St, Seaview St, then reverse route to Manly Wharf.

Manly Wharf – Balgowlah Heights – Seaforth – Dalwood Home

From 26 February 1942 (based on later timetables)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Frenchs Forest Rd to Dalwood Home. Reverse on return.

Manly Wharf – Balgowlah Heights – Seaforth – The Spit

From 27 September 1942 (based on Gregory's street directory of circa 1946)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], [Spit Bridge to southern end] (The Spit).

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Ethel St, then reverse route to Manly Wharf.

Manly Wharf – Balgowlah Heights – Seaforth Loop – The Spit

From 8 August 1948

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Sydney Rd, Ross St, Panorama Pde, Edgecliffe Esp (**Seaforth Loop**), Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], [Spit Bridge to southern end] (The Spit).

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Ethel St, then reverse route to Manly Wharf.

(Seaforth Loop: Part of route on trips ex Manly Wharf from Sydney Rd, Seaforth via Ross St, Panorama Pde, Edgecliff Espl, Palmerston Pl, Ponsonby Rd to Sydney Rd.)

Manly Wharf – Balgowlah Heights – Seaforth Loop

From 5 October 1952 (based on 13 June 1957 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Sydney Rd (**Seaforth**), Ross St, Panorama Pde, Edgecliffe Esp (**Seaforth Loop**), Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

(Seaforth Loop: Part of route on trips ex Manly Wharf from Sydney Rd, Seaforth via Ross St, Panorama Pde, Edgecliff Espl, Palmerston Pl, Ponsonby Rd to Sydney Rd.)

Manly Wharf – Balgowlah Heights – Seaforth (Panorama Pde)

By 23 September 1962

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Sydney Rd, Ross St, Panorama Pde to Ponsonby Pde (Seaforth).

From Seaforth (Panorama Pde) (at Ponsonby Pde) via Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

Manly Wharf – Balgowlah Heights – Seaforth shops (extended to North Balgowlah on Sundays)

By 9 January 1978

North Balgowlah extension: From Seaforth shops via Frenchs Forest Rd, Brook Rd, Bangaroo St to North Balgowlah. (Loop via Hunter St?)

Timetable Summary

23 September 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah (New St)	13	M-F	New St	6.24am	Manly Wharf	12.42am	60*	
		Sat		7.11am		12.42am	AM 60 PM 40	
		Sun		8.21am		11.36pm	60	

* More frequent in peak hours.

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah (New St)	18	M-F	New St	6.20am	Manly Wharf	12.42am	30*	
		Sat		7.03am		12.42am	AM 30 PM 20	
		Sun		8.18am		11.41pm	20	A
		Hols		6.48am		12.42am	30	

* More frequent in peak hours.

A – Winter Sunday times. Summer Sunday times not listed.

Later dates
See 132

Route 137

MANLY Wharf – HARBORD loop – DEE WHY – NARRAWEENA – FRENCHS FOREST ■

- **Extended to start from Chatswood (limited service on Saturdays)**

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

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

- All-day Sunday service Manly Wharf-Frenchs Forest (& limited late Saturday afternoon service from Chatswood to Manly Wharf) commenced.
- This route, along with existing 133 & 134, replaced 136 (between Manly Wharf & Frenchs Forest) & 139 (between Manly Wharf & Harbord) on Sundays and late Saturday afternoon.

3 March 1991: Replaced by extended hours on 136 & 139, as part of general reorganisation of Manly-Warringah routes.

Streets

Manly Wharf – Frenchs Forest

From 26 April 1983

From Manly Wharf via 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, Albert St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av, Pittwater Rd (**Dee Why**), Fisher Rd, McIntosh Rd (**Narraweena**), Willandra Rd, Tristram Rd, Oxford Falls Rd (**Beacon Hill**), Iris St, Patanga Rd, Frenchs Forest Rd, Wakehurst Pkwy, Warringah Rd, Forest Way to Forestway shops (Frenchs Forest).

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

(Harbord loop: Part of route ex Manly Wharf from Lawrence St/Albert St via Albert St, Moore St, Charles St, Evans St, Albert St to Lawrence St. Reverse on return.)

Chatswood to Manly Wharf

From Chatswood (Orchard Rd at station) via Help St, Anderson St, Victoria Av, Archer St, Boundary St, Babbage Rd, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Naree Rd, then same route as “From Frenchs Forest” (above) to Manly Wharf.

Timetable Summary

See 136

Route 137

CHATSWOOD – FRENCHS FOREST (House with No Steps)

Timeline

9 October 2005: Limited peak hour service renumbered from 060, running express between Frenchs Forest & East Roseville.

2 August 2009: Altered from express to all stops between Frenchs Forest & East Roseville.

Streets

From 9 October 2005

From Chatswood (old interchange) via Orchard Rd, Help St, Anderson St, Victoria Av, High St, Smith St, Eastern Valley Way (**East Chatswood**), Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Hilmer St, Primrose Av, Bantry Bay Rd to Grattan Cr (House with No Steps, Frenchs Forest). Reverse on return.

Alteration

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

Timetable Summary

9 December 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Frenchs Forest (House with No Steps)	20	M-F	Chatswood	7.16am	H'se/No Steps	4.12pm	1 trip	
		Sat						
		Sun						

Combined Routes 137/140 (clockwise loop)

Combined Routes 140/137 (anti-clockwise loop)

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH – NORTH BALGOWLAH – MANLY WHARF (bidirectional loop)

Timeline

15 December 1974:

- Sunday service commenced, replacing 132, 137 & 140.
- On clockwise trips buses displayed “137” from Manly Wharf to Seaforth shops, then “140” on return to Manly Wharf.
- On anti-clockwise trips buses displayed “140” from Manly Wharf to North Balgowlah, then “137” on return to Manly Wharf.

By 9 January 1978: Replaced by:

- Restored 137 Manly Wharf – Balgowlah Heights – Seaforth shops on Sundays & its extension from Seaforth shops to North Balgowlah via Bangaroo St.
- Restored 141 Manly Wharf – North Balgowlah – Bantry Bay on Sundays.

Streets

From 15 December 1974

Combined 137/140 (clockwise loop)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, Ernest St (**Balgowlah Heights**), Beatrice St, Seaview St, Upper Beach St, Maretimo St, Sydney Rd (**Seaforth**), Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Woodbine St (**North Balgowlah**), Daisy St, Myrtle St, Kitchener St, Lodge St, Condamine St (**Manly Vale**), Balgowlah Rd, Francis St, Arthur St, Birkley Rd, Augusta Rd, Quinton Rd, Raglan St, Belgrave St to Manly Wharf.

Combined 140/137 (anti-clockwise loop)

From Manly Wharf via reverse of “clockwise” route to Woodbine St, then Bangaroo St, then reverse of “clockwise” route to Manly Wharf.

Timetable Summary

15 December 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
137/140: Manly Wharf-Seaforth-Manly Wharf†	43 round trip	M-F						
		Sat						
		Sun	Manly Wharf	9.24am	Manly Wharf	9.24pm	90	A
140/137: Manly Wharf-Seaforth-Manly Wharf‡	43 round trip	M-F						
		Sat						
		Sun	Manly Wharf	8.39am	Manly Wharf	10.10pm	90	B

† Clockwise loop.

‡ Anti-clockwise loop.

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

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

Route 138

CITY (Wynyard) – TAYLORS POINT via Condamine St■

Timeline

30 March 1952: Limited service City (Wynyard) – Taylors Point via Condamine St commenced at times when Circular Quay – Manly ferries were not operating, 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.

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, Balgowlah**), Condamine St (**Manly Vale**), Kentwell Rd (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, 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).

Timetable Summary

29 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-Palm Beach		M-F	Wynyard	5.31am			A	
		Sat		5.30am			A	
		Sun						

A – 1 trip from City (Wynyard) only.

Route 138

WARRINGAH MALL – HARBORD – QUEENSCLIFF■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

1 July 1963: Warringah Mall – Harbord shopping service commenced on weekdays and Saturday mornings, shortly after the opening of Warringah Mall shopping centre.

23 March 1964: Extended from Harbord to Queenscliff.

26 April 1983: Replaced by extended 139, as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Warringah Mall – Harbord

From 1 July 1963

From Warringah Mall (internal road at rear of Mall) via internal roads, Old Pittwater Rd, Condamine St, Pittwater Rd, William St, Corrie Rd, Wyadra Av, Harbord Rd, Wyuna Av, Oliver St, Wyndora Av, Carlton St, Albert St (**Harbord**), Lawrence St, Harbord Rd, then reverse route to William St, then (right) Pittwater Rd, internal roads to rear of Warringah Mall.

Warringah Mall – Harbord – Queenscliff

From 23 March 1964 (based on April 1967 timetable)

From Warringah Mall (internal road at rear of Mall) via internal roads, Old Pittwater Rd, Condamine St, Pittwater Rd, William St, Corrie Rd, Wyadra Av, Harbord Rd, Wyuna Av, Oliver St, Wyndora Av, Carlton St, Albert St (**Harbord**), Lawrence St, Cavill St, Crown Rd, Bridge Rd (**Queenscliff**), Pavilion St, Queenscliff Rd, Dalley St, Cavill St, then reverse route to William St, then (right) Pittwater Rd, internal roads to rear of Warringah Mall.

Alterations

- **By July 1972:** To approach Warringah Mall from Corrie Rd via Sterland St, Pittwater Rd, Condamine St, Warringah Mall internal roads to eastern side of Warringah Mall. Return via internal roads, Cross St, Pittwater Rd, William St.
- **By 1974:** To approach Warringah Mall from Pittwater Rd via Cross St, Dale St to Warringah Mall (bus terminal inside). Return via White St, Cross St, Pittwater Rd.
- **From 12 July 1976:** Ex Warringah Mall from Lawrence St via Dowling St, Crown Rd, Bridge Rd, Pavilion St, Queenscliff Rd, Dalley St, Cavill St, Crown Rd, Dowling St, Lawrence St.

Timetable Summary

1 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Harbord	20 round trip	M-F	Warr Mall	9.10am	Harbord	4.50pm	30	A
		Sat		8.40am		12.20pm	30	
		Sun						

A – Gap in service.

July 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Harbord-Queenscliff	22 round trip	M-F	Queenscliff	8.04am	Warr Mall	5.36pm	30	A
		Sat	Warr Mall	8.40am	Queenscliff	12.21pm	30	
		Sun						

A – Extra trips Thursday night (last trip 9.10pm from Warringah Mall).

Route 138

MANLY WHARF – HARBORD – SOUTH CURL CURL – DEE WHY – CROMER HEIGHTS – WHEELER HEIGHTS ■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

3 June 1984: Sunday daytime service commenced, replacing 134 on Sundays, except in early morning & at night, when 134 continued to run. Provided a service to South Curl Curl at that time.

3 March 1991: Replaced by extension of hours/days of service on 136, 139 & 146, as part of general reorganisation of Manly-Warringah routes.

Streets

From 3 June 1984

From Manly Wharf via 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, Gardere Av (**South Curl Curl**), Farnell St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av (**Dee Why**), Pittwater Rd, Fisher Rd, McIntosh Rd, Alfred St, Carawa Rd, Caroola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr (**Cromer Heights**), McNamara Rd, Badcoe Rd, Truman Av, Toronto Av, South Creek Rd, Ambleside St, Crummock St, Penrith St, South Creek Rd to Wheeler Heights shops.

From Wheeler Heights (South Creek Rd at shops) via Toronto Av, Truman Av, Howse Cr (**Cromer Heights**), McNamara Rd, Badcoe Rd, Truman Av, Toronto Av, Carrington Av, then reverse route to Manly Wharf.

Timetable Summary

See 136

Route 139

MANLY WHARF – HARBORD – SOUTH CURL CURL – WARRINGAH MALL■

- **Extended from Warringah Mall to Dee Why via Wingala (1983-1991)**

(Harbord was renamed Freshwater on 12 January 2008.)

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

Timeline

1 October 1939: New full-time route, Manly Wharf – Harbord Beach, commenced as part of replacement of Manly – Harbord Beach tram service by buses, but routed via Queenscliff Bridge instead of tram line's own right-of-way in this area.

30 January 1962: Extended from Harbord Beach to South Curl Curl, in a reorganisation of 136 & 139.

18 June 1972: Night service replaced by 134. Times of operation of 134 extended to Sundays from 15 December 1974 & to early mornings by 4 February 1980.

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

- Extended from South Curl Curl to Dee Why shops via Warringah Mall & Wingala on weekdays (off-peak) & Saturday mornings, replacing 138 & part of 169 through Wingala. Saturday afternoon service remained as Manly Wharf – South Curl Curl, until also extended to Dee Why shops via Warringah Mall & Wingala by 20 May 1985.
- Early morning & night service continued to be replaced by 134.
- Sunday service replaced by a combination of 133, 134 & 137, leaving South Curl Curl without a Sunday service.

3 June 1984: Sunday service on 134 retained in early morning & at night, but replaced by 138 in daylight hours, so restoring a service to South Curl Curl on Sundays.

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

- Curtailed to run Manly Wharf – Harbord – South Curl Curl – Warringah Mall. Service between Warringah Mall & Dee Why via Wingala replaced by extended hours on 159 (off-peak & Saturdays) & by existing 177 (peak hours).
- Hours of service extended to full time, replacing early morning, night & Sunday services on 133, 134, 137 & 138.
- Ceased to run via Foam St loop, Harbord from 3 March 1991 until 24 September 1995. Service between Warringah Mall & Foam St loop replaced by 140 from 3 March 1991 until 27 October 1991.

20 December 2020: Renumbered 167, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Manly Wharf – Harbord Beach

From October 1939

From Manly Wharf via East Esplanade, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliffe**), Queenscliffe Bridge, Greycliffe St, Queenscliffe Rd, Pavilion St, Bridge St, Crown Rd, Dowling St, Lawrence St, Albert St, Moore Rd to Harbord Beach. Reverse on return.

Manly Wharf – South Curl Curl

From 30 January 1962 (based on 18 July 1962 timetable)

From Manly Wharf via 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, The Drive, Carrington Pde to Gardere Av (South Curl Curl). Reverse on return.

Trips to/from Brighton & Oliver Sts (peak hours): Same route from Manly Wharf to Charles St, then Evans St, Carlton St, Wyndora Av, Oliver St to Brighton St. Reverse on return.

Alterations

- **By 9 August 1981:** Ex Manly Wharf from Evans St via McKillop Park [now Lumsdaine] Dr, Carrington Pde. Reverse on return
- **By 14 September 1981:** To approach South Curl Curl from Carrington Pde via Adams St, Farnell St to near Adams St. Return via Farnell St, Gardere Av, Carrington Pde.

Manly Wharf – South Curl Curl – Warringah Mall – Wingala – Dee Why (Howard Av)

From 26 April 1983

From Manly Wharf via 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, Gardere Av (**South Curl Curl**), Farnell St, Adams St, Bennett St, Oliver St, Wyadra Av, Foam St, Wyndora Av, Oliver St, Wyuna Av, Harbord Rd, Wyadra Av, Corrie Rd, Sterland Av, Pittwater Rd (**Warringah Mall**), Chard Rd (**Brookvale**), Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd (**Wingala**), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand (**Dee Why Beach**), Howard Av, Avon Rd, Dee Why Pde, Pittwater Rd, Howard Av to near Pittwater Rd (Dee Why).

From Dee Why (Howard Av at Pittwater Rd) via Howard Av, The Strand, then reverse route to Winbourne Rd, then Pittwater Rd, William St, Corrie Rd, then reverse route to Manly Wharf.

Trips terminating at South Curl Curl (*Saturday afternoons*): Ex Manly Wharf from Carrington Pde via Adams St, Farnell St to near Adams St. Return via Farnell St, Gardere Av, Carrington Pde.

(Foam St loop: Part of route ex Manly Wharf from Oliver St/Wyadra Av via Wyadra Av, Foam St, Wyndora Av, Oliver St to Wyadra Av. Reverse on return.)

Alterations

- **From 18 July 1983** (*trips terminating at Warringah Mall (bus terminal inside)*): Ex Manly Wharf from Pittwater Rd via Cross St, Dale St to Warringah Mall bus terminal inside. Return via Green St, Cross St, Pittwater Rd.
- **From 8 August 1983:** To approach Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd (*not* via Dee Why Beach). Reverse on return.

Manly Wharf – South Curl Curl – Warringah Mall

Alterations

- **From 3 March 1991:** Ex Manly Wharf from Sterland Av via Pittwater Rd, Cross St, Dale St to Warringah Mall (bus terminal inside). Return via White St, Cross St, Pittwater Rd, William St.
- **From 3 March 1991:** Ex Manly Wharf from Oliver St via Wyuna Av (*not* via Foam St loop). Reverse on return.
- **By 24 September 1995:** Ex Manly Wharf from Oliver St via Wyadra Av, Foam St, Wyndora Av, Oliver St, Wyuna Av. Reverse on return.
- **From 2 September 2001:** Ex Manly Wharf from Oliver St via Wyndora Av, Foam St, Wyadra Av, Corrie Rd. Reverse on return.
- **By 9 December 2001:** To approach Manly Wharf from North Steyne via South Steyne, Victoria Pde, East Esplanade. Unaltered on return.
- **By October 2003:** Ex Warringah Mall from Pittwater Rd via Sterland St, Corrie Rd. Unaltered on return.

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Harbord Beach	13	M-F	Harbord Beach	5.42am	Manly Wharf	12.44am	30*	
		Sat		5.43am		12.44am	AM 30 PM 20	
		Sun		6.53am		12.22am	30	A
		Hols		5.43am		12.42am	15	

* More frequent in peak hours.

A – Winter Sunday times. Summer Sunday times not listed.

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-Harbord Beach	16	M-F	Harbord Beach	5.34am	Manly Wharf	12.44am	30*	
		Sat		5.34am		12.23am	30	
		Sun		6.49am		11.58pm	30	

* More frequent in peak hours.

18 June 1972 - 3 June 1984

See 136

3 March 1991

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	Fr Manly 19S 30W	M-F	Manly Wharf	7.32am	Warr Mall	11.53pm	60*	A
		Sat	Warr Mall	7.27am		12.02am	60	
		Sun	Manly Wharf	7.58am	Manly Wharf	11.38pm	60	

* More frequent in peak hours.

A – Plus short-working/s from South Curl Curl to Manly Wharf before first trip shown.

M – To Manly Wharf.

S – To South Curl Curl.

W – To Warringah Mall.

24 September 1995

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	35	M-F	Warr Mall	6.26am	Warr Mall	11.44pm	30	
		Sat	Manly Wharf	7.20am		11.44pm	30	
		Sun	Warr Mall	8.13am	Manly Wharf	11.23pm	60	

23 October 2016

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	5.32am	Manly Wharf	12.25am	30	
		Sat		7.25am		12.25am	30	
		Sun		7.25am	Warr Mall	11.47pm	30	

Route 140

MANLY WHARF – MANLY WEST – SEAFORTH shops ■

- **Manly Wharf – Manly Vale (Osborne Rd) (extended to Manly District Park on Saturday afternoons & Sunday mornings) (1937-38) ■**

(Manly West has been known as North Balgowlah since about 1957.)

Timeline

1 March 1937: Manly Wharf – Manly Vale (Osborne Rd) (extended to Manly District Park on Saturday afternoons & Sunday mornings) via Balgowlah Rd taken over from Manly West Bus Co (Sparks & Wilson). Then or later a full time service.

10 April 1938: Rerouted as Manly Wharf – Manly West (Kitchener St) via Balgowlah Rd in a rearrangement of 140 & 143. Service to Manly Vale & Manly District Park replaced by 143.

11 December 1940: Extended in Manly West from Kitchener St to Bangaroo St.

21 December 1953: Extended from Manly West (Bangaroo St) to Seaforth shops.

15 February 1965: Selected trips rerouted to Bantry Bay (Burnt St) instead of Seaforth shops & renumbered 141. Shared Manly Wharf – North Balgowlah with 141.

By 9 January 1978: Sunday service ceased apart from limited night trips. 142 continued to provide service between Manly Wharf & North Balgowlah.

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

- Replaced between Seaforth shops & North Balgowlah by extended hours of service on 168.
- Service between Manly Wharf & North Balgowlah continued to be provided by 141.

Streets

Manly Wharf – Manly District Park

From 1 March 1937 (based on 30 June 1937 DRTT map)

From Manly Wharf via East Esplanade, Belgrave St, Raglan St, Quinton Rd, Augusta Rd, Birkley Rd, Arthur St, Francis St, Balgowlah Rd (**Fairlight**), Condamine St [part now Sloane Cr] (**Manly Vale**) to Manly District Park [current location of Millers Reserve, Manly Vale]. Reverse on return.

Manly Wharf – Manly West (Kitchener St)

From 10 April 1938 (based on 30 June 1938 DRTT map)

From Manly Wharf via East Esplanade, Belgrave St, Raglan St, Quinton Rd, Augusta Rd, Birkley Rd, Arthur St, Francis St, Balgowlah Rd (**Fairlight**), Kitchener St (Manly West).

Manly Wharf – Manly West (Bangaroo St)

Alterations

- **From 11 December 1940:** Extended from Kitchener St via Myrtle St, Daisy St, Woodbine St to Bangaroo St (Manly West).
- **By 8 August 1948:** Ex Manly Wharf from Balgowlah Rd via Condamine St, Lodge St, Kitchener St. Reverse on return.

Manly Wharf – Manly West – Seaforth shops

From 21 December 1953 (based on August 1966 timetable)

From Manly Wharf via Belgrave St, Raglan St, Quinton Rd, Augusta Rd, Birkley Rd, Arthur St, Francis St, Balgowlah Rd (**Fairlight**), Condamine St, Lodge St (**Manly Vale**), Kitchener St, Myrtle St, Daisy St, Woodbine St (**Manly West**), Bangaroo St, Brook Rd, Frenchs Forest Rd, Sydney Rd, Ross St, Panorama Pde, Ponsonby Pde, Sydney Rd to Frenchs Forest Rd (Seaforth shops).

From Seaforth (shops) via Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St, then reverse route to Manly Wharf.

Alterations

By January 1979: Ex Manly Wharf from Balgowlah Rd via West St, Kitchener St. Reverse on return.

Timetable Summary

23 September 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly Vale (Osborne Rd)†	Fr Manly 13K 15O 17P	M-F	Osborne Rd	6.20amM	Osborne Rd	12.20amM	A	
		Sat		7.33amM	Manly Dist Pk	6.52pmM	B	
			Manly Wharf	1.37pmP	Manly Wharf	12.07amK		
		Sun	Osborne Rd	8.15amM	Manly Dist Pk	12.47pmM	C	
			Manly Wharf	9.08amP	Manly Wharf	11.08pmO		

* More frequent in peak hours.

† Extended to Manly District Park on Saturday afternoons & Sunday mornings.

A – Day, Manly Wharf-Manly Vale (King St) 30*, Manly Wharf-Manly Vale (Osborne Rd) 60. Night, most trips Manly Wharf-Manly Vale (King St). (No service beyond Osborne Rd to Manly District Park on weekdays.)

B – Morning, mainly Manly Wharf-Manly Vale (Osborne Rd) 30. Afternoon, Manly Wharf-Manly Vale (Osborne Rd) 20, Manly Wharf-Manly District Park 20-60. Night, Manly Wharf-Manly Vale (King St), selected trips extended to Manly Vale (Osborne Rd). Plus short-working/s before first trip shown.

C – Morning, mainly Manly Wharf-Manly District Park 60. Afternoon, Manly Wharf-Manly Vale (Osborne Rd) 30. Night, mainly Manly Wharf-Manly Vale (King St), last trip from Manly Wharf to Manly Vale (Osborne Rd).

K – To Manly Vale (King St).

M – To Manly Wharf.

O – To Manly Vale (Osborne Rd).

P – To Manly District Park.

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly West (Kitchener St)	14	M-F	Kitchener St	6.17am	Manly Wharf	12.42am	30*	
		Sat		6.50am		12.42am	AM 30 PM 20	
		Sun		8.23am		11.41pm	30	A
		Hols		6.51am		12.42am	30	

* More frequent in peak hours.

A – Winter Sunday times. Summer Sunday times not listed.

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-Manly West (Bangaroo St)	18	M-F	Bangaroo St	5.31am	Manly Wharf	12.44am	30*	
		Sat		5.33am		12.44am	30	
		Sun		7.48am		11.58pm	30	

* More frequent in peak hours.

13 June 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Balgowlah-Seaforth shops	18	M-F	Seaforth shops	5.53amM	Manly Wharf	11.30pmS	30*	A
		Sat	Nth Balgowlah	6.16amM		11.42pmS	30	A
			Manly Wharf	7.40amS				
		Sun	Seaforth shops	7.45amM		10.20pmS	30	B

* More frequent in peak hours.

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

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

M – To Manly Wharf.

S – To Seaforth shops.

January 1966

Manly Wharf – North Balgowlah via Balgowlah Rd routes 140, 141

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
140: Manly Wharf-North Balgowlah-Seaforth shops	23	M-F	Seaforth shops	5.52am	Manly Wharf	11.28pm	60*	A
		Sat		8.12am		11.38pm	AM 60 PM 30	A
		Sun		7.52am		11.28pm	30	A
141: Manly Wharf-North Balg-Bantry Bay (Burnt St)	25	M-F	Manly Wharf	6.19am	Manly Wharf	6.10pm	60*	
		Sat		7.10am	Burnt St	1.40pm	60	
		Sun						

#Average day frequencies along common route:

M-F Manly Wharf-North Balgowlah (140, 141) 30.

Sat AM Manly Wharf-North Balgowlah (140, 141) 30.

Sat PM Manly Wharf-North Balgowlah (140) 30.

Sun Manly Wharf-North Balgowlah (140) 30.

* More frequent in peak hours.

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

April 1970

Manly Wharf – North Balgowlah via Balgowlah Rd routes

140, 141

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
140: Manly Wharf-North Balgowlah-Seaforth shops	23	M-F	Seaforth shops	6.04am	Manly Wharf	11.28pm	60*	A
		Sat	Manly Wharf	7.40am		11.38pm	60	A
		Sun	Seaforth shops	7.52am	Seaforth shops	10.32pm	60	A
141: Manly Wharf-North Balg-Bantry Bay (Burnt St)	25	M-F	Manly Wharf	6.07am	Burnt St	6.59pm	60*	
		Sat		7.10am		5.40pm	60	
		Sun		9.10am		5.40pm	60	

Average day frequencies along common route:

M-F Manly Wharf-North Balgowlah (140, 141) 30.

Sat Manly Wharf-North Balgowlah (140, 141) 30.

Sun Manly Wharf-North Balgowlah (140, 141) 30.

* More frequent in peak hours.

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

Route 140

WARRINGAH MALL – HARBORD (Foam St) ■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

3 March 1991: Weekday off-peak service, replacing part of 139 when 139 ceased to run via Foam St loop, as part of general reorganisation of Manly-Warringah routes.

27 October 1991: Ceased. Not immediately replaced, but 139 rerouted via Foam St loop again by 24 September 1995.

Streets

From 3 March 1991

From Warringah Mall (bus terminal inside) via White St, Cross St, Pittwater Rd, William St, Corrie Rd, Wyadra Av, Harbord Rd, Wyndora Av, Oliver St, Foam St (**Harbord**), Wyadra Av, Oliver St, Wyuna Av, Harbord Rd, Wyadra Av, Corrie Rd, Sterland St, Pittwater Rd, Cross St, Dale St to Warringah Mall.

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		
Warringah Mall-Harbord (Foam St)	9	M-F	Foam St	9.11am	Warr Mall	3.02pm	120	
		Sat						
		Sun						

Route 140

MANLY WHARF – MACQUARIE UNIVERSITY – EPPING (LIMITED STOPS) ■

Timeline

3 March 1992: Limited stop service, Manly Wharf – Macquarie University, commenced, running in university term time only.

26 February 1996: Rerouted via Talavera Rd, Macquarie Park.

22 July 1996:

- Extended from Macquarie University to Epping.
- Rerouted back to Epping Rd (*not* via Talavera Rd, Macquarie Park).
- Days of operation extended to run every weekday (except during the Christmas-New Year period).

26 November 2017: Replaced by existing 143 & 144 between Manly Wharf & Lane Cove & by various other routes between Lane Cove & Epping, as part of rearrangement of routes on introduction of B-Line (B1).

Streets

Manly Wharf – Macquarie University

From 3 March 1992

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Herring Rd*, Waterloo Rd, University Av (Macquarie University).

From Macquarie University (Macquarie Dr) via Waterloo Rd, Herring Rd*, Epping Rd, then reverse route to Manly Wharf.

(* Not shown on timetable, but likely route.)

Alteration

From 22 February 1996: Ex Manly Wharf from Epping Rd via Lane Cove Rd, Talavera Rd (**Macquarie Park**), Khartoum Rd, Waterloo Rd, University Av. Return from Macquarie University (Macquarie Dr) via Waterloo Rd, then reverse route.

Manly Wharf – Macquarie University – Epping

From 22 July 1996

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St to Epping station.

From Epping (Langston Pl at station) via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Herring Rd, Epping Rd, then reverse route to Manly Wharf.

Alteration

From 30 May 2015: Ex Epping from Balaclava Rd via University Av (*not* Macquarie Dr), Waterloo Rd. Unaltered ex Manly Wharf.

Timetable Summary

3 March 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Macquarie University	50	M-F	Manly Wharf	7.50am	Macquarie Uni	5.10pm	2 trips	A
		Sat						
		Sun						

A – University terms only. Morning from Manly Wharf, afternoon from Macquarie University.

22 July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Macquarie University-Epping	60	M-F	Manly Wharf	7.40am	Epping	5.07pm	2 trips	A
		Sat						
		Sun						

A – Morning from Manly Wharf, afternoon from Epping.

Combined Routes 140/137

See under Combined Routes 137/140

Route 141

CHATSWOOD – NARRABEEN PENINSULA ■

Timeline

21 October 1934: Summer Sunday service commenced.

25 April 1935: Ceased.

Summer 1935/6: Recommenced & ceased.

Route 141

MANLY WHARF – SEAFORTH Loop – THE SPIT

- **Extended from Manly Wharf to Narrabeen (*late night service*)**
- **Manly Depot – Manly Wharf – The Spit (*all-night service*)**

(Manly Depot was located in Pittwater Rd at the corner of Balgowlah Rd, North Manly.)

Timeline

9 January 1939:

- New full-time route, Manly Wharf – Seaforth Loop – The Spit, commenced as part of replacement of Manly – The Spit tram service by buses during the weekday off-peak and on weeknights (144 had provided the replacement service from 2 November 1938). Trams continued to run during weekday peak hours and at weekends.
- Also replaced part of 144 between Manly Wharf & Balgowlah, when 144 was rerouted via Lauderdale Av instead of Sydney Rd.
- Buses connected at The Spit with Wynyard trams.

1 October 1939:

- 141 (& 144) replaced Manly – The Spit tram service at all times when the tram service was fully discontinued.
- All-night service ran Manly Depot – Manly Wharf – The Spit.

9 September 1941: Late night service extended from Manly Wharf to Narrabeen (via ?) (when ceased?).

12 October 1942:

- Replaced 144 between Manly Wharf & The Spit, when 144 was discontinued as a wartime economy measure.
- Some (mainly alternate) trips *from* Manly Wharf to The Spit ran via Sydney Rd direct (*not* via Seaforth Loop). All trips from The Spit continued unaltered.

12 April 1943:

- Trips from Manly Wharf to The Spit via Sydney Rd direct (*not* via Seaforth Loop) renumbered 147. Trips (other than all-night service) from The Spit to Manly Wharf continued to display 141.
- All-night service extended from The Spit to Spit Junction & renumbered 147.

By 1944: All-night service curtailed to run Manly Wharf – Spit Junction (?).

7 August 1948: Service around Seaforth Loop replaced by 131. Manly Wharf – The Spit replaced by reintroduction of 144 on 16 November 1947.

Streets

Manly Wharf – Seaforth Loop – The Spit

From October 1939

From Manly Wharf via East Esplanade, Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Ross St, Panorama Pde, Edgecliffe Esp, Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

From The Spit (southern end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Belgrave St, Gilbert St, bus parking area, West Esplanade to Manly Wharf.

(Seaforth Loop: Part of route on trips ex Manly Wharf from Sydney Rd, Seaforth via Ross St, Panorama Pde, Edgecliffe Esp, Palmerston Pl, Ponsonby Rd to Sydney Rd.)

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Seaforth Loop-The Spit	21	M-F	Manly Wharf	4.50am	The Spit	1.07am	15*	
		Sat		4.50am		1.07am	AM 15 PM 20	
		Sun		6.38am		12.46am	10	A
		Hols		4.50am		1.08am	10	
Manly Depot-Spit Junction (<i>all-night service</i>)	28	M-F	Manly Depot	1.00am	Spit Junction	4.29am	Ns1	
		Sat		1.00am		6.38am	Ns2	
		Sun		12.00mn		4.29am	Ns3	

* More frequent in peak hours.

A – Winter Sunday times. Summer Sunday times not listed.

Ns1 – Midnight-to-dawn service, early morning Tuesday-Saturday. Connected with Wynyard trams at Spit Junction.

Ns2 – Midnight-to-dawn service, early morning Sunday. Connected with Wynyard trams at Spit Junction.

Ns3 – Midnight-to-dawn service, early morning Monday. Connected with Wynyard trams at Spit Junction.

1944

Manly Wharf – The Spit routes

141, 147

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
141: Manly Wharf-The Spit†		M-F	Manly Wharf	4.47am	The Spit	1.04am	A	
		Sat		4.47am		1.03am	B	
		Sun		6.38am		12.28am	B	
147: From Manly Wharf to The Spit‡		M-F	Manly Wharf	5.48am	Manly Wharf	11.40pm	30	
		Sat		6.35am		11.41pm	30	
		Sun		7.08am		11.28pm	30	
147: Manly Wharf-Spit Junction (<i>all-night service</i>)		M-F	Manly Wharf	1.00am	Spit Junction	5.33am	Ns1	
		Sat		1.00am		5.33am	Ns2	
		Sun		12.00mn		6.38am	Ns3	

Average day frequencies along common route:

M-F From Manly Wharf to The Spit (141, 147) 15.

From The Spit to Manly Wharf (141) 15.

Sat From Manly Wharf to The Spit (141, 147) 15.

From The Spit to Manly Wharf (141) 15.

Sun From Manly Wharf to The Spit (141, 147) 15.

From The Spit to Manly Wharf (141) 15.

* More frequent in peak hours.

† Via Seaforth Loop on trips from Manly Wharf. Via Battle Blvd on trips from The Spit.

‡ Via Sydney Rd (old alignment) direct between Seaforth shops & The Spit.

A – From Manly Wharf to The Spit 30*. From The Spit to Manly Wharf 15.

B – From Manly Wharf to The Spit 30. From The Spit to Manly Wharf 15.

Ns1 – Midnight-to-dawn service, early morning Tuesday-Saturday. Connected with Wynyard trams at Spit Junction.

Ns2 – Midnight-to-dawn service, early morning Sunday. Connected with Wynyard trams at Spit Junction.

Ns3 – Midnight-to-dawn service, early morning Monday. Connected with Wynyard trams at Spit Junction.

Route 141

CITY (Wynyard) – BANTRY BAY – NARRAWEENA ■

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

Timeline

27 February 1950: City (Wynyard) – Bantry Bay (Burnt St) peak hour service commenced.

30 March 1952: Replaced by new routes 150, 151, 158, 159, 170, 171, 178 & 179, running from City (Wynyard) via Wakehurst Pwy to destinations north of Narrabeen, as part of the Manly bus/ferry Co-ordination Scheme.

5 October 1952: Peak hour service recommenced & extended from Bantry Bay to Narraweena (new suburb), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful. Replaced City (Wynyard) – Roseville [now Warringah] Rd part of 150, 151, 158, 159, 170, 171, 178 & 179. These routes had all served Bantry Bay (& some also Narraweena) between 30 March & 5 October 1952.

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

172 City (Wynyard) – Bantry Bay (Burnt St)

173 City (Wynyard) – Narraweena

Streets

City (Wynyard) – Bantry Bay (Burnt St)

From 27 February 1950 (based on later timetables)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, 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 to Wynyard Park (City).

City (Wynyard) – Bantry Bay – Narraweena

Alteration

From 5 October 1952: Extended from Bantry Bay via Wakehurst Pkwy, Roseville [now Warringah] Rd (**Frenchs Forest**), Waratah Pde, McIntosh Rd, Alfred St to Amaral St (Narraweena). Reverse on return.

Timetable Summary

30 October 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Bantry Bay (Burnt St)	39	M-F	Burnt St	6.30am	Burnt St	5.23pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 141

MANLY WHARF – NORTH BALGOWLAH – BANTRY BAY via various routes ■

MANLY WHARF – NORTH BALGOWLAH – SEAFORTH shops via Bangaroo St ■

- **Extended from Bantry Bay to Seaforth shops (1991-95)**
- **Bantry Bay – Warringah Mall – Dee Why (limited service, 1976-91)**

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

Timeline

15 February 1965:

- Selected Monday to Saturday trips on 140 altered to run Manly Wharf – North Balgowlah – Bantry Bay (Burnt St) via Balgowlah Rd & renumbered 141.
- By April 1970 also ran on Sundays.
- Shared Manly Wharf – North Balgowlah with 140 (until 140 ceased on 26 April 1983).

15 December 1974:

- Sunday service between Manly Wharf & North Balgowlah replaced by combined 137/140 & combined 140/137.
- Sunday service between Seaforth shops & North Balgowlah replaced by alteration/extension of 132.

By March 1976: Extra route (limited service) Bantry Bay (Burnt St) – Warringah Mall – Brookvale Depot commenced.

By 9 January 1978:

- Sunday service restored, replacing part of combined 137/140 & combined 140/137.
- Sunday service between Manly Wharf & Condamine St/Balgowlah Rd then shared with 147 (*not* 140).

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

- Manly Wharf – Condamine St/Balgowlah Rd now shared with 142, due to 140 ceasing.
- Condamine St/Balgowlah Rd – North Balgowlah shared with 168.
- Limited service Bantry Bay (Burnt St) – Warringah Mall – Brookvale Depot altered/extended from Warringah Mall to Dee Why.

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

- Rerouted/extended as Manly Wharf – Balgowlah – North Balgowlah – Bantry Bay (Lister Av) – Seaforth shops via Fairlight St, Fairlight, running daytime Mondays to Saturdays.
- Shared Manly Wharf – Condamine St/Balgowlah Rd via Fairlight St with 146.
- Service along Balgowlah Rd continued to be provided by 142.
- Service between Lister Av & Burnt St, Bantry Bay provided by 169 (off-peak & Saturdays) & 172 & 173 (peak hours), all running to City (Wynyard).
- Limited service Bantry Bay (Burnt St) – Warringah Mall – Dee Why ceased on or by this date. Service between North Balgowlah & Warringah Mall replaced by extension of hours of 168.
- Night & Sunday service between North Balgowlah & Bantry Bay replaced by extension of 132 from Seaforth shops to North Balgowlah via Bantry Bay (Lister Av) (further extended from North Balgowlah to Warringah Mall on Sundays).
- Night & Sunday service in North Balgowlah area also replaced by 131 between 7 May 1995 & 24 September 1995.

24 September 1995:

- Altered to Manly Wharf – North Balgowlah – Seaforth shops (via Bangaroo St, *not* via Bantry Bay (Lister Av)).
- Service between Seaforth shops & North Balgowlah via Bantry Bay provided by extended 132.
- Seaforth shops – North Balgowlah via Bangaroo St shared with 168 (in peak hours).

21 May 2006: Ceased. Service in Fairlight St provided by existing 146. Service in North Balgowlah area provided by existing 132. Service between Seaforth shops & North Balgowlah via Bangaroo St provided by 168 & E68 in peak hours only.

Streets

MANLY WHARF – BANTRY BAY – SEAFORTH

Manly Wharf – North Balgowlah – Bantry Bay (Burnt St) via Balgowlah Rd

From 15 February 1965 (based on January 1966 timetable)

From Manly Wharf via Belgrave St, Raglan St, Quinton Rd, Augusta Rd, Birkley Rd, Arthur St, Francis St, Balgowlah Rd (**Fairlight**), Condamine St, Lodge St (**Manly Vale**), Kitchener St, Myrtle St, Daisy St, Woodbine St (**North Balgowlah**), Eileen St, Coramba St, Taree Av, Urunga St, Clontarf St, Lister Av, Wakehurst Pkwy to Burnt St (Bantry Bay). Reverse on return.

Alteration

By January 1979: Ex Manly Wharf from Balgowlah Rd via West St, Kitchener St. Reverse on return.

Manly Wharf – North Balgowlah – Bantry Bay (Lister Av) – Seaforth shops via Fairlight St

From 3 March 1991

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St, Lodge St (**Manly Vale**), Kitchener St, Myrtle St, Daisy St, Woodbine St (**North Balgowlah**), Eileen St, Coramba St, Taree Av, Urunga St, Clontarf St, Lister Av (**Bantry Bay**), Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd to Sydney Rd (Seaforth shops). Reverse on return.

Manly Wharf – North Balgowlah – Seaforth shops via Fairlight St & Bangaroo St

From 24 September 1995

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St, Lodge St (**Manly Vale**), Kitchener St, Myrtle St, Daisy St, Woodbine St (**North Balgowlah**), Hunter St, St Pauls Rd, Bangaroo St, Brook Rd, Frenchs Forest Rd to Sydney Rd (Seaforth shops). Reverse on return.

BANTRY BAY – WARRINGAH MALL – DEE WHY

Bantry Bay (Burnt St) – Warringah Mall – Brookvale Depot

By March 1976

From Bantry Bay (Burnt St) (at Wakehurst Pkwy) via Wakehurst Pkwy, Lister Av, Clontarf St, Urunga St, Taree Av, Coramba St, Eileen St, Woodbine St (**North Balgowlah**), Daisy St, Myrtle St, Kitchener St, Lodge St, Condamine St (**Manly Vale**), Pittwater Rd, into Warringah Mall, then to Brookvale Depot. Reverse on return.

Alterations

- **From 16 August 1976:** Either direction, from Lodge St/Condamine St via Condamine St, Sydney Rd (**Balgowlah**), Hill St, Griffiths St, Condamine St.
- **By January 1979:** Ex Bantry Bay from Kitchener St via West St, Balgowlah Rd, Condamine St. Reverse on return.

Bantry Bay (Burnt St) – Warringah Mall – Dee Why

Alterations

- **By 26 April 1983:** Ex Bantry Bay altered/extended from Balgowlah Rd via Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd, into Warringah Mall, then Pittwater Rd to Dee Why. Return from Dee Why via Pittwater Rd, into Warringah Mall, then Pittwater Rd, Condamine St, Balgowlah Rd, Hill St, Sydney Rd (**Balgowlah**), Condamine St, Balgowlah Rd.
- **From 16 January 1984:** Ex Bantry Bay from Condamine St via Kenneth Rd, Roseberry St, Koorala St, Quirk Rd, Campbell St, Condamine St. Ex Dee Why from Pittwater Rd via Condamine St, Balgowlah Rd, Hill St, Sydney Rd (**Balgowlah**), Condamine St, Kenneth Rd, Roseberry St, Koorala St, Quirk Rd, Campbell St, Condamine St, Balgowlah Rd, West St.

Timetable Summary

January 1966

April 1970

See 140

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-North Balgowlah-Bantry Bay (Burnt St)†	22	M-F	Manly Wharf	6.28am	Burnt St	11.08pm	A	
		Sat		7.08am		11.18pm	B	
		Sun	Burnt St	8.16am	Manly Wharf	11.00pm	B	
Bantry Bay (Burnt St)-Dee Why	30	M-F	Burnt St	9.32am	Dee Why	1.24pm	1 trip	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Balgowlah Rd, Balgowlah.

A – Day, Manly Wharf-Bantry Bay (Burnt St) 60*. Night, Manly Wharf-Bantry Bay (Lister Av).

B – Day, Manly Wharf-Bantry Bay (Burnt St) 60. Night, Manly Wharf-Bantry Bay (Lister Av).

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Balgowlah-Bantry Bay-S' forth shops†	24	M-F	Seaforth shops	6.31am	Manly Wharf	7.00pm	60*	
		Sat	Manly Wharf	7.42am		6.48pm	60	
		Sun						

* More frequent in peak hours.

† Via Fairlight St, Fairlight.

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Balgowlah-Seaforth shops†	21	M-F	Seaforth shops	6.30am	Manly Wharf	7.00pm	60*	
		Sat	Manly Wharf	7.42am		6.48pm	60	
		Sun						

* More frequent in peak hours.

† Via Fairlight St, Fairlight & Bangaroo St, North Balgowlah.

Route E41

MANLY WHARF – NORTH BALGOWLAH shops (FERRY EXPRESS) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced.

26 November 2017: Replaced by existing 132, 143 & 144, as part of rearrangement of routes on introduction of B-Line (B1).

Streets

From 29 July 2013

From Manly Wharf via Belgrave St, Sydney Rd, Frenchs Forest Rd (**Seaforth**), Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St to North Balgowlah shops.

From North Balgowlah (Woodbine St at North Balgowlah shops) via Bangaroo St, then reverse route to Manly Wharf.

Timetable Summary

29 July 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Balgowlah	14	M-F	Nth Balgowlah	5.47am	Manly Wharf	7.32pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from North Balgowlah, afternoon from Manly Wharf).

Route 142

MANLY WHARF – PALM BEACH via various routes■

- **Manly Wharf – Taylors Point (limited service)**
- **St Leonards – Palm Beach (Summer Sundays)**

(Manly Depot was located in Pittwater Rd at the corner of Balgowlah Rd)

Timeline

31 December 1932: Manly Wharf – Narrabeen Peninsula via Pittwater Rd commenced.

9 April 1933: Rerouted via Harbord Rd between Manly Wharf & Brookvale instead of Pittwater Rd.

17 March 1935: Extended on three-month trial from Narrabeen to Palm Beach (by then a daily service).

14 April 1935: St Leonards – Manly Wharf – Palm Beach (Summer Sundays) renumbered from 143 (when ceased?).

1 October 1939: Coincident with replacement of Manly – Narrabeen tram service by buses:

- Days of service of Manly Wharf – Palm Beach reduced to weekends only. Service at other times provided by new 155 (but via Pittwater Rd).
- Rerouted via Pittwater Rd between Narrabeen & North Narrabeen instead of Narrabeen Peninsula by this date. Service to Narrabeen Peninsula replaced by 155.

2 June 1940: Discontinued during winter months.

By 9 October 1950: At least some trips ran *via Pittwater Rd* and some trips *via Harbord Rd* (fare schedule book as at that date).

30 March 1952: Trips via Harbord Rd renumbered 146 (?).

By April 1952: Also used for Manly Depot – Palm Beach trips (assumed via Pittwater Rd) in early morning & late night.

By 10 August 1952: Rerouted via Pittwater Rd between Manly Wharf & Brookvale instead of Harbord Rd.

5 October 1952 (when Manly bus/ferry Co-ordination Scheme was declared unsuccessful & Manly Depot was replaced by Brookvale Depot):

- Manly Depot – Palm Beach trips ceased when Brookvale depot opened.
- 142 continued to be used for limited service Manly Wharf – Palm Beach via Pittwater Rd.
- By at least 1970s ran weekdays only.

July 1968: Manly Wharf – Taylors Point (limited service) renumbered from 155.

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

- Limited service Manly Wharf – Palm Beach renumbered 156.
- Manly Wharf – Taylors Point ceased without direct replacement.

Streets

Manly Wharf – Narrabeen Peninsula via Pittwater Rd

From 31 December 1932 (likely route, partly based on previous private route between the same destinations)

From Manly (West Esplanade at wharf) via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), Waterloo St, Ocean St, Malcolm St to near Ocean St (Narrabeen Peninsula). Reverse on return

Manly Wharf – Narrabeen Peninsula via Harbord Rd

Alterations

From 9 April 1933: Ex Manly Wharf from Pittwater Rd via Carlton St, North Steyne (**Queenscliffe**), Queenscliffe Bridge, Greycliffe St, Queenscliffe Rd, Dalley St, Cavill St, Lawrence St (**Harbord**), Harbord Rd (**Brookvale**), Pittwater Rd. Reverse on return.

Manly Wharf – Narrabeen Peninsula – Palm Beach via Harbord Rd

Alterations

- *From 17 March 1935 (based on 1939 timetable):* Extended from Narrabeen Peninsula via (?), Pittwater Rd (**Mona Vale**), [Barrenjoey Rd,] Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Barrenjoey Rd, Beach Rd, Ocean Rd to Palm Beach. Reverse on return.
- *From 1 April 1936:* Ex Manly Wharf from (?) via McKenzie Pde to Pittwater Rd (North Narrabeen).

Manly Wharf – Palm Beach via Harbord Rd

From October 1939

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 (**Brookvale**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, Mona Vale**), [Barrenjoey Rd,] Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Barrenjoey Rd, Beach Rd, Ocean Rd to Palm Beach. Reverse on return.

Manly Wharf – Palm Beach via Pittwater Rd

By 9 October 1950

From Manly Wharf via East Esplanade, 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 Manly Wharf.

Manly Wharf – Taylors Point via Pittwater Rd

By February 1973

From Manly Wharf via East Esplanade, 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**), Avalon Pde, Hudson Pde to Taylors Point Rd (Taylors Point). Reverse on return.

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

Timetable Summary

October 1939

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 via Harbord Rd	61	M-F						A
		Sat	Manly Wharf	7.40am	Palm Beach	12.08am	B	
		Sun		8.06am		10.35pm	60	C
		Hols		7.36am		12.25am	30	

A – No direct weekday service. Travel on weekdays available by transferring between other routes.

B – 10 trips from Manly Wharf, 13 trips from Palm Beach. Plus short-working/s before first trip & after last trip shown.

C – Winter Sunday times. Summer Sunday times not listed.

30 March 1952

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 via Pittwater Rd	Fr Manly 37B 54N 75P	M-F	Manly Depot	4.34amB 5.08amP	Manly Wharf	5.55pmP	A	
			Palm Beach	6.20amM	Newport	2.27amD		
		Sat	Manly Depot	4.50amB	Nth Narrabeen	2.41amD	C	
			Manly Wharf	10.38pmN				
		Sun						

A – Early morning, from Manly Depot to North Narrabeen or Palm Beach. Peak hours, Manly Wharf-North Narrabeen or Palm Beach. Late night, from North Narrabeen to Manly Depot (selected trips extended to start from Avalon or Newport).

B – To North Narrabeen.

C – Early morning, from Manly Depot to North Narrabeen. Night, from Manly Wharf to Newport. Late night, from North Narrabeen to Manly Depot.

D – To Manly Depot.

M – To Manly Wharf.

N – To Newport.

P – To Palm Beach.

February 1973

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 via Pittwater Rd	76	M-F	Manly Wharf	7.38amP	Manly Wharf	5.10pmN	A	
		Sat						
		Sun						
Manly Wharf-Taylors Point via Pittwater Rd	74	M-F	Manly Wharf	2.40pm	Taylors Point	4.00pm	1 trip	
		Sat						
		Sun						

A – Morning, limited service Manly Wharf-Palm Beach, plus short-workings. Afternoon, 1 trip from Manly Wharf to Palm Beach, plus short-workings.

N – To Newport.

P – To Palm Beach.

Route 142

MANLY WHARF – ALLAMBIE HEIGHTS – SKYLINE SHOPS via Balgowlah Rd

Timeline

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

- Monday-Saturday service renumbered from 145, but rerouted via Balgowlah Rd instead of Fairlight St.
- Sunday service replaced on 147, which already ran via Balgowlah Rd.
- Weekday off-peak & Saturday trips through-routed with 169 from Aquatic Centre/Skyline shops to Dee Why & Manly Wharf.

Streets

From 26 April 1983

From Manly Wharf via Belgrave St, Raglan St, Quinton Rd, Augusta Rd, Birkley Rd, Arthur St, Francis St, Balgowlah Rd, Condamine St (**Manly Vale**), Kentwell Rd, Allambie Rd, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd, Aquatic Dr to Warringah Aquatic Centre, then Aquatic Dr, Allambie Rd to Frenchs Forest Rd (Skyline shops, Frenchs Forest).

From Skyline shops (Allambie Rd at Frenchs Forest Rd, Frenchs Forest) via Allambie Rd, Aquatic Dr to Warringah Aquatic Centre, then Aquatic Dr, Allambie Rd, Darmour Av, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd, then reverse route to Manly Wharf.

Trips not via Warringah Aquatic Centre (*mainly early mornings & nights*): Ex Manly Wharf from Allambie Rd (after Allambie Heights) to Frenchs Forest Rd. Reverse on return.

Alterations

- From 3 March 1991:** Ex Manly Wharf via Allambie Rd direct through Allambie Heights (*not* via Inglebar Av, Flers St). Ex Skyline shops via Allambie Rd direct through Allambie Heights (*not* via Darmour Av, Inglebar Av, Flers St).
- From 20 December 2020:** To approach Skyline shops from Allambie Rd via Warringah Rd, Frenchs Forest Rd, Allambie Rd to near Frenchs Forest Rd. Unaltered 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-Allambie Heights-Skyline shops	Fr Manly 22A 31S	M-F	Manly Wharf	6.28amS	Skyline shops	7.03pmM	B	
					Manly Wharf	11.30pmA		
		Sat	Allambie Hts	6.43amM		6.50pmS	C	
			Manly Wharf	7.55amS		11.40pmA		
		Sun		7.55amS		6.12pmS	D	
						11.40pmA		

* More frequent in peak hours.

A – To Allambie Heights.

B – Day, Manly Wharf-Skyline shops 60*. Night, Manly Wharf-Allambie Heights.

C – Day, Manly Wharf-Skyline shops 60. Night, Manly Wharf-Allambie Heights.

D – Day, Manly Wharf-Allambie Heights 60, Manly Wharf-Skyline shops 120. Night, Manly Wharf-Allambie Heights.

M – To Manly Wharf.

S – To Skyline shops.

21 May 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Allambie Heights-Skyline shops	30	M-F	Skyline shops	6.13am	Manly Wharf	11.35pm	60*	
		Sat		6.41am		11.35pm	60	
		Sun		7.51am		10.35pm	60	

* More frequent in peak hours.

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-Allambie Heights-Skyline shops	27	M-F	Skyline shops	5.49am	Manly Wharf	12.20am	60*	A
		Sat		7.08am		3.10am	60	
		Sun		7.08am		11.20pm	60	

* More frequent in peak hours.

A – Extra trips Thursday & Friday nights (last trip 3.10am from Manly Wharf).

Route 143

ST LEONARDS – CREMORNE JUNCTION – MANLY WHARF – PALM BEACH ■

Timeline

7 October 1934: Cremorne Junction – Palm Beach Summer Sunday service commenced.

14 October 1934: Extended from Cremorne Junction to St Leonards station.

14 April 1935: Renumbered part of 142.

Streets

Alteration

From 28 October 1934: Rerouted via Sydney Rd (previous route?).

Route 143

MANLY WHARF – BALGOWLAH – MANLY DISTRICT PARK – BROOKVALE Shire Hall via various routes ■

- **Manly Wharf – Balgowlah (Kitchener St) via Lauderdale Av (1936-38)**
- **Extended from Manly District Park to Dee Why (Delmar Pde) (1952)**

(Brookvale Shire Hall was located in Pittwater Rd opposite Brookvale Oval.)

Timeline

24 May 1936: Manly Wharf – Balgowlah (Kitchener St) via Lauderdale Av, commenced. Then or later a full time service.

10 April 1938: Rerouted/extended as Manly Wharf – Balgowlah – Manly District Park via Lauderdale Av, in a rearrangement of 140 & 143 in order that 143 could provide direct facilities between the trams in Sydney Rd & Manly Vale & Manly District Park. Service to Balgowlah (Kitchener St) replaced by 140.

30 March 1942: Selected trips extended from Manly District Park to Brookvale (Condamine St/Old Pittwater Rd) [now North Manly (Condamine St/Kentwell Rd)].

By 1946: Rerouted between Manly Wharf & Balgowlah via Fairlight St instead of Lauderdale Av. Shared Manly Wharf – Manly Vale with 145 from 10 December 1951 to 26 April 1983.

30 March 1952: Extended from Manly District Park to Dee Why (Delmar Pde), as part of the Manly bus/ferry Co-ordination Scheme, to provide a connection between the Balgowlah area & routes from City (Wynyard) to destinations north of Dee Why, which had been rerouted via Wakehurst Pkwy & Roseville [now Warringah] Rd instead of Condamine St.

5 October 1952: Curtailed to run Manly Wharf – Balgowlah – Manly District Park, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

July 1954: Extended from Manly District Park to Brookvale Shire Hall.

4 October 1966: Selected trips rerouted via Warringah Mall (bus terminal inside).

By 27 January 1970: Curtailed to run Manly Wharf – Brookvale depot.

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

- Route other than in West Brookvale replaced by 146.
- Part of route in West Brookvale continued as a limited service (*see next entry*).

Streets

Manly Wharf – Balgowlah (Kitchener St)

From 24 May 1936 (based on 23 September 1937 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Condamine St, Lodge St, Kitchener St to Wanganella St (Balgowlah).

Alterations

- ***From 1 March 1937:*** Ex Manly Wharf from Lauderdale Av via Rosedale Av, Hill St, Sydney Rd, Condamine St. Reverse on return.
- ***From 19 May 1937:*** Ex Manly Wharf from Lauderdale Av via White St, Condamine St. Reverse on return.

Manly Wharf – Balgowlah – Manly District Park

From 10 April 1938 (based on route as at October 1939)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Condamine St (**Balgowlah**) [including current Campbell Pde, Sloane Cr] (**Manly Vale**) to Manly District Park [current location of Millers Reserve, Manly Vale]. Reverse on return.

Manly Wharf – Balgowlah – Brookvale

Circa 1946

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**) [probably including current Campbell Pde, Sloane Cr, Kentwell Rd] to Old Pittwater Rd [now in Brookvale].

Manly Wharf – Balgowlah – Brookvale Depot

By 27 January 1970

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Campbell Pde, Sloane Cr, Condamine St, Pittwater Rd to Brookvale depot. Reverse on return.

Alterations

- **From 3 January 1978:** Ex Brookvale depot from Condamine St/Sloane Cr via Condamine St, Sydney Rd (*not* via Sloane Cr, Campbell Pde). Unaltered ex Manly Wharf.
- **Later (selected trips):** Via Old Pittwater Rd (details?).

Timetable Summary

23 September 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah (Kitchener St)	12	M-F	Manly Wharf	7.26am	Manly Wharf	11.08pm	60*	
		Sat	Kitchener St	7.36am	Kitchener St	11.51pm	AM 60 PM 40	
		Sun		8.51am	Manly Wharf	11.08pm	60	

* More frequent in peak hours.

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Manly District Park	18	M-F	Manly Dist Pk	5.58am	Manly Wharf	12.42am	30*	
		Sat		6.38am		12.42am	AM 30 PM 20	
		Sun		8.18am		11.41pm	40	A
		Hols		6.48am		12.42am	30	

* More frequent in peak hours.

A – Winter Sunday times. Summer Sunday times not listed.

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-Balgowlah-Manly District Park†	Fr Manly 18D 21B	M-F	Manly Dist Pk	5.31amM	Brookvale	8.13pmM	A	
			Manly Wharf	8.43amB	Manly Wharf	12.44amD		
		Sat	Manly Dist Pk	5.33amM		12.44amD	30	
		Sun		7.43amM	Brookvale	6.13pmM	C	
			Manly Wharf	10.08amB	Manly Wharf	11.58pmD		

* More frequent in peak hours.

† Selected trips extended to Brookvale (Condamine St/Old Pittwater Rd).

A – Day, Manly Wharf-Manly District Park 30*, Manly Wharf-Brookvale (Condamine St/Old Pittwater Rd) 6 trips.
Night similar service.

B – To Brookvale (Condamine St/Old Pittwater Rd).

C – Day, Manly Wharf-Manly District Park 30, Manly Wharf-Brookvale (Condamine St/Old Pittwater Rd) 8 trips.
Night similar service.

D – To Manly District Park.

M – To Manly Wharf.

20 July 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Brookvale Depot	21	M-F	Brookvale Dep	5.45am	Brookvale Dep	11.09pm	60	
		Sat		6.44am		10.34pm	60	
		Sun		7.15am	Manly Wharf	10.53pm	60	

9 January 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Brookvale Depot	23	M-F	Brookvale Dep	6.06am	Brookvale Dep	11.09pm	60	A
		Sat		7.34am		10.34pm	60	A
		Sun						

A – Selected trips ran to/diverted via Warringah Mall (bus terminal inside). Less frequent in peak hours.

Route 143

BROOKVALE DEPOT – WEST BROOKVALE – WARRINGAH MALL■

Timeline

26 April 1983: Part of 143 in West Brookvale in previous entry continued as a limited off-peak service, as part of the Manly-Warringah Bus Service Improvement Programme.

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

- Route slightly altered.
- Renumbered 149.

Streets

From 26 April 1983

From Brookvale Depot via Cross St, Green St, Old Pittwater Rd (**West Brookvale**), Cross St, Dale St to Warringah Mall.

From Warringah Mall (bus terminal inside) via Green St, Old Pittwater Rd (**West Brookvale**), Cross St to Brookvale Depot.

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		
Brookvale Depot-West Brookvale-Warringah Mall	7	M-F	Brookvale Dep	9.12am	Warr Mall	12.30pm	2 trips	
		Sat						
		Sun						

Route 143

MANLY WHARF – ST LEONARDS – CHATSWOOD direct via Pacific Hwy at St Leonards■

Route E43

MANLY WHARF – ST LEONARDS – CHATSWOOD direct via Pacific Hwy at St Leonards (EXPRESS)■

Timeline

24 September 1995:

- 144 day trips Monday-Sunday not diverting from Pacific Hwy to Royal North Shore Hospital renumbered 143.
- 144 express peak hour trips (which also did not divert from Pacific Hwy to Royal North Shore Hospital) renumbered 143.
- 143 & 144 (& E43 when operational) share/d most of route between Manly Wharf & Chatswood.

16 November 1997: Peak hour express trips renumbered E43.

19 May 2008: E43 express trips altered to all stops & renumbered 143.

23 October 2016: All Saturday & Sunday trips rerouted via Royal North Shore Hospital & renumbered 144. Weekday trips unaltered.

26 November 2017: Off-peak trips rerouted via Royal North Shore Hospital & renumbered 144, leaving 143 to run in peak hours only.

20 December 2020: Replaced by improved service on “frequent” 144, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 24 September 1995

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards**), Victoria Av, Railway St, Help St, Orchard Rd to Chatswood (old interchange).

From Chatswood (old interchange) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Belgrave St to Manly Wharf.

Alteration

From 12 July 2008 (opening of new Chatswood interchange): To approach Chatswood from Pacific Hwy via Brown St, Railway St to Chatswood station. Return via Victoria Av, Pacific Hwy.

Timetable Summary

See 144.

Route 144

MANLY WHARF – ST LEONARDS – CHATSWOOD

- **Extended from St Leonards to Lane Cove tram terminus (*Summer Sundays, 1936-38*)**

Route 144N

MANLY WHARF – NORTH SYDNEY (*midnight-to-dawn service*)

Timeline

25 December 1932: Manly Wharf – Cremorne Junction full time service commenced. First Government motor bus service in Sydney.

19 February 1933: Extended from Cremorne Junction to Neutral Bay Junction.

19 March 1933: Curtailed to run Manly Wharf – Cremorne Junction again.

26 March 1933: Extended from Cremorne Junction to St Leonards on Sundays (extended on other days from 1 April 1933).

12 April 1935: Selected trips diverted via New St (Balgowlah terminus of 137) on Saturdays & Sundays. (Diversion presumably ceased by at least the timetable of October 1939, when weekend service to New St was being provided by 137.)

26 January 1936: Extended to run Manly Wharf – Lane Cove tram terminus on Summer Sundays.

26 April 1936: Extension to Lane Cove tram terminus on Summer Sundays ceased. This extension also ran during at least the Summer of 1937/38 (commencing on 12 December 1937).

2 November 1938: Rerouted via Manly – The Spit tram line between Manly Wharf & Seaforth shops, when the tram service was discontinued in the off-peak and on weeknights (trams continued to run during weekday peak hours and at weekends).

9 January 1939: Reverted to “original” [according to DRTT annual report for year ended 30 June 1939] route via Lauderdale Av, when 141 commenced.

1 October 1939: 144 (& 141) replaced Manly – The Spit tram service at all times when the tram service was fully discontinued.

27 September 1942: Due to wartime conditions, coincident with the introduction of Sunday feeder bus services on routes elsewhere throughout Sydney, where buses duplicated tram services, Sunday service on 144:

- Ceased.
- Replaced between Manly Wharf & The Spit by 141 (which operated *either* via Seaforth Loop *or* via Sydney Rd direct).
- Replaced between The Spit & St Leonards by extra tram service, The Spit – Gore Hill.

12 October 1942: Coincident with the extension to weekdays of feeder bus services elsewhere throughout Sydney, Monday-Saturday service on 144:

- Also ceased.
- Also replaced between Manly Wharf & The Spit by 141 (which operated *either* via Seaforth Loop *or* via Sydney Rd direct). (Manly Wharf – The Spit via Sydney Rd direct renumbered 147 from 12 April 1943.)
- Also replaced between The Spit & St Leonards by extra tram service, The Spit – Gore Hill, which ran until 16 November 1947.

16 November 1947:

- Recommenced as Manly Wharf – St Leonards, replacing The Spit – Gore Hill tram service.
- Between Manly Wharf & The Spit, 144 replaced 141 & 147, when they ceased on 7 August 1948.

8 August 1948: Replaced 141 & 147 all-night trips Manly Wharf – Spit Junction.

3 November 1963: All-night trips Manly Wharf – Spit Junction extended to run City (Wynyard) – Manly Wharf & renumbered 150.

15 June 1965: Extended from St Leonards station to Royal North Shore Hospital.

11 September 1988:

- Extended from St Leonards to Chatswood & rearranged as:
 - Manly Wharf – St Leonards – Royal North Shore Hospital (full time service) (extended to Chatswood at night)
 - Manly Wharf – St Leonards – Chatswood direct via Pacific Hwy at St Leonards (*not* via Royal North Shore Hospital) (day service Monday-Sunday).
- Peak hour express trips commenced (morning from Manly Wharf, afternoon from Chatswood), running via Pacific Hwy at St Leonards.
- These routes together replaced most of 250 between Spit Junction & Longueville Rd/Pacific Hwy, Lane Cove, when 250 was reduced to a peak hour service at the same time.

24 September 1995: Manly Wharf – St Leonards – Chatswood direct via Pacific Hwy at St Leonards (*not* via Royal North Shore Hospital), including express trips, renumbered 143. 143 & 144 (& E43 between 16 November 1997 & 19 May 2008) share/d route between Manly Wharf & Chatswood (other than Royal North Shore Hospital).

23 October 2016: All 143 trips on Saturday & Sunday rerouted via Royal North Shore Hospital & renumbered 144. Weekday trips unaltered.

26 November 2017: Off-peak trips on 143 rerouted via Royal North Shore Hospital & renumbered 144 (when 143 became a peak-hour only route).

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

- Service on 144 improved to be “frequent”, replacing 143.
- 144 rerouted via Pacific Hwy direct at St Leonards. St Leonards – Royal North Shore Hospital replaced by new 114.
- 144N commenced. 144 & 144N share most of Manly Wharf – North Sydney (Miller St/Falcon St).

Streets

Route 144

Manly Wharf – Cremorne Junction

From 25 December 1932 (likely route)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), Rosedale Av, Hill St, Sydney Rd (**Balgowlah, Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction**) to Cremorne Junction.

From Cremorne Junction via Military Rd, Spit Rd, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

Manly Wharf – Neutral Bay Junction

Alteration

From 19 February 1933 (as per DRTT annual report for year ended 30 June 1933): Extended from Cremorne Junction via Macpherson St, Gerard St, Benelong Rd, (?) to Waters Rd/Military Rd (Neutral Bay Junction).

Manly Wharf – St Leonards

From 7 May 1933 (based on October 1939 timetable)

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St (**Balgowlah**), Sydney Rd (**Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of

Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Laycock St, Falcon St (**Crows Nest**), Pacific Hwy to St Leonards station.

From St Leonards (Pacific Hwy at station) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

Alterations

- **From 2 November 1938** (when Manly-The Spit tram service was discontinued during the weekday off-peak & on weeknights): From Manly Wharf via Belgrave St, Sydney Rd.
- **From 9 January 1939** (commencement of 141): From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av, White St, Woodland St, Sydney Rd (or from Lauderdale Av via Rosedale Av, Hill St, Sydney Rd?).

From 16 November 1947 (when re-commenced after World War II, based on 8 August 1948 timetable)

From Manly Wharf via West Esplanade, Belgrave St, Sydney Rd (**Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy to St Leonards station.

From St Leonards (Pacific Hwy at station) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Belgrave St, then Gilbert St, bus parking area, Wrst Esplanade to Manly Wharf.

Alterations

- **From 19 November 1958** (when new Spit Bridge & Manly Rd opened): Ex Manly Wharf from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By 4 November 1963**: From Manly Wharf via West Esplanade, bus parking area, Gilbert St, Belgrave St.

Manly Wharf – St Leonards – Royal North Shore Hospital

Alterations

- **From 15 June 1965**: Extended from St Leonards station via Reserve Rd to Royal North Shore Hospital. Reverse on return.
- **By October 1976**: To approach Manly Wharf from Sydney Rd via Belgrave St to Manly Wharf.
- **By 26 April 1983**: From Manly Wharf via Belgrave St. Unaltered on return.

Manly Wharf – St Leonards – Chatswood

From 11 September 1988

Via Royal North Shore Hospital

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards**), Reserve Rd to **Royal North Shore Hospital**, then Reserve Rd, Pacific Hwy, Mowbray Rd, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood (old interchange).

From Chatswood (old interchange) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Belgrave St to Manly Wharf.

Via Pacific Hwy direct at St Leonards

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards**), Mowbray Rd, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood (old interchange).

From Chatswood (old interchange) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Belgrave St to Manly Wharf.

Alteration

By 3 March 1991: To approach Chatswood from Pacific Hwy via Victoria Av, Railway St, Help St, Orchard Rd to old interchange. Reverse on return.

Manly Wharf – St Leonards – Royal North Shore Hospital – Chatswood

Alterations

- **From 24 September 1995**: All 144 trips ran via Royal North Shore Hospital when trips via Pacific Hwy direct at St Leonards renumbered 143.
- **From 12 July 2008** (opening of new Chatswood interchange): To approach Chatswood from Pacific Hwy via Brown St, Railway St to Chatswood station. Return via Victoria Av, Pacific Hwy.

Manly Wharf – St Leonards – Chatswood (via Pacific Hwy direct at St Leonards) Alteration

From 20 December 2020 (introduction of Northern Beaches/Lower North Shore all-day frequent network): Ex Manly Wharf from Falcon St via Pacific Hwy, Brown St (*not* via Royal North Shore Hospital).

Route 144N

Manly Wharf – North Sydney

From Manly Wharf (Belgrave St at Gilbert Park) via Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Miller St, Blue St to North Sydney station.

From North Sydney (Blue St at station) via Pacific Hwy, Miller St, then reverse route to Sydney Rd, then West Prom to Gilbert Park (Manly Wharf).

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards	35	M-F	Manly Wharf	6.37am	St Leonards	12.40am	30	
		Sat		6.39am		12.40am	AM 30 PM 20	A
		Sun		7.37am		12.17am	20	A
		Hols		7.09am		12.40am	10	

A – Winter Saturday & Sunday times. Summer Saturday & Sunday times not listed.

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards	40	M-F	Manly Wharf	4.47amJ 6.23amS	St Leonards	12.50amM	A	
		Sat		4.49amJ 6.38amS		12.52amM	B	
		Sun		6.38amS		12.22amM	C	
144: Manly Wharf-Spit Junction (<i>all-night service</i>)	26	M-F	Manly Wharf	1.08am	Spit Junction	4.33am	Ns1	
		Sat		1.08am		6.38am	Ns2	
		Sun		1.00am		4.33am	Ns2	

* More frequent in peak hours.

A – Early morning, Manly Wharf – Spit Junction. Peak hours & day, Manly Wharf-St Leonards 15*. Plus extra trips Manly Wharf-Balgowlah (mostly 15 frequency) during the day. Plus short-working/s after last trip shown.

B – Early morning, Manly Wharf – Spit Junction. Peak hours & day, Manly Wharf-St Leonards 15. Plus extra trips Manly Wharf-Balgowlah or Manly Wharf-Seaforth shops (mostly 15 frequency) during the day. Plus short-working/s after last trip shown.

C – Manly Wharf-St Leonards 15. Plus extra trips Manly Wharf-The Spit (mostly 15 frequency) during the day. Plus short-working/s after last trip shown.

Ns1 – Midnight-to-dawn service, early mornings Tuesday-Saturday. Connected with Wynyard trams at Spit Junction.

Ns2 – Midnight-to-dawn service, early Sunday morning. Connected with Wynyard trams at Spit Junction.

Ns3 – Midnight-to-dawn service, early Monday morning. Connected with Wynyard trams at Spit Junction.

J – To Spit Junction.

M – To Manly Wharf.

S – To St Leonards.

4 November 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards	39	M-F	Manly Wharf	5.51am	St Leonards	12.48am	15*	A
		Sat		6.36am		12.20am	15	B
		Sun		6.54am		11.53pm	15	A

* More frequent in peak hours.

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

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

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards-Chatswood†	53	M-F	Manly Wharf	5.56am	Chatswood	6.40pm	30*	
		Sat		7.10am		6.40pm	30	
		Sun		7.03am		6.25pm	30	
144: Manly Wharf-St Leonards-Royal North Shore Hospital‡	Fr Manly 41R 53C	M-F	RNS Hospital	6.09amM	Chatswood	11.18pmM	A	
			Manly Wharf	6.30pmC				
		Sat		6.18amR 6.50pmC		11.28pmM	B	
		Sun	RNS Hospital	7.15amM		11.39pmM	B	
			Manly Wharf	6.50pmC				

Average day frequencies along common route:

M-F Manly Wharf-St Leonards 15.

Sat Manly Wharf-St Leonards 15.

Sun Manly Wharf-St Leonards 15.

* More frequent in peak hours.

† Via Pacific Hwy direct at St Leonards.

‡ Night trips extended to Chatswood.

A – Day, Manly Wharf-Royal North Shore Hospital 30*. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-Royal North Shore Hospital 30. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

C – To Chatswood.

M – To Manly Wharf.

R – To Royal North Shore Hospital.

24 September 1995

Manly Wharf – St Leonards routes

143, E43, 144

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
143: Manly Wharf-St Leonards-Chatswood†	53	M-F	Manly Wharf	5.56am	Chatswood	6.37pm	30*	
		Sat		7.10am		7.22pm	30	
		Sun		7.03am		6.25pm	30	
E43: Manly Wharf-St Leonards-Chatswood†	45	M-F	Manly Wharf	7.23am	Chatswood	5.33pm	Ph	
		Sat						
		Sun						
144: Manly Wharf-St Leonards-Royal North Shore Hospital‡	Fr Manly 41R 53C	M-F	RNS Hospital	6.17amM	Chatswood	11.20pmM	A	
			Manly Wharf	6.30pmC				
		Sat		6.18amR		11.20pmM	B	
				6.50pmC	RNS Hospital	12.47amM		
		Sun	RNS Hospital	6.55amM	Chatswood	11.20pmM	D	
			Manly Wharf	6.30pmC				

Average day frequencies along common route:

M-F Manly Wharf-St Leonards (143, 144) 15.

Sat Manly Wharf-St Leonards (143, 144) 15.

Sun Manly Wharf-St Leonards (143, 144) 15.

* More frequent in peak hours.

† Via Pacific Hwy direct at St Leonards.

‡ Night trips extended to Chatswood.

A – Day, Manly Wharf-Royal North Shore Hospital 30*. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-Royal North Shore Hospital 30. Night, Manly Wharf-Chatswood. Late night, Manly Wharf-Royal North Shore Hospital. Plus short-working/s before first trip & after last trip shown.

C – To Chatswood.

D – Day, Manly Wharf-Royal North Shore Hospital 30. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

M – To Manly Wharf.

Ph – Peak hours only (mornings from Manly Wharf, afternoons from Chatswood).

R – To Royal North Shore Hospital.

26 November 2017

Manly Wharf – St Leonards routes

143, 144

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
143: Manly Wharf-St Leonards-Chatswood†	53	M-F	Chatswood	6.29am	Manly Wharf	6.28pm	Ph	
		Sat						
		Sun						
144: Manly Wharf-St Leonards-RNS Hosp-Chatswood	57	M-F	Chatswood	5.09am	Manly Wharf	12.25am	15*	A
		Sat	Manly Wharf	4.50am	Chatswood	12.29am	15	
		Sun		4.50am		12.29am	15	

* More frequent in peak hours.

† Via Pacific Hwy direct at St Leonards.

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

Ph – Peak hours only (both directions).

20 December 2020
144, 144N

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards-Chatswood	55	M-F	Manly Wharf	5.02am	Chatswood	12.21am	10*	A
		Sat		5.02am		12.21am	10	A
		Sun		5.02am		12.21am	10	A
144N: Manly Wharf-North Sydney	25	M-F	North Sydney	12.50am	North Sydney	4.50am	MDs	
		Sat		12.50am		4.50am	MDs	
		Sun		12.50am		4.50am	MDs	

* More frequent in peak hours.

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

MDs – Midnight-to-dawn service.

Route 145

MANLY WHARF – BALGOWLAH – ALLAMBIE HEIGHTS – SKYLINE SHOPS via Fairlight St■

(Allambie Rd, North Manly terminus is in current Allambie Heights.)

Timeline

10 December 1951: Infrequent Monday to Saturday service, Manly Wharf – North Manly (Allambie Rd) via Fairlight St, commenced, being selected 143 trips extended from Manly District Park & renumbered. Service gradually improved until daily by 1960s. Shared Manly Wharf – Manly Vale with 143. From March 1972 shared service along Allambie Rd with private 56 [1925 number] (renumbered 280 as from 27 July 1992).

5 September 1960: Extended in North Manly from Allambie Rd/Kirra Rd to Flers St.

26 July 1965: Extended from Allambie Heights (Flers St) to Skyline shops (originally limited service).

15 December 1974: Sunday service provided by 147 Manly Wharf – Allambie Heights – Skyline shops via Balgowlah Rd.

23 February 1981: Selected trips rerouted via Warringah Aquatic Centre.

26 April 1983: Rerouted on all days via Balgowlah Rd & renumbered 142, as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Manly Wharf – North Manly (Allambie Rd)

From 10 December 1951 (based on 31 March 1952 timetable)

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Sloane Cr, Cornwell Rd, Kentwell Rd, Allambie Rd to Kirra Rd (North Manly). Reverse on return.

Alteration

From 5 September 1960 (based on later timetables): Extended in Allambie Heights from Allambie Rd/Kirra Rd via Allambie Rd, Inglebar Av, Flers St. Return via Allambie Rd.

Manly Wharf – Allambie Heights – Skyline shops

By 27 January 1970

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Kentwell Rd, Allambie Rd, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd to Frenchs Forest Rd (Skyline shops, Frenchs Forest).

From Skyline shops (Allambie Rd at Frenchs Forest Rd, Frenchs Forest) via Allambie Rd, Darmour Av, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd, then reverse route to Manly Wharf.

(Allambie Heights terminus in Flers St.)

From 23 February 1981

Trips to/via Warringah Aquatic Centre (selected trips): From Allambie Rd/Fitzpatrick Av [now Aquatic Dr] via Fitzpatrick Av to Warringah Aquatic Centre. Reverse on return.

Timetable Summary

31 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Manly (Allambie Rd)	22	M-F	Manly Wharf	6.12am	Allambie Rd	4.11pm	4 trips	
		Sat		8.10am		12.41pm	2 trips	
		Sun						

January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Manly (Allambie Rd)†	25	M-F	Allambie Rd	6.43am	Manly Wharf	11.28pm	60*	A
		Sat		7.10am		10.58pm	60	B
		Sun	Manly Wharf	8.30am	Allambie Rd	6.40pm	60	

* More frequent in peak hours.

† Selected trips extended to Skyline shops.

A – Day, Manly Wharf-North Manly (Allambie Rd) 60*. Night, Manly Wharf-North Manly (Allambie Rd). Trips extended to Skyline shops: morning, 1 trip from Brookvale shops, 1 trip from Skyline shops to Manly Wharf; afternoon, reverse trips. Plus short-working/s after last trip shown.

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

27 January 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Allambie Heights-Skyline shops	Fr Manly 25A 31S	M-F	Allambie Hts	6.28amM	Manly Wharf	6.00pmS	B	
			Skyline shops	7.58amM		11.28pmA		
		Sat	Allambie Hts	7.10amM		10.58pmA	60	
		Sun		9.11amM		6.10pmA	60	C

* More frequent in peak hours.

A – To Allambie Heights.

B – Early morning & night, Manly Wharf-Allambie Heights. Day, Manly Wharf-Allambie Heights 60*, 10 trips extended *to* Skyline shops, 8 trips extended *from* Skyline shops.

C – 2 trips extended to Skyline shops.

M – To Manly Wharf.

S – To Skyline shops.

Route 145

WARRINGAH MALL – MANLY VALE WEST – SEAFORTH (The Bluff)

Timeline

4 December 1984: Off-peak service on Tuesdays, Thursdays & Fridays, Warringah Mall – Manly Vale West, commenced.

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

- Days of operation extended to every weekday.
- Extended from Manly Vale West to Seaforth (The Bluff), replacing 131 in The Bluff/Seaforth area.

20 November 2006: Selected trips diverted via North Balgowlah to replace 133, which had ceased on 13 August 2006.

26 November 2017: Diversion via North Balgowlah ceased as part of rearrangement of routes on introduction of B-Line (B1). Service in North Balgowlah partly replaced by existing 132.

Streets

Warringah Mall – Manly Vale West

From 4 December 1984

From Warringah Mall (bus terminal inside) via White St, Cross St, Pittwater Rd, Condamine St (**Manly Vale**), King St, Gibbs St, Arana St (**Manly Vale West**), King St, Quinlan Pde, Campbell Pde, Condamine St, Pittwater Rd, Cross St, Dale St to Warringah Mall.

Warringah Mall – Manly Vale West – Seaforth (The Bluff)

From 3 March 1991

From Warringah Mall (bus terminal inside) via White St, Cross St, Pittwater Rd, Condamine St (**Manly Vale**), King St, Seebrees St, Sunshine St, Gibbs St, Arana St (**Manly Vale West**), King St, Condamine St (**Balgowlah**), Sydney Rd (**Seaforth**), Ross St, Panorama Pde, Ponsonby Pde, Palmerston Pl, Alan Av, Salisbury Sq, Ponsonby Pde, Seaforth Cr, Princes Prom (**The Bluff**), Edgecliffe Espl, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Condamine St (**Balgowlah**), King St, Seebrees St, Sunshine St, Gibbs St, Arana St (**Manly Vale West**), King St, Condamine St (**Manly Vale**), Pittwater Rd, Cross St, Dale St to Warringah Mall.

Warringah Mall – Manly Vale West – Seaforth (The Bluff) (selected trips diverted via North Balgowlah)

From 20 November 2006

North Balgowlah diversion (selected trips): Ex Warringah Mall from Sydney Rd/Frenchs Forest Rd via Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St, Bardoo Av, Manning St, Clontarf St, Judith St, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd to Sydney Rd.

Warringah Mall – Manly Vale West – Seaforth (The Bluff)

From 26 November 2017

Same as from 3 March 1991

Timetable Summary

4 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Manly Vale West	14 round trip	M-F	Manly Vale W	9.30am	Warr Mall	3.00pm	3 trips	A
		Sat						
		Sun						

A – Tuesdays, Thursdays & Fridays 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		
Warringah Mall-Seaforth (The Bluff)	23	M-F	The Bluff	9.45am	Warr Mall	2.26pm	120	
		Sat						
		Sun						

Route 146

MANLY WHARF – PALM BEACH via Harbord Rd ■

Timeline

30 March 1952: Limited service commenced.

26 April 1983: Ceased as part of the Manly-Warringah Bus Service Improvement Programme. 156 provided limited alternative service, Manly Wharf – Palm Beach via Pittwater Rd.

Streets

By February 1973

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 (**Brookvale**), Pittwater Rd (**Dee Why, Collaroy, 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 Manly Wharf.

Timetable Summary

30 March 1952

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 via Harbord Rd		M-F	Manly Wharf	3.36pm			A	
		Sat						
		Sun						

A – 1 trip from Manly Wharf to Palm Beach only.

30 January 1962

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 via Harbord Rd	81	M-F	Palm Beach	7.25am			A	
		Sat						
		Sun						

A – 1 trip from Palm Beach to Manly Wharf only.

Route 146

MANLY WHARF – BALGOWLAH – WARRINGAH MALL – WAR VETERANS HOME via Fairlight St■

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

Timeline

26 April 1983:

- New Monday-Saturday day route, Manly Wharf – War Veterans Home, replacing 102, 143, 162 & part of 136, as part of the Manly-Warringah Bus Service Improvement Programme.
- Shared Manly Wharf – Balgowlah – Warringah Mall with 148.
- 134 provided early morning, night & Sunday service, mostly running Manly Wharf-Cromer Heights-Wheeler Heights via Harbord loop & North Curl Curl.

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

- 146 & 152 rearranged so that 146 became Manly Wharf – Balgowlah – Warringah Mall (bus terminal inside) – War Veterans Home.
- 146 provided all service Manly Wharf – Balgowlah – Warringah Mall (day service Mondays to Saturdays) when 148 curtailed to run Warringah Mall – Collaroy Plateau.

2 August 2009: As part of reorganisation of Narrabeen/Cromer area routes:

- Replaced between Manly Wharf & Warringah Mall via Balgowlah by extension of 135.
- Replaced between Warringah Mall & War Veterans Home by extension of hours of 179 & limited off-peak service on new 153.

Streets

From 26 April 1983

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Fisher Rd (**Dee Why**), McIntosh Rd (**Narrabeena**), Alfred St, Carawa Rd, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd (**Cromer Heights**), Truman Av, Toronto Av, South Creek Rd (**Wheeler Heights**), 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 Ambleside St, then Crummock St, Penrith Av, South Creek Rd, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd (**Cromer Heights**), Truman Av, Toronto Av, then reverse route to Manly Wharf.

From 3 March 1991

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Cross St, Dale St, **Warringah Mall** bus terminal inside, Green St, Cross St, Pittwater Rd, Fisher Rd (**Dee Why**), McIntosh Rd (**Narrabeena**), Alfred St, Carawa Rd, 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 Cross St, then Dale St, Warringah Mall bus terminal inside, Green St, Cross St, Pittwater Rd, then reverse route to Manly Wharf.

Trips from War Veterans Home terminating at Warringah Mall (Pittwater Rd) (nights): Ex War Veterans Home from Fisher Rd via Pittwater Rd to William St (Warringah Mall). 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-Cromer Heights-War Veterans Home	50	M-F	W/Vets Home	6.38am	Manly Wharf	6.25pm	60*	A
		Sat		7.52am		6.14pm	60	B
		Sun						C

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown. Early morning & night service provided by 134 (see 136).

B – Plus short-working/s before first trip shown. Early morning & night service provided by 134 (see 136).

C – Manly Wharf-North Curl Curl-Cromer Heights-Wheeler Heights service provided by 134 (see 136).

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Warringah Mall-War Veterans Home	Fr W Vets Home 30W 48M	M-F	W/Vets Home	8.47amM	Manly Wharf	4.12pmV	A	
					Warr Mall	11.11pmV		
		Sat		7.58amM	Manly Wharf	5.12pmV	A	
					Warr Mall	11.11pmV		
		Sun		8.26amW			60	B

* More frequent in peak hours.

A – Day, Manly Wharf-War Veterans Home 60. Night, Warringah Mall-War Veterans Home. Plus short-working/s before first trip shown.

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

M – To Manly Wharf.

V – To War Veterans Home.

W – To Warringah Mall.

Route 146

MANLY WHARF – WAR VETERANS HOME via Pittwater Rd

Timeline

26 November 2017: Full time service commenced as part of rearrangement of routes on introduction of B-Line (B1). Replaced 179.

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

- Warringah Mall – War Veterans Home replaced by revised 179, becoming a feeder to 199 & B1.
- Warringah Mall – Manly Wharf replaced by existing 199.

Streets

From 26 November 2017

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why), St David Av, Fisher Rd, McIntosh Rd (Narraweena), Alfred St, Carawa Rd, Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home). Reverse on return.

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-War Veterans Home	42	M-F	Manly Wharf	6.12am	Manly Wharf	11.30pm	30	A
		Sat	W/Vets Home	6.33am		11.57pm	30	A
		Sun		6.32am		11.57pm	30	

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

Route 147

MANLY WHARF – THE SPIT via Sydney Rd direct■

- **Extended from Manly Wharf to Narrabeen (?) (all-night service)**
- **Extended from The Spit to Spit Junction (all-night service)**

Timeline

12 April 1943:

- Day (mainly alternate trips) *from* Manly Wharf to The Spit via Sydney Rd direct (*not* via Seaforth Loop) renumbered from 141. Trips *from* The Spit to Manly Wharf continued via 141.
- All-night Manly Wharf – The Spit via Sydney Rd direct (& return via Battle Blvd?) also renumbered from 141 & extended from The Spit to Spit Junction (also extended from Manly Wharf to Narrabeen?).
- Buses connected at The Spit (or Spit Junction on all-night trips) with Wynyard trams.

7 August 1948:

- Replaced by 131 & reintroduction of 144 on 16 November 1947.
- All-night trips replaced by 144.

Streets

Manly Wharf – The Spit

Circa 1946

From Manly Wharf via East Esplanade, Belgrave St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr] (**Balgowlah, Seaforth**), Spit Bridge to south end (The Spit).

From The Spit (south end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Belgrave St to Manly Wharf.

Timetable Summary

1944

See 141.

Route 147

CITY (Wynyard) – BALGOWLAH HEIGHTS■

(Balgowlah Heights terminus was located at Condamine St/White St, Balgowlah, except between 30 March & 5 October 1952.)

Timeline

9 January 1950: Peak hour & Saturday morning service City (Wynyard) – Balgowlah Heights (Condamine St/White St) commenced.

30 March 1952: Curtailed to run City (Wynyard) – Balgowlah (Ernest & Woodland Sts), as part of the Manly bus/ferry Co-ordination Scheme.

5 October 1952: Restored to previous route, City (Wynyard) – Balgowlah Heights (Condamine St/White St), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

3 August 1953: Renumbered 171 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

From 9 January 1950

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, Maretime St,

Upper Beach St, Seaview St, Beatrice St, Ernest St, Lewis St, Abbott St (**Balgowlah Heights**), Woodland St, Ernest St, Bungalow Av, Beach St, Woodland St, White St to Condamine St (Balgowlah).

From Balgowlah (White St at Condamine St) via reverse 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 30 March 1952:** Balgowlah Heights terminus altered from Condamine St/White St to Ernest St/Woodland St.
- **From 30 March 1952:** Morning peak hour trips ex City (Wynyard) from Beatrice St via Ernest St to Woodland St.
- **From 30 March 1952:** Afternoon peak hour trips from Ernest St/Woodland St via Ernest St, Beatrice St.
- **From 5 October 1952:** Balgowlah Heights terminus re-extended from Ernest St/Woodland St via previous route to Condamine St/White St (Balgowlah).

Timetable Summary

9 January 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Balgowlah Heights	43	M-F	Balgowlah Hts	6.34am	Wynyard	5.58pm	Ph	
		Sat		7.55am		12.15pm	2 trips	
		Sun						

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

Route 147

WARRINGAH MALL – ALLAMBIE HEIGHTS ■

Timeline

14 October 1968: Limited weekday off-peak service commenced.

30 March 1972: Replaced by new route, (part of) private 56 [1925 number], Chatswood – Allambie Heights – Warringah Mall (weekdays & Saturday mornings), operated by Forest Coach Lines (Royle family).

Streets

From 14 October 1968

From Warringah Mall (bus terminal inside?) via Condamine St, Pittwater Rd, Kentwell Rd, Allambie Rd, Inglebar Av, Flers St to Allambie Rd (Allambie Heights)

From Allambie Heights (Flers St at Allambie Rd) via Allambie Rd, then reverse route to Warringah Mall.

Timetable Summary

14 October 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Allambie Heights	13	M-F	Allambie Hts	10.03am	Warr Mall	12.15pm	1 trip	
		Sat						
		Sun						

Route 147

MANLY WHARF – ALLAMBIE HEIGHTS – SKYLINE SHOPS via Balgowlah Rd (Sundays) ■

Timeline

15 December 1974: Sunday service commenced, replacing parts of 140 & 145.

23 February 1981: Selected trips rerouted to or via Warringah Aquatic Centre.

26 April 1983: Replaced by 142 (full time route along the same route as 147), as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

From 15 December 1974 (based on April 1976 timetable)

From Manly Wharf via Belgrave St, Raglan St, Quinton Rd, Augusta Rd, Birkley Rd, Arthur St, Francis St, Balgowlah Rd, Condamine St (**Manly Vale**), Kentwell Rd, Allambie Rd, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd to Frenchs Forest Rd (Skyline shops, Frenchs Forest).

From Skyline shops (Allambie Rd at Frenchs Forest Rd, Frenchs Forest) via Allambie Rd, Darmour Av, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd, then reverse route to Manly Wharf.

From 23 February 1981

Trips to or via Warringah Aquatic Centre (selected trips): From Allambie Rd/Fitzpatrick Av [now Aquatic Dr] via Fitzpatrick Av to Warringah Aquatic Centre & return.

Timetable Summary

April 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Skyline shops via Balgowlah Rd	33	M-F						
		Sat						
		Sun	Manly Wharf	7.55am	Skyline shops	7.23pm	90	

9 January 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Skyline shops via Balgowlah Rd	Fr Manly 27A 33S	M-F						
		Sat						
		Sun	Manly Wharf	7.55am	Skyline shops	6.40pm	B	

A – To Allambie Heights.

B – Manly Wharf-Allambie Heights 60, Manly Wharf-Skyline shops 5 trips. Plus short-working/s before first trip & after last trip shown (last trip 9.25pm Manly Wharf to Brookvale Depot).

S – To Skyline shops.

Route 148

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – BALGOWLAH (Wanganella St) ■

- **City (Wynyard) – Palm Beach via Condamine St (limited service) ■**

Timeline

30 March 1952: Commenced as part of the Manly bus/ferry Co-ordination Scheme:

- Peak hour & Saturday morning service City (Wynyard) – Balgowlah (Wanganella St).
- Limited early morning & late night service City (Wynyard) – Palm Beach (or intermediate termini) via Condamine St.

5 October 1952: Replaced by restored 150, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

Streets

City (Wynyard) – Balgowlah (Wanganella St)

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**) to Wanganella St (Balgowlah).

From Balgowlah (Wanganella St) (in Sydney Rd) 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, Wynyard St to Wynyard Park (City).

City (Wynyard) – Palm Beach via Condamine St

From 30 March 1952 (based on April 1952 timetable)

Same as City (Wynyard) – Balgowlah (Wanganella St), then Sydney Rd, Condamine St, Kentwell Rd (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, 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. Reverse on return to Balgowlah, then same as City (Wynyard) – Balgowlah (Wanganella St).

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)-Balgowlah (Wanganella St)	32	M-F	Wanganella St	4.52am	Wynyard	6.20pm	Ph	
		Sat		4.54am		1.48pm	30	
		Sun						
City (Wynyard)-Palm Beach via Condamine St	103	M-F	Nth Narrabeen	4.19amY	Wynyard	12.07amN	MNs	
		Sat	Sth Creek Rd	4.36amY	Palm Beach	12.00mnY	MNs	
		Sun	Narrabeen	4.56amY	Wynyard	11.39pmP	MNs	

MNs – Early morning & night service.

N – To Newport.

P – To Palm Beach.

Ph – Peak hours only (mainly from Balgowlah (Wanganella St) in morning & from City (Wynyard) in afternoon).

Y – To City (Wynyard).

Route 148

MANLY WHARF – BALGOWLAH – WARRINGAH MALL – COLLAROY PLATEAU via Fairlight St

Timeline

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

- New Monday-Saturday daytime route, Manly Wharf – Collaroy Plateau, commenced, replacing the Dee Why-Collaroy Plateau parts of 155 & 160, but running between Manly Wharf & Dee Why via Balgowlah instead of Pittwater Rd or Harbord Rd.
- Shared Manly Wharf – Balgowlah – Warringah Mall with 146.
- Night & Sunday service between Manly Wharf & Collaroy Plateau provided by 133 (via Harbord loop & North Curl Curl).
- Compared with 155 & 160, rerouted in Dee Why via Lismore Av & Fisher Rd instead of South Creek Rd, replacing parts of 162 & 163.
- Shared Dee Why – Collaroy Plateau with 180.

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

- Hours of service extended to nights & Sundays.
- Curtailed to run Warringah Mall – Collaroy Plateau.
- Manly Wharf – Warringah Mall via Fairlight St replaced by existing 146.

23 May 1994: Replaced by extended times of service on 180.

Streets

Manly Wharf – Balgowlah – Collaroy Plateau

From 26 April 1983

From Manly Wharf via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, 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 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 Manly Wharf.

Warringah Mall – Collaroy Plateau

From 3 March 1991

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.

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-Balgowlah-Collaroy Plateau	45	M-F	Collaroy Plat	7.08am	Collaroy Plat	6.07pm	60*	A
		Sat	Manly Wharf	8.40am		6.00pm	60	A
		Sun						A

* More frequent in peak hours.

A – Night & Sunday service provided by 133.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Collaroy Plateau	29	M-F	Warr Mall	8.32am	Collaroy Plat	11.03pm	60	A
		Sat		8.34am		11.03pm	60	B
		Sun		8.29am		10.03pm	60	C

A – Plus Brookvale Depot-Collaroy Plateau trips before first trip shown (first trip 6.33am). Some peak hour service provided by 180.

B – Plus Brookvale Depot-Collaroy Plateau trip before first trip shown.

C – Plus Collaroy Plateau-Brookvale Depot trip after last trip shown

Route 149

CITY (Wynyard) – NORTH CURL CURL ■

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

Timeline

6 March 1950: Peak hour service commenced.

30 March 1952: Altered to Manly Wharf – North Curl Curl [by then known as Wingala], as part of the Manly bus/ferry Co-ordination Scheme (*see next entry*).

Route 149

MANLY WHARF – NORTH CURL CURL – DEE WHY ■

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

Timeline

30 March 1952:

- Route in previous entry changed from City (Wynyard) – North Curl Curl to Manly Wharf – Wingala (still a peak hour service, to the same terminus), as part of the Manly bus/ferry Co-ordination Scheme.
- Unlike most other route changes made in the Manly bus/ferry Co-ordination Scheme, 149 remained unaltered, when that scheme was declared unsuccessful on 5 October 1952.

19 December 1955 (*commencement of 169*):

- Extended from Wingala to Dee Why (Pacific Pde).
- 169 provided service in off-peak & on Saturday morning over same route.

26 April 1983: Renumbered 159, as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Manly Wharf – North Curl Curl [in current Wingala]

From 31 March 1952

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale), Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd to Playfair Rd (North Curl Curl). Reverse on return.

Manly Wharf – Wingala – Dee Why

From 19 December 1955

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale), Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd (Wingala), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Pittwater Rd (Dee Why). Reverse on return.

Alteration

By September 1979: Ex Manly Wharf from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.

Timetable Summary

31 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Curl Curl	20	M-F	Nth Curl Curl	6.03am	Manly Wharf	6.50pm	Ph	
		Sat		6.44am		1.40pm	60	
		Sun						

Ph – Peak hours only. Plus short-working/s after last trip shown.

3 December 1956

See 169

Route 149

WARRINGAH MALL – WEST BROOKVALE ■

Timeline

24 September 1995: Limited weekday off-peak service renumbered from 143, with route slightly altered.

3 December 2007: Ceased without replacement.

Streets

From 24 September 1995

From Warringah Mall (bus terminal inside) via Green St, Old Pittwater Rd (West Brookvale), Cross St, Dale St to Warringah Mall.

Timetable Summary

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-West Brookvale	6 round trip	M-F	Warr Mall	10.19am	Warr Mall	2.19pm	2 trips	
		Sat						
		Sun						

Route 150

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – PALM BEACH via various routes■

- **City (Wynyard) – Dee Why (Avon Rd) (peak hours)**

(Manly Depot was located in Pittwater Rd at the corner of Balgowlah Rd.)

(Roseville Rd is now known as Warringah Rd.)

Note about supplementary routes

Due to the length of the route, from circa 1944 150 was supplemented by regular daytime short-workings. These supplementary routes ran in different combinations for different periods. They generally followed the main trunk route from the City to various points along it. Major changes to these routes are noted below.

Timeline

4 October 1938: City (Wynyard) – Palm Beach via Condamine St & Pittwater Rd direct (initially limited service on weekdays) commenced. Days of service extended to Sundays from 30 October 1938 & by October 1939 extended to full time. As the City – Palm Beach service increased, it was regarded as the main trunk route between the City and the Northern Beaches.

27 April 1942: Most trips on Sundays curtailed to run as a feeder service, The Spit – Palm Beach as a wartime economy measure. Off-peak, Saturday afternoon & night trips similarly curtailed from 27 September 1942. When service ran The Spit – Palm Beach only, it connected at The Spit with Wynyard trams.

By 1944: Daytime short-workings were:

Weekdays: The Spit – Narrabeen
Saturday AM: City (Wynyard) – Narrabeen
Saturday PM: The Spit – Narrabeen
Sunday: The Spit – Narrabeen

5 May 1946: Restored as a through route, City (Wynyard) – Palm Beach.

By 8 August 1948:

- Extra peak hour route, City (Wynyard) – Dee Why (Avon Rd) commenced.
- Daytime short-workings were:

Weekdays: City (Wynyard) – Narrabeen
City (Wynyard) – Newport
Saturday AM: City (Wynyard) – Narrabeen
City (Wynyard) – Newport
Saturday PM: City (Wynyard) – Narrabeen.

13 December 1948: Additional short-workings commenced (peak hours?):

City (Wynyard) – Balgowlah (Sydney Rd/Condamine St)
City (Wynyard) – Brookvale.

30 March 1952: Rerouted & renumbered as part of the Manly bus/ferry Co-ordination Scheme:

142 Manly Depot – Palm Beach via Pittwater Rd (early morning & late night service)
148 City (Wynyard) – Balgowlah (Wanganella St) (limited service extended to Palm Beach via Condamine St & Pittwater Rd in early morning & late night)
150 City (Wynyard) – Palm Beach via Wakehurst Pkwy and Roseville Rd (other than at times of operation of 170) (including various short-workings throughout the day)
City (Wynyard) – Dee Why (Avon Rd) (peak hours)
170 City (Wynyard) – Palm Beach via Wakehurst Pkwy direct (peak hours; plus Saturdays approx 10am-2pm *from* City (Wynyard) only)

5 October 1952: When the Manly bus/ferry Co-ordination Scheme was declared unsuccessful, 150 restored as:

City (Wynyard) – Palm Beach via Condamine St & Pittwater Rd direct (full time service) (including various short-workings throughout the day)

City (Wynyard) – Dee Why (Avon Rd) (peak hours)

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

174 City (Wynyard) – Balgowlah (Wanganella St)
175 City (Wynyard) – Brookvale
177 City (Wynyard) – Dee Why (Avon Rd)
178 City (Wynyard) – Dee Why shops
179 City (Wynyard) – Dee Why (South Creek Rd)

181 City (Wynyard) – Collaroy
182 City (Wynyard) – Narrabeen
183 City (Wynyard) – North Narrabeen
184 City (Wynyard) – Mona Vale
187 City (Wynyard) – Newport
188 City (Wynyard) – Avalon Beach
190 City (Wynyard) – Palm Beach

Streets

CITY – PALM BEACH

City (Wynyard) – Palm Beach via Ben Boyd Rd & Condamine St

From October 1939

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Alfred St, High St, Clarke Rd, Kurraba Rd, Ben Boyd Rd, Yeo St, Wycombe Rd, 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 [old alignment, including current Campbell Pde, Sloane Cr, Kentwell Rd] (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, 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 Condamine St, then Sydney Rd, Ross St, Panorama Pde, Edgecliffe Esp, Palmerston Pl, Ponsonby Pde, 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).

(Seaforth loop: Part of route on trips ex Palm Beach from Seaforth (Sydney Rd) via Ross St, Panorama Pde, Edgecliff Espl, Palmerston Pl, Ponsonby Pde to Sydney Rd.)

Alterations

- **From 29 December 1941:** Trips *from* Palm Beach ceased to operate via Seaforth loop.
- **From 15 February 1943** (*selected peak hour trips, later all trips*): Ex City (Wynyard) from Sydney Rd via Condamine St [new alignment between Campbell Pde, Manly Vale & William St, Brookvale], Pittwater Rd (*not* via Kentwell Rd or Pittwater Rd south of William St). Reverse on return.

City (Wynyard) – Palm Beach via Miller St & Condamine St

Circa 1946

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, Kentwell Rd, 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] to Palm Beach.

From Palm Beach (Ocean 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, Wynyard St to Wynyard Park (City).

City (Wynyard) – Palm Beach via Miller St, Wakehurst Pkwy & Roseville Rd

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, Roseville Rd (**Beacon Hill**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, 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 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).

City (Wynyard) – Palm Beach via Miller St & Condamine St

From 5 October 1952

Resumed route as at 1946.

CITY (Wynyard) – DEE WHY (Avon Rd)

1950s (likely route, based on later 177)

From City (Wynyard) (Carrington St) via same route as City (Wynyard) – Palm Beach to Dee Why (Pittwater Rd/Howard Av), then Howard Av, The Strand, Griffin Rd, Pacific Pde to Avon Rd (Dee Why).

From Dee Why (Avon Rd) via reverse route to Pittwater Rd, then same as City (Wynyard) – Palm Beach.

Timetable Summary

4 October 1938

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 via Condamine St	80	M-F	Palm Beach	7.25am	Wynyard	5.30pm	Ph	
		Sat						
		Sun						

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

October 1939

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 via Condamine St	95	M-F	Palm Beach	7.19am	Wynyard	8.45pm	60	
		Sat		7.19am		11.40pm	A	
		Sun	Wynyard	9.15am	Palm Beach	7.00pm	60	B
		Hols	Palm Beach	8.47am		9.57pm	30	

A – 7 trips from Palm Beach, 8 trips from City (Wynyard).

B – Winter Sunday times. Summer Sunday times not listed.

1944

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 via Condamine St		M-F	Wynyard	5.34amP	Palm Beach	10.33pmT	A	
		Sat		5.34amP	The Spit	12.31amP	B	
		Sun		6.18amP	Palm Beach	11.14pmT	C	

A – Peak hours, City (Wynyard)-Palm Beach. Day, The Spit-Narrabeen 30, The Spit-Palm Beach 60. Night, The Spit-Palm Beach. Plus short-working/s before first trip shown.

B – Morning, City (Wynyard)-Palm Beach 30-60, plus short-workings City (Wynyard)-Narrabeen. Afternoon, The Spit-Palm Beach 15-90, plus short-workings The Spit – Narrabeen. Night, The Spit-Palm Beach.

C – Early morning, City (Wynyard)-Palm Beach. Day, The Spit-Narrabeen 15, The Spit-Palm Beach 30. Night, The Spit-Palm Beach.

P – To Palm Beach.

T – To The Spit.

8 August 1948

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 via Condamine St	Fr Wyn 61N 81E 103P	M-F	Palm Beach	5.40am	Wynyard	11.20pm	A	
		Sat		5.27am	Palm Beach	12.00mn	B	
		Sun	Wynyard	6.10am	Wynyard	11.35pm	15	
		Hols	Palm Beach	5.40am	Palm Beach	11.48pm	AM 15 PM 10	
City (Wynyard)-Dee Why (Avon Rd)		M-F	Avon Rd	7.50am	Wynyard	5.58pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – City (Wynyard)-Narrabeen or Newport 20*, City (Wynyard)-Palm Beach 60*. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (Wynyard)-Narrabeen 15, City (Wynyard)-Newport 30, City (Wynyard)-Palm Beach 60.

Afternoon, City (Wynyard)-Narrabeen 15, City (Wynyard)-Palm Beach 30. Plus short-working/s before first trip & after last trip shown.

E – To Newport.

N – To Narrabeen.

P – To Palm Beach.

Ph – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)).

April 1952

See also 170

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†	110	M-F	Wynyard	6.55am	Wynyard	11.24pm	40	A
		Sat	Palm Beach	5.14am		11.21pm	30	B
		Sun	Wynyard	6.04am		10.04pm	15	

† Via Wakehurst Pkwy & Roseville Rd.

A – Day & night, except morning peak hour trips from Palm Beach & afternoon peak hour trips from City (Wynyard), when service was provided by 170. Plus short-working/s before first trip shown, during the day (particularly City (Wynyard)-Narrabeen) & night & after last trip shown.

B – Ran in both directions except approx 10am-2pm *from* City (Wynyard), when service was provided by 170.

8 March 1953

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 via Condamine St	Fr Wyn 63N 105P	M-F	Palm Beach	5.28amY	Wynyard	11.24pmP	A	
		Sat		5.35amY		11.21pmP	B	
		Sun	Wynyard	6.12amP		10.12pmP	15	C
City (Wynyard)-Dee Why (Avon Rd)	53	M-F	Avon Rd	6.16am	Wynyard	5.50pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Day, City (Wynyard)-Narrabeen 20*, City (Wynyard)-Palm Beach 40*. Night, City (Wynyard)-Palm Beach. Plus short-working/s before first trip shown, during the day (particularly City (Wynyard)-Narrabeen) & night & after last trip shown.

B – Day, City (Wynyard)-Newport 15, City (Wynyard)-Palm Beach 30. Night, City (Wynyard)-Palm Beach. Plus short-working/s before first trip, during the day & night & after last trip shown.

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

N – To Narrabeen.

P – To Palm Beach.

Ph – Peak hours only (morning mainly from Dee Why (Avon Rd), afternoon from City (Wynyard)).

Y – To City (Wynyard).

Route 150

CITY (various termini) – MANLY WHARF (*midnight-to-dawn service*) ■

MILSONS POINT – MANLY WHARF (*EXPRESS*) ■

Route 150X

MILSONS POINT – MANLY WHARF (*EXPRESS*)

Route E50

MILSONS POINT – MANLY WHARF (*EXPRESS*) ■

Timeline

3 November 1963: City (Wynyard) – Manly Wharf midnight-to-dawn (every night) service commenced, replacing 144 & 247 at those times (when the Circular Quay – Manly ferry service did not operate).

24 September 1984: Milsons Point – Manly Wharf peak hour express service commenced.

6 December 1992: City (Wynyard) – Manly Wharf midnight-to-dawn service extended in City from Wynyard to Queen Victoria Building.

17 November 1996: City (Queen Victoria Building) – Manly Wharf replaced by 151, which provided an expanded midnight-to-dawn (Monday-Sunday) service between the City & the Northern Beaches area, leaving 150 as Milsons Point – Manly Wharf peak hour express.

10 March 1997: Milsons Point – Manly Wharf peak hour express renumbered E50, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

3 May 2020: Renumbered 150X as part of further renumbering of express routes with the suffix “X”.

Streets

CITY – MANLY WHARF

Route 150

City (Wynyard) – Manly Wharf

From 3 November 1963 (likely route)

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**), Belgrave St to Manly Wharf.

From Manly Wharf via Belgrave St, Sydney Rd, Manly Rd, 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 19 November 1958 (opening of new Spit Bridge & Manly Rd):* Ex Manly Wharf from Frenchs Forest Rd via Sydney, Manly Rd, Spit Bridge. Unaltered on return.
- *From 18 June 1968 (opening of Warringah Fwy):* Ex Manly Wharf from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- *By October 1985:* Ex Manly Wharf from Pacific Hwy via Arthur St, Mount St.

City (Queen Victoria Building) – Manly Wharf

Alteration

From 6 December 1992: Extended in City 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.

MILSONS POINT – MANLY WHARF

Routes 150, later E50, later 150X

From 24 September 1984

From Milsons Point (Fitzroy 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**), Belgrave St to Manly Wharf.

From Manly Wharf via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St, Fitzroy St to Milsons Point.

Alteration

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

Timetable Summary

24 February 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150: City (Wynyard)-Manly Wharf	35	M-F	Wynyard	12.13am	Manly Wharf	3.58am	Ns1	
		Sat		12.13am	Wynyard	4.40am	Ns2	
		Sun	Manly Wharf	3.58am			Ns3	

Ns1 – Midnight-to-dawn service, early mornings Tuesday-Saturday.

Ns2 – Midnight-to-dawn service, early Sunday morning. Plus short-working/s after last trip shown.

Ns3 – Midnight-to-dawn service, early Monday morning. Plus short-working/s before first trip shown.

24 September 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150: Milsons Point-Manly Wharf	33	M-F	Manly Wharf	7.15am	Milsons Point	5.38pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Manly Wharf, afternoons from Milsons Point).

August 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150: City (Queen Victoria Building)-Manly Wharf	30	M-F	Q Vic Bldg	12.15am	Manly Wharf	4.00am	Ns1	
		Sat		12.15am	Q Vic Bldg	4.35am	Ns2	
		Sun	Manly Wharf	4.00am			Ns3	

Ns1 – Midnight-to-dawn service, early mornings Tuesday-Saturday.

Ns2 – Midnight-to-dawn service, early Sunday morning. Plus short-working/s after last trip shown.

Ns3 – Midnight-to-dawn service, early Monday morning. Plus short-working/s before first 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		
E50: Milsons Point-Manly Wharf	33	M-F	Manly Wharf	6.58am	Milsons Point	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from Milsons Point).

23 October 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E50: Milsons Point-Manly Wharf	34	M-F	Manly Wharf	6.36am	Milsons Point	8.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from Milsons Point).

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150X: Milsons Point-Manly Wharf	45	M-F	Manly Wharf	6.26am	Milsons Point	7.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from Milsons Point).

Route 151

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – WARRIEWOOD – CHURCH POINT via various routes■

(Roseville Rd is now known as Warringah Rd.)

Timeline

13 March 1944: New peak hour route, City (Wynyard) – Warriewood – Church Point via Condamine St commenced. Shared Narrabeen – Church Point via Warriewood & Mona Vale with 157. From 3 July 1944 also shared Mona Vale – Church Point with 159.

30 March 1952: As part of the Manly bus/ferry Co-ordination Scheme, rerouted via Wakehurst Pkwy instead of Condamine St & partly renumbered:

151 City (Wynyard) – Warriewood – Church Point via Wakehurst Pkwy & Roseville Rd (other than in peak hours)

171 City (Wynyard) – Warriewood – Church Point via Wakehurst Pkwy direct (peak hours)

5 October 1952: Both routes restored as 151 City (Wynyard) – Warriewood – Church Point via Condamine St (off-peak & peak hours), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

3 August 1953: Renumbered 185 City (Wynyard) – Warriewood – Church Point via Condamine St, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

City (Wynyard) – Warriewood – Church Point via Condamine St

From 13 March 1944 (based on Gregory's street directory of circa 1946)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, 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 [including current Kentwell Rd], Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Powder Works Rd [now Garden St], Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Lane Cove [now Mona Vale] Rd (**Mona Vale**), Pittwater Rd, 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, Wynyard St to Wynyard Park (City).

City (Wynyard) – Warriewood – Church Point via Wakehurst Pkwy & Roseville Rd

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, Roseville [now Warringah] Rd (**Beacon Hill**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, North Narrabeen**), 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).

City (Wynyard) – Warriewood – Church Point via Condamine St

From 5 October 1952

Resumed route as from 13 March 1944.

Timetable Summary

8 August 1948

See also 159

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Church Point†	100	M-F	Church Point	5.18am	Wynyard	5.40pm	A	
		Sat		5.39am		1.25pm	2 trips	
		Sun	Wynyard	8.40pm			B	

† Via Condamine St

A – 7 trips from Church Point or Mona Vale, 3 trips from City (Wynyard).

B – 1 trip from City (Wynyard) only.

April 1952

See also 171

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Church Point†	100	M-F	Church Point	5.00am	Wynyard	10.34pm	4 trips	
		Sat		5.24am		1.10pm	2 trips	
		Sun	Wynyard	8.34pm			A	

† Via Wakehurst Pkwy & Roseville Rd.

A – 1 trip from City (Wynyard) to Church Point.

8 March 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Church Point†	97	M-F	Church Point	5.09am	Wynyard	10.44pm	5 trips	
		Sat	Wynyard	7.25am		1.25pm	A	
		Sun						

† Via Condamine St.

A – 2 trips from City (Wynyard).

Route 151

CITY (Queen Victoria Building) – MANLY WHARF – MONA VALE Depot (midnight-to-dawn service) ■

Timeline

17 November 1996:

- Midnight-to-dawn (Monday-Sunday) service commenced.
- Completely replaced 150, City (Queen Victoria Building) – Manly Wharf (midnight-to-dawn service, Monday-Sunday).
- Replaced late-night/early morning service, Friday nights/Saturday mornings & Saturday nights/Sunday mornings on 184, City (Queen Victoria Building) – Mona Vale.

20 December 2020: Replaced by new BN1 & improved (midnight-to-dawn) service on 199 & by new 144N, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 17 November 1996

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 (**Seaforth, Balgowlah**), Belgrave St to **Manly Wharf**, then Belgrave St, Pittwater Rd, Balgowlah Rd, Kenneth Rd (**Manly Vale**), Condamine St, Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Barrenjoey Rd, Darley Rd to Mona Vale Depot.

From Mona Vale Depot (Darley Rd) 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).

Alteration:

By 2 August 2009: From Mona Vale Depot via Darley St, Pittwater Rd, Park St, Barrenjoey Rd. Unaltered on return.

Timetable Summary

17 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Bldg)-Manly Wharf-Mona Vale Depot	55	M-F	Q Vic Bldg	12.15am	Q Vic Bldg	4.45am	Ns	
		Sat		12.15am		4.45am	Ns	
		Sun		12.15am		4.45am	Ns	

Ns – Midnight-to-dawn night service.

Route 152**MANLY WHARF – BALGOWLAH – PALM BEACH (weekend service) ■****Timeline**

1 January 1950: Saturday, Sunday & Public Holiday service commenced.

7 May 1950: Ceased. Other routes covered this route.

Streets

From 1 January 1950 (likely route)

From Manly Wharf via Belgrave St, Sydney Rd (**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 Pl at Ocean Rd) via Ocean Rd, then reverse route to Manly Wharf.

Timetable Summary

1 January 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Palm Beach		M-F						
		Sat	Manly Wharf	10.08am	Palm Beach	5.05pm		
		Sun		10.08am		5.05pm		

Route 152**MANLY WHARF – TAYLORS POINT via Pittwater Rd ■****Timeline**

30 March 1952: Limited service (from Taylors Point to Manly Wharf only) commenced, as part of the Manly bus/ferry Co-ordination Scheme.

(?): Renumbered part of 155.

Streets

From 30 March 1952 (based on April 1952 timetable)

From Taylors Point (Hudson Pde [at Taylors Point Rd]) via Hudson Pde, Beach [now Hudson] Pde, Avalon Pde (**Avalon**), Barrenjoey Rd (**Newport**), Gladstone St, Kalinya St, Beaconsfield St, Newport [now Barrenjoey] Rd, Pittwater Rd (**Mona Vale, North Narrabeen, Narrabeen, Collaroy, Dee Why, Brookvale, North Manly**), Belgrave St to Manly Wharf.

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		
Taylors Point-Manly Wharf		M-F						
		Sat	Taylors Point	3.47pm			A	
		Sun						

A – 1 trip from Taylors Point only.

Route 152

WARRINGAH MALL – CROMER■

WARRINGAH MALL – CROMER HEIGHTS■

Timeline

26 April 1983: Monday-Friday daytime & Saturday morning service, Warringah Mall – Cromer, commenced, replacing most of 102, as part of the Manly-Warringah Bus Service Improvement Programme.

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

- Rerouted as Warringah Mall – Cromer Heights
- Hours of operation extended to full time.

2 August 2009: Replaced by 178 (full time service) & 153 (limited off-peak service), as part of reorganisation of Dee Why/Narraweena/Cromer area routes.

Streets

Warringah Mall – Cromer

From 26 April 1983

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), Fisher Rd (**Dee Why**), McIntosh Rd, Alfred St (**Narraweena**), Parr Pde, Nalya Rd, Willandra Rd, Carawa Rd, Fisher Rd (**Cromer**), Ryrie Av, Waroon Rd, Carawa Rd, then reverse route to Cross St, then Dale St to Warringah Mall (bus terminal inside).

From 30 April 1990

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), Fisher Rd (**Dee Why**), McIntosh Rd, Alfred St (**Narraweena**), Parr Pde, Nalya Rd, Willandra Rd, Carawa Rd, Waroon Rd, Ryrie Av, Fisher Rd (**Cromer**), Tennyson Rd, Carawa Rd, Willandra Rd, McIntosh Rd, Cousins Rd, Parr Pde, then reverse route to Cross St, then Dale St to Warringah Mall (bus terminal inside).

Warringah Mall – Cromer Heights

From 3 March 1991

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), St David Av (**Dee Why**), Fisher Rd, McIntosh Rd (**Narraweena**), Willandra Rd, Carawa Rd (**Cromer**), Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd to Truman Av (Cromer Heights).

From Cromer Heights (Badcoe Rd at Truman Av) via Truman Av, then reverse route to Cross St, then Dale St to Warringah Mall (bus terminal inside).

Trips terminating at Warringah Mall (Pittwater Rd) (nights): Ex Cromer Heights from St David Av via Pittwater Rd to Warringah Mall. Reverse on return.

Alteration

From 30 January 2003: Extended in Cromer Heights from Truman Av/Howse Cr via Truman Av, Maybrook Av to Maybrook Manor retirement village. 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		
Warringah Mall-Cromer	36 round trip	M-F	Cromer	9.12am	Warr Mall	5.04pm	60	A
		Sat		8.07am		12.24pm	60	
		Sun						

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

30 April 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer	40 round trip	M-F	Cromer	9.12am	Warr Mall	5.37pm	60	A
		Sat		8.04am		4.10pm	60	
		Sun						

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

3 March 1991

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	28	M-F	Cromer Hts	6.59am	Warr Mall	11.22pm	60*	
		Sat		7.16am		11.22pm	60	
		Sun		8.57am		10.22pm	60	

* More frequent in peak hours.

Route 153

MANLY WHARF – NORTH MANLY (Eurobin Av)■

(Manly Depot was located in Pittwater Rd at the corner of Balgowlah Rd.)

Timeline

29 December 1941: Trips on 155 between Manly Wharf & Manly Depot given a separate number.

4 October 1952: Base service ceased when Manly Depot closed. But reference to route appears in the Department of Government Transport network map of 1954 & a list dated 1971.

1970s (?): Ceased. All service provided by 155 & other routes.

Route 153

WARRINGAH MALL – CROMER – WAR VETERANS HOME■

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

Timeline

2 August 2009: Limited weekday off-peak service commenced as part of reorganisation of Dee Why/Narrabeena/Cromer area routes.

26 November 2017: Replaced by new 146 & existing 178 as part of rearrangement of routes on introduction of B-Line (B1).

Streets

From 2 August 2009

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), St David Av (**Dee Why**), Fisher Rd, McIntosh Rd (**Narrabeena**), Willandra Rd, 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 Cross St, then Dale St to Warringah Mall (bus terminal inside).

Timetable Summary

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer-War Veterans Home	35	M-F	W/Vets Home	9.30am	Warr Mall	2.15pm	3 trips	
		Sat						
		Sun						

Route 154

MANLY WHARF – BROOKVALE – FRENCHS FOREST Post Office■

- **Extended in Frenchs Forest from Post Office to House with No Steps (limited service on weekdays, 1966-?)**
- **Extended in Frenchs Forest from Post Office to Cemetery (limited service on Sundays, 1941-83)**

(Frenchs Forest Post Office was located at corner of current Warringah Rd/Forest Way, opposite current Forest Way shops.)

(Roseville Rd is now known as Warringah Rd.)

Timeline

2 March 1941: Sunday only service Manly Wharf – Brookvale – Frenchs Forest Post Office commenced.

26 December 1941: Limited service on Sundays extended from Frenchs Forest Post Office to Frenchs Forest Cemetery.

22 May 1944: Days of service of Manly Wharf – Frenchs Forest (Rodborough Rd) extended to Mondays to Saturdays. Extended to operate full time, Manly Wharf – Frenchs Forest (Rodborough Rd). Sunday extension to Frenchs Forest Cemetery unaltered.

25 June 1945: Full time service extended in Frenchs Forest from Rodborough Rd to Post Office. Sunday extension to Frenchs Forest Cemetery unaltered.

25 July 1966: Limited service extended on weekdays in Frenchs Forest from Post Office to House with No Steps (when ceased?).

2 February 1969: 156 replaced by limited Sunday service on 154

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

- Reduced to a peak hour service.
- Day service Mondays to Saturdays replaced by extended 136 (but running via North Curl Curl & Dee Why).
- Night service replaced by 169 (but running via Dee Why).
- Sunday extension to Frenchs Forest Cemetery replaced by similar extension of 169.

3 March 1991: Fully replaced by 136 & 169, as part of general reorganisation of Manly-Warringah routes.

Streets

Circa 1946

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale**), Roseville Rd (**Beacon Hill**), [current Forest Way,] Adams St, Blackbutts Rd to Frenchs Forest Cemetery.

October 1963

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale**), Warringah Rd (**Beacon Hill**), Frenchs Forest Rd, Wakehurst Pkwy, Warringah Rd to Forest Way (Frenchs Forest Post Office). Reverse on return.

Frenchs Forest Cemetery extension (Sundays only): From Frenchs Forest Post Office via Forest Way, Adams St, Prince Charles Rd, Blackbutts Rd to Frenchs Forest Cemetery. Reverse on return.

Alterations

- **From 4 October 1966 (selected trips):** Diverted via Warringah Mall (bus terminal inside).
- **From 7 December 1966:** From Frenchs Forest (Forest Way at Warringah Rd) via Naree Rd, Rabbett St, Warringah Rd.
- **From 15 May 1972:** Ex Manly Wharf from Pittwater Rd via Warringah Rd, Allambie Rd, Frenchs Forest Rd. Unaltered on return.

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-Frenchs Forest Post Office†	Fr Manly 35F 39C	M-F	Manly Wharf	6.39amF	Frenchs Forest	7.10pmM	A	
		Sat		6.39amF		7.15pmM	B	
		Sun		2.38pmC	F/Forest Cem	4.17pmM	1 trip	

* More frequent in peak hours.

† Limited service extended to Frenchs Forest Cemetery on Sundays.

A – 7 trips from Manly Wharf, 6 trips from Frenchs Forest Post Office.

B – 6 trips from Manly Wharf, 5 trips from Frenchs Forest Post Office. Plus short-working/s after last trip shown.

C – To Frenchs Forest Cemetery.

F – To Frenchs Forest Post Office.

M – To Manly Wharf.

October 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Frenchs Forest Post Office†	Fr Manly 35F 46C	M-F	Manly Wharf	6.23am	Manly Wharf	8.48pm	90*	
		Sat	Frenchs Forest	7.35am	Frenchs Forest	11.50pm	120	
		Sun	Manly Wharf	8.45amF 2.40pmC	F/Forest Cem Manly Wharf	4.28pmM 9.23pmF	A	

* More frequent in peak hours.

† Limited service extended to Frenchs Forest Cemetery on Sundays.

A – 6 trips from Manly Wharf, 4 trips from Frenchs Forest Post Office. 1 trip extended to Frenchs Forest Cemetery.

Plus short working/s after last trip shown.

C – To Frenchs Forest Cemetery.

F – To Frenchs Forest Post Office.

M – To Manly Wharf.

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-Brookvale-Frenchs Forest Post Office	34	M-F	Frenchs Forest	7.17am	Manly Wharf	5.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings mainly from Frenchs Forest Post Office, afternoons from Manly Wharf, plus short-working/s before first trip shown).

Route 154X

Route E54

MILSONS POINT – MONA VALE (LIMITED STOPS)

Timeline

26 November 2017: Peak hour service E54 commenced, replacing 175, L78, 183, L84 & L87, as part of rearrangement of routes on introduction of B-Line (B1).

3 May 2020: Renumbered 154X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Curtailed to run Milsons Point – Dee Why, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Dee Why – Mona Vale replaced by existing B1 & 199.

Streets

Milsons Point – Mona Vale

From 26 November 2017

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**), Barrenjoey Rd to Village Park (Mona Vale).

From Mona Vale (Barrenjoey Rd opposite Village Park) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point station.

Milsons Point – Dee Why

From 20 December 2020: To terminate at Pittwater Rd/Howard Av (Dee Why).

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		
Milsons Point-Mona Vale	50	M-F	Mona Vale	5.45am	Milsons Point	8.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions). Some trips run Milsons Point-Dee Why only.

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Dee Why	44	M-F	Dee Why	5.49am	Milsons Point	7.34pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dee Why, afternoon from Milsons Point).

Route 155

MANLY WHARF – NARRABEEN PENINSULA – BAYVIEW GARDEN VILLAGE via Pittwater Rd

- **Extended from Dee Why to Collaroy Plateau (1950s-1983)**
- **Extended from Dee Why to Dee Why West (Carawa Rd) (early 1940s)**
- **Extended from Mona Vale to Church Point & McCarrs Creek (various times of the day, since 1983)**
- **Extended from Narrabeen to Palm Beach (selected trips, 1952-91)**
- **Extended from Narrabeen to Taylors Point (limited service, 1952-65)**

(Manly Depot was located in Pittwater Rd at the corner of Balgowlah Rd.)

(Church Point bus turning area was in McCarrs Creek Rd about 600m beyond Church Point wharf.)

Timeline

1 October 1939:

- New full-time route, Manly Wharf – Narrabeen Peninsula, commenced as part of replacement of Manly – Narrabeen tram service by buses, but extended from Narrabeen tram terminus to Narrabeen Peninsula.
- Replaced 142 between Narrabeen & Narrabeen Peninsula.
- Manly Wharf – Narrabeen shared with 157.

30 January 1940: Extended from Narrabeen Peninsula to North Narrabeen.

18 April 1940: New route, Manly Wharf – Dee Why West (Carawa Rd) via Pittwater Rd, commenced. Shared Dee Why – Dee Why West with equivalent part of 136.

29 December 1941: Trips (on 155?) between Manly Wharf & Manly Depot given a separate number, 153.

3 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) renumbered 131 (& further renumbered to 163 on 9 July 1944), leaving 155 as Manly Wharf – North Narrabeen.
- That part of 131 & later 162 shared Manly Wharf – Dee Why with 155 until 26 April 1983.

By 8 August 1948: Limited service extended from Narrabeen Peninsula/North Narrabeen to Newport.

30 March 1952: Limited service further extended from Newport to Palm Beach

10 August 1952: Manly Wharf – Taylors Point (limited service) renumbered from 152 to 155.

By 13 October 1958: Limited service Manly Wharf – Collaroy Plateau (Colooli Rd) via Pittwater Rd commenced. Shared Dee Why – Collaroy Plateau (Colooli Rd) with 160 & 180.

28 March 1960: Manly Wharf – Collaroy Plateau extended in Collaroy Plateau from Colooli Rd to Hall Av.

15 June 1965:

- Some trips extended from Narrabeen Peninsula to Mona Vale Hospital. (Other trips continued to run Manly Wharf – Narrabeen Peninsula – North Narrabeen (Walsh St/Pittwater Rd).)
- Manly Wharf – Taylors Point (limited service) renumbered part of 142.

By 9 January 1978: Weekday day service extended to run Manly Wharf – Narrabeen Peninsula – Mona Vale (either via Mona Vale Hospital or via North Narrabeen terminus & Pittwater Rd).

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

- Rearranged as:
Daytime: Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital – Church Point (limited service extended to McCarrs Creek), replacing 157 between Mona Vale & Church Point at most times (selected 157 trips continued to run Manly Wharf – Warriewood Valley – Church Point).
Night: Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital.
- Manly Wharf – Narrabeen Peninsula – North Narrabeen (Walsh St/Pittwater Rd) trips absorbed into Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital – Church Point.
- Manly Wharf – Collaroy Plateau via Pittwater Rd replaced by 148, running via Balgowlah instead of Pittwater Rd.

3 March 1991: Manly Wharf – Narrabeen Peninsula – Newport – Palm Beach (limited service) ceased, as part of general reorganisation of Manly-Warringah routes.

8 August 1983: All Manly Wharf – Church Point trips extended to McCarrs Creek.

10 March 1997: As part of rearrangement of routes north of Narrabeen:

- Rearranged as:
Manly Wharf – Mona Vale Hospital – Bayview Garden Village, replacing part of 157 to Bayview Garden Village (daytime)
Manly Wharf – Mona Vale Hospital – McCarrs Creek (*not* via Bayview Garden Village) (combined 155/156) (night).
- Day service to McCarrs Creek replaced by new 156.

30 June 1997: Rerouted between Mona Vale & Bayview Garden Village.

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

- Curtailed to run as a feeder service, Narrabeen – Mona Vale Hospital – Bayview Garden Village (*see next entry*).
- Manly Wharf – Narrabeen replaced by new 199.
- Mona Vale – McCarrs Creek replaced by new full-time feeder service 156.

Streets

MANLY WHARF – NARRABEEN PENINSULA – NORTH NARRABEEN – MONA VALE – PALM BEACH

Manly Wharf – Narrabeen Peninsula

From October 1939

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St [to Malcolm St] (Narrabeen Peninsula).

From Narrabeen Peninsula (Ocean St [at Malcolm St]) via reverse route to Belgrave St, then Gilbert St, bus parking area, West Esplanade to Manly Wharf.

Manly Wharf – Narrabeen Peninsula – North Narrabeen

Alterations

- **By 1946** (*but possibly from 30 January 1940*): Extended from Narrabeen Peninsula via [Narrabeen Park Pde,] McKenzie Pde [former street through current Lakeside Holiday Park], Collins Av [now St?] to Collins St [now Berry Av] (North Narrabeen).
- **By 1952:** North Narrabeen terminus was at Collins St [now Berry Av]/Pittwater Rd.
- **From 4 October 1966** (*selected trips*): Via Warringah Mall (inside).
- **By 1970s:** Turning movement at North Narrabeen from Collins St via Walsh St, Pittwater Rd (terminus?). Return via Berry Av(?), or reverse (?).

Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital

From 15 June 1965

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St (Narrabeen Peninsula), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St to Mona Vale Hospital.

From Mona Vale Hospital (Coronation St) via Melbourne Av, Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, then reverse route to Manly Wharf.

Alterations

- **By 4 December 1967:** To approach Mona Vale Hospital from Sydney Rd via Narrabeen Park Pde, Melbourne Av, Coronation St to Mona Vale Hospital. Return via Narrabeen Park Pde, Sydney Rd (loop in opposite direction).
- **From 15 April 1980 (selected trips):** Via Warriewood shops.

Manly Wharf – Narrabeen Peninsula – Palm Beach

By February 1973

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St (Narrabeen Peninsula), McKenzie Pde [former street through current Lakeside Holiday Park], Collins St, Berry Av [or Walsh St?] (North Narrabeen), Pittwater Rd (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 Manly Wharf.

Trips via Mona Vale Hospital: Ex Manly Wharf from Ocean St via Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St, Pittwater Rd. Reverse on return.

MANLY WHARF – DEE WHY WEST (Carawa Rd)

From 18 April 1940

Same or similar to 162

MANLY WHARF – COLLAROY PLATEAU

Manly Wharf – Collaroy Plateau (Colooli Rd)

By 13 October 1958

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why), South Creek Rd, Parkes Rd, 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). Reverse on return.

Manly Wharf – Collaroy Plateau (Hall Av)

Alterations

- **From 28 March 1960:** Altered/extended in Collaroy Plateau from Plateau Rd/Colooli Rd via Plateau Rd [now Veterans Pde], Telopea St, Fuller St, Hall Av to Veterans Pde. Return via Veterans Pde.
- **By 26 April 1983:** Ex Manly Wharf from Edgecliffe Blvd, Veterans Pde (*not* via Veterans Pde to/from Colooli Rd). Reverse on return.

MANLY WHARF – NARRABEEN PENINSULA – McCARRS CREEK

Manly Wharf – Narrabeen Peninsula – Church Point (selected trips extended to McCarrs Creek)

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St (Narrabeen Peninsula), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St (Mona Vale Hospital), Pittwater Rd (Mona Vale, Bayview), McCarrs Creek Rd to Church Point bus turning area. Reverse on return.

Trips terminating at Mona Vale Hospital (nights): Ex Manly Wharf from Sydney Rd via Narrabeen Park Pde, Melbourne Av, Coronation St to Mona Vale Hospital. Return via Narrabeen Park Pde, Sydney Rd.

McCarrs Creek extension (selected trips): From Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.

Manly Wharf – Narrabeen Peninsula – McCarrs Creek

Alterations

- **From 8 August 1983:** McCarrs Creek extension became standard route.
- **From 15 June 1985:** Ex McCarrs Creek from Pittwater Rd (north of Mona Vale) via Park St, Barrenjoey Rd, Pittwater Rd. Unaltered on return.

Manly Wharf – Narrabeen Peninsula – Bayview Garden Village (*selected trips extended to McCarrs Creek*)

From 10 March 1997

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), Waterloo St, Ocean St (**Narrabeen Peninsula**), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St (**Mona Vale Hospital**), Pittwater Rd (**Mona Vale**), Cabbage Tree Rd, Annam Rd (anti-clockwise loop) to Bayview Garden Village.

From Bayview Garden Village (Annam Rd) via Annam Rd (anti-clockwise loop), Cabbage Tree Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd, Coronation St, then reverse route to Manly Wharf.

McCarrs Creek extension (*daily at night & early morning on weekends*): From Mona Vale (Pittwater Rd/Barrenjoey Rd) via Pittwater Rd (**Bayview, Church Point**), McCarrs Creek Rd to McCarrs Creek bus turning area. Return via McCarrs Creek Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd.

Alteration

From 30 June 1997: Ex Manly Wharf from Pittwater Rd/Waratah St via Waratah St, Maxwell St, Parkland Rd, Cabbage Tree Rd, Annam Rd (north leg, then anti-clockwise loop) to south leg (Bayview Garden Village). Return from Bayview Garden Village (Annam Rd, south leg) via (left) Cabbage Tree Rd, Annam Rd (anti-clockwise loop), (right) Cabbage Tree Rd, Parkland Rd, Maxwell St, Waratah St, Bungan St, Park St, Barrenjoey Rd, Pittwater Rd.

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Narrabeen Peninsula	40	M-F	Narrabeen Pen	5.15am	Manly Wharf	12.44am	30*	A
		Sat		5.15am		12.44am	AM 30 PM 20	A
		Sun		6.55am		12.22am	20	A
		Hols		5.15am		12.44am	15	A

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown. Sunday times are those for winter. Summer Sunday times not listed.

1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Narrabeen	41	M-F	Manly Wharf	4.53am	Manly Wharf	1.54am	30*	
		Sat	Nth Narrabeen	5.13am	Nth Narrabeen	11.35pm	30	A
		Sun	Manly Wharf	6.11am		12.02am	15	A

* More frequent in peak hours.

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

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-North Narrabeen	41	M-F	Manly Wharf	4.53am	Manly Wharf	2.02am	30*	A
		Sat	Nth Narrabeen	5.09am		1.45am	30	A
		Sun	Manly Wharf	6.09am		1.06am	30**	A
Manly Wharf-Palm Beach‡		M-F	Manly Wharf	4.53amN 2.49pmP	Mona Vale	6.32pmM	MNs	
		Sat		10.38pmV 11.08pmN			Ns	
		Sun						

* More frequent in peak hours.

** More frequent mid-afternoon.

‡ Shows trips extended beyond North Narrabeen.

A – Last two trips M-F & last trip on weekends ran via Harbord.

M – To Manly Wharf.

MNs – Early morning, peak hour & night service.

N – To Newport.

Ns – Night service.

P – To Palm Beach.

V – To Mona Vale.

30 January 1962

**Manly Wharf – Narrabeen via Pittwater Rd routes
155, 157**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-North Narrabeen	Fr Manly 37S 41N	M-F	Nth Narrabeen	5.25am	Manly Wharf	2.02am	A	
		Sat		5.27am		1.45am	B	
		Sun		5.06am		11.30pm	C	
155: Manly Wharf-Collaroy Plateau	35	M-F	Collaroy Plat	7.55am			D	
		Sat		6.50pm			D	
		Sun						
155‡: Manly Wharf-Taylors Point		M-F	Manly Wharf	2.40pmT	Manly Wharf	2.02amA	PNs	
		Sat	Newport	12.37pmM		1.45amV	E	
		Sun	Brookvale Dep	4.33amV	Mona Vale	5.00amM	Ms	
157: Manly Wharf-Church Point	64	M-F	Church Point	6.40am	Church Point	4.55pm	90	
		Sat	Manly Wharf	5.45am	Manly Wharf	6.10pm	90	
		Sun		9.10am		6.10pm	90	

Average day frequencies along common route:

M-F Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

‡ Trips extended beyond North Narrabeen.

A – Day, Manly Wharf-North Narrabeen 30. Night, mainly Manly Wharf-Narrabeen Peninsula (selected trips extended to North Narrabeen). Plus short-working/s before first trip shown.

B – Morning, Manly Wharf-North Narrabeen 30. Afternoon, Manly Wharf-North Narrabeen 30/60. Night, mainly Manly Wharf-Narrabeen Peninsula (selected trips extended to North Narrabeen).

C – Day, Manly Wharf-Narrabeen Peninsula 30/60, Manly Wharf-North Narrabeen 90. Night, Manly Wharf-North Narrabeen. Plus short-working/s before first trip & after last trip shown.

D – 1 trip from Collaroy Plateau to Manly Wharf.

E – 1 afternoon trip from Newport to Manly Wharf. Otherwise late night service.

M – To Manly Wharf.

Ms – Early morning service.

N – To North Narrabeen.

PNs – Peak hour & late night service.

S – To Narrabeen Peninsula.

T – To Taylors Point

V – To Mona Vale.

May 1967 (Manly Wharf-Collaroy Plateau trips only)

See 160

9 January 1978

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Narrabeen Peninsula-Mona Vale	Fr Manly 40S 45N 52V	M-F	Mona Vale	5.07amM	Manly Wharf	6.25pmV	A	
					M/Vale Hosp	8.08pmM		
					Manly Wharf	11.28pmN		
		Sat	Brookvale Dep	4.25amM		12.25amV	B	
			Mona Vale	5.19amM				
		Sun		6.58amM		10.55pmV	C	
155‡: Manly Wharf-Palm Beach		M-F	Newport	8.00am	Palm Beach	5.05pm	Ph	
		Sat		12.37pm			D	
		Sun						
155: Manly Wharf-Collaroy Plateau	41	M-F	Collaroy Plat	7.55am	Collaroy Plat	1.55pm	E	
		Sat	Colooli Rd	9.16am		1.32pm	F	
		Sun						
157: Manly Wharf-Church Point	70	M-F	Church Point	6.40am	Manly Wharf	5.10pm	90	
		Sat	Manly Wharf	5.40am		6.10pm	90	
		Sun		8.40am		6.10pm	90	

Average day frequencies along common route:

M-F Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

‡ Trips extended beyond Mona Vale.

§ 146 via Harbord Rd.

A – Peak hours, mainly Manly Wharf-Mona Vale. Day, Manly Wharf-Narrabeen 30/60, Manly Wharf-North Narrabeen infrequent service, Manly Wharf-Mona Vale 30-90 (either via Mona Vale Hospital or via Pittwater Rd). Night, Manly Wharf-North Narrabeen.

B – Early morning, from Brookvale Depot to Manly Wharf.

Morning, Manly Wharf-Narrabeen Peninsula 30/60, selected trips extended to North Narrabeen, Mona Vale Hospital or Mona Vale.

Afternoon, Manly Wharf-Narrabeen Peninsula 30/60, Manly Wharf-Mona Vale Hospital 90.

Night, Manly Wharf-North Narrabeen.

C – Day, Manly Wharf-Narrabeen Peninsula 30/60, Manly Wharf-Mona Vale Hospital 90. Night, Manly Wharf-North Narrabeen.

D – 1 trip from Newport to Manly Wharf.

E – Morning, 1 trip from Collaroy Plateau (Colooli Rd) to Manly Wharf. Plus short-working/s before first trip shown.

Afternoon, 1 trip from Collaroy Plateau (Hall Av) to Manly Wharf.

F – 2 trips from Collaroy Plateau. Plus short-working/s before first trip shown.

M – To Manly Wharf.

N – To North Narrabeen.

P – To Palm Beach.

Ph – Peak hours only (from Newport or Palm Beach).

S – To Narrabeen Peninsula.

V – To Mona Vale.

February 1980 (Manly Wharf-Collaroy Plateau trips only)

See 160

26 April 1983

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Mona Vale Hospital-Church Point†	Fr Manly 46H 63C	M-F	M/Vale Hosp	5.20amM	Church Point	4.12pmM	A	
			Manly Wharf	8.45amC	Manly Wharf	11.30pmH		
		Sat		5.45amC	Church Point	7.57pmM	B	
					Manly Wharf	12.25amH		
		Sun	M/Vale Hosp	7.17amM	Church Point	7.57pmM	B	
			Manly Wharf	8.40amC	Manly Wharf	10.50amH		
157: Manly Wharf-Warriewood Valley-Mona Vale‡	Fr Manly 60V 72C	M-F	Manly Wharf	5.40amV	Church Point	5.14pmM	D	
				7.23amC	Manly Wharf	5.25pmV		
		Sat		7.55am		6.12pm	120	
		Sun	Mona Vale	9.41am		6.12pm	120	

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (155, 157, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Dee Why (155, 157, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

* More frequent in peak hours.

† Limited service extended to McCarrs Creek.

‡ Limited service extended to Church Point.

A – Day, Manly Wharf-Church Point 60, 2 trips extended to McCarrs Creek. Additional trips, Manly Wharf-Narrabeen. Night, Manly Wharf-Mona Vale Hospital. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-Mona Vale Hospital 60, Manly Wharf-Church Point 120. Additional trips, Manly Wharf-Narrabeen. Night, Manly Wharf-Mona Vale Hospital. Plus short-working/s before first trip & after last trip shown.

C – To Church Point.

D – Manly Wharf-Mona Vale 60-90. 2 trips extended to Church Point, 1 trip extended to start from Church Point.

H – To Mona Vale Hospital.

M – To Manly Wharf.

V – To Mona Vale.

3 March 1991

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Mona Vale Hospital-McCarrs Creek	Fr McCk 27N 68M	M-F	Mona Vale	5.16amM	McCarrs Creek	10.44pmN	A	
			Manly Wharf	8.37amK				
		Sat	Manly Wharf	5.45amK	McCarrs Creek	10.44pmN	B	
					Manly Wharf	12.23pmD		
		Sun	Mona Vale	6.29amM	McCarrs Creek	10.44pmN	C	
			Manly Wharf	8.45amK				
157: Manly Wharf-Warriewood-Bayview Garden Village-Mona Vale†	67	M-F	Manly Wharf	5.40amV	Manly Wharf	5.27pmK	E	
				7.23amK	Narrabeen	11.15pmV		
		Sat		7.55amV	Manly Wharf	6.12pmV	F	
					Narrabeen	11.15pmV		
		Sun	Mona Vale	9.34amM	Manly Wharf	6.12pmV	G	
					Narrabeen	11.15pmV		

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (155, 157, 159, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Dee Why (155, 157, 159, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

* More frequent in peak hours.

† Limited service extended to McCarrs Creek in peak hours.

A – Day, Manly Wharf-McCarrs Creek 60*. Night, separate trips Manly Wharf-Dee Why & Narrabeen-McCarrs Creek. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-McCarrs Creek 60. Night, separate trips Manly Wharf-Dee Why & Narrabeen-McCarrs Creek. Plus short-working/s after last trip shown.

C – Day, Manly Wharf-Mona Vale 60, Manly Wharf-McCarrs Creek 120. Night, separate trips Manly Wharf-Dee Why & Narrabeen-McCarrs Creek. Plus short-working/s before first trip & after last trip shown.

D – To Dee Why.

E – Peak hours, Manly Wharf-McCarrs Creek. Day, Manly Wharf-Mona Vale 60. Night, Narrabeen-Mona Vale.

F – Day, Manly Wharf-Mona Vale 60. Night, Narrabeen-Mona Vale.

G – Day, Manly Wharf-Mona Vale 120. Night, Narrabeen-Mona Vale.

K – To McCarrs Creek.

M – To Manly Wharf.

N – To Narrabeen.

V – To Mona Vale.

10 March 1997

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 156

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Mona Vale Hospital-Bayview Garden Village†	Fr Manly 58B 51K	M-F	Manly Wharf	5.41amB	Manly Wharf	7.00pmB 11.22pmK	A	
		Sat		5.45amK 6.30pmB		6.50pmB 11.22pmK	C	
		Sun		7.40amK		6.50pmB 11.23pmK	C	
156: Manly Wharf-McCarrs Creek via Pittwater Rd	64	M-F	Manly Wharf	7.27am	Manly Wharf	6.02pm	60	D
		Sat		9.22am		7.22pm	60	D
		Sun		9.22am		6.15pm	60	D

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (155, 156, 159, 169) 15.
Manly Wharf-Narrabeen (155, 156) 30.
Sat Manly Wharf-Dee Why (155, 156, 159, 169) 15.
Manly Wharf-Narrabeen (155, 156) 30.
Sun Manly Wharf-Dee Why (155, 156, 159, 169) 15.
Manly Wharf-Narrabeen (155, 156) 30.

* More frequent in peak hours.

† Extended from Mona Vale to McCarrs Creek at night.

A – Day, Manly Wharf-Bayview Garden Village 60*. Night, Manly Wharf-McCarrs Creek (*not* via Bayview Garden Village). Plus short-working/s before first trip & after last trip shown.

B – To Bayview Garden Village.

C – Day, Manly Wharf-Bayview Garden Village 60. Early morning & night, Manly Wharf-McCarrs Creek (*not* via Bayview Garden Village). Plus short-working/s before first trip & after last trip shown.

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

K – To McCarrs Creek.

Route 155

FRENCHS FOREST – NARRABEEN – NARRABEEN PENINSULA – BAYVIEW GARDEN VILLAGE

Timeline

26 November 2017: Full time service in previous entry curtailed to run as a feeder service, Narrabeen – Narrabeen Peninsula – Bayview Garden Village, as part of rearrangement of routes on introduction of B-Line (B1).

17 November 2019: Extended during daylight hours from Narrabeen to Frenchs Forest (Northern Beaches Hospital) via Wakehurst Pkwy. Trips *from* Frenchs Forest (Northern Beaches Hospital) ran via Forestway shops.

20 December 2020: Frenchs Forest terminus altered to Forestway shops, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Narrabeen – Bayview Garden Village

From 26 November 2017

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Albert St, Lagoon St, Waterloo St, Ocean St (**Narrabeen Peninsula**), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St (**Mona Vale Hospital**), Pittwater Rd (**Mona Vale**), Bungan St, Waratah St, Maxwell St, Parklands Rd, Cabbage Tree Rd, Annam Rd (north leg, then anti-clockwise loop) to south leg (Bayview Garden Village).

From Bayview Garden Village (Annam Rd, north leg) via Annam Rd (anti-clockwise loop), Cabbage Tree Rd, Parkland Rd, Maxwell St, Waratah St, Bungan St, Park St, Barrenjoey Rd, Pittwater Rd, Coronation St, then reverse route to Ocean St, then Waterloo St to Pittwater Rd (Narrabeen).

Frenchs Forest (Northern Beaches Hospital) – Narrabeen – Bayview Garden Village

Alteration

From 17 November 2019: Extended from Narrabeen (Waterloo St /Pittwater Rd) via Pittwater Rd, Wakehurst Pkwy (Oxford Falls), Frenchs Forest Rd to Northern Beaches Hospital (Frenchs Forest). Return via Frenchs Forest Rd, Rabbett St, Warringah Rd, Wakehurst Pkwy, Pittwater Rd, Albert St.

Frenchs Forest (Forestway shops) – Narrabeen – Bayview Garden Village

Alteration

From 20 December 2020: To approach Frenchs Forest from Frenchs Forest Rd via Rabbett St to Forest Way (Forestway shops). Return from Forest Way at Forestway shops via Naree Rd, Frenchs Forest Rd.

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		
Narrabeen-Mona Vale-Bayview Garden Village	Fr N'been 17M 25B	M-F	Narrabeen	5.40amB	Narrabeen	7.57pmB 12.57amM	A	
		Sat	Mona Vale	5.35amN		7.50pmB 12.50amM	C	
			Narrabeen	8.02amB				
		Sun	Mona Vale	5.35amN		7.50pmB 12.50amM	C	
			Narrabeen	8.02amB				

* More frequent in peak hours.

A – Day, Narrabeen-Bayview Garden Village 60*. Night, Narrabeen-Mona Vale. Plus short-working/s before first trip shown.

B – To Bayview Garden Village.

C – Early morning & night, Narrabeen-Mona Vale. Day, Narrabeen-Bayview Garden Village 60.

M – To Mona Vale.

N – To Narrabeen.

17 November 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Frenchs Forest (Northern Beaches Hospital)-Narrabeen-Mona Vale-Bayview Garden Village	Fr N'been 16M 24B plus 20NH	M-F	Narrabeen	5.41amB	Nthn Beaches Hospital	7.38pmB 8.38pmM	A	
			Bayview Garden Village	6.11amH	Narrabeen	12.58amM		
		Sat	Mona Vale	5.35amN	Nthn Beaches Hospital	7.19pmB 8.19pmM	C	
			Nthn Beaches Hospital	7.35amB	Narrabeen	12.41amM		
		Sun	Mona Vale	5.35amN	Nthn Beaches Hospital	7.19pmB 8.19pmM	C	
			Nthn Beaches Hospital	7.35amB	Narrabeen	12.41amM		

* More frequent in peak hours.

A – Early morning & night, Narrabeen-Mona Vale. Peak hours & day, Frenchs Forest (Northern Beaches Hospital)-Bayview Garden Village 60*.

B – To Bayview Garden Village.

C – Early morning & night, Narrabeen-Mona Vale. Day, Frenchs Forest (Northern Beaches Hospital)-Bayview Garden Village 60.

H – To Frenchs Forest (Northern Beaches Hospital).

M – To Mona Vale.

N – To Narrabeen.

NH – Narrabeen-Frenchs Forest (Northern Beaches Hospital).

Route 156

MANLY WHARF – FRENCHS FOREST CEMETERY via Wakehurst Pkwy (Sundays) ■

Timeline

19 September 1943: Limited Sunday service commenced.

2 February 1969: Replaced by limited Sunday service on 154 (but running via Brookvale).

Streets

From 8 August 1948

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy, Roseville [now Warringah] Rd, Pymble Rd [now Forest Way] [including current Adams St, Prince Charles Rd], Blackbutts Rd to Frenchs Forest Cemetery. Reverse on return.

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 Whf-Frenchs Forest Cemetery via Wakehurst Pkwy	48	M-F						
		Sat						
		Sun	Manly Wharf	2.38pm	F/Forest Cem	4.17pm	1 trip	

Route 156

MANLY WHARF – PALM BEACH via Pittwater Rd■

Timeline

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

- Limited service renumbered from 142.
- Limited service on 155 between Manly Wharf & either Newport or Palm Beach rerouted via Pittwater Rd direct between Narrabeen & Mona Vale & also renumbered 156.
- Shared Manly Wharf – Brookvale at different times with other routes in the 154-160 range.

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 (**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 Manly Wharf.

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-Palm Beach via Pittwater Rd	Fr Manly 60N 84P	M-F	Newport	7.10amM	Palm Beach	5.25pmM	A	
		Sat						
		Sun						

A – Morning, 3 trips from Newport to Manly Wharf, plus 1 trip from Manly Wharf to Palm Beach. Afternoon, 1 return trip Manly Wharf-Palm Beach, plus 1 trip from Manly Wharf to Newport.

M – To Manly Wharf.

N – To Newport.

P – To Palm Beach.

Route 156

MANLY WHARF – McCARRS CREEK via Pittwater Rd

Timeline

10 March 1997: As part of rearrangement of routes north of Narrabeen:

- Replaced 157, but rerouted between Narrabeen & Mona Vale via Pittwater Rd direct.
- Night & early morning weekend service between Mona Vale & McCarrs Creek provided by 155.
- Narrabeen – Warriewood – Mona Vale replaced by upgraded service on 185 & L85.
- Shared Manly Wharf – Narrabeen with 155.

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

- Curtailed to run as a feeder service, Mona Vale – McCarrs Creek (*see next entry*).
- Manly Wharf – Mona Vale replaced by new 199.

Streets

From 10 March 1997

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, 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 (**Mona Vale**), Barrenjoey Rd, Pittwater Rd, Belgrave St to Manly Wharf.

Timetable Summary

10 March 1997

See 155

Route 156

MONA VALE – McCARRS CREEK

Timeline

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

- Full time service commenced, as feeder to B1.
- Replaced equivalent part of 156 in previous entry (day service), 155 (nights & early morning weekends) & peak hour express E86.

Streets

From 26 November 2017

From Mona Vale (Pittwater Rd opposite Village Park) via Pittwater Rd (**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 to opposite Village Park (Mona Vale).

Alteration

From 20 December 2020: From Mona Vale (Barrenjoey Rd at Village Park) via Barrenjoey Rd, Darley Rd, Pittwater Rd. Unaltered on return.

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		
Mona Vale-McCarrs Creek	16	M-F	McCarrs Creek	5.59am	Mona Vale	12.00mn	30*	
		Sat		6.15am		12.13am	30	
		Sun		6.15am		12.13am	30	

* More frequent in peak hours.

Route 157

MANLY WHARF – WARRIEWOOD – CHURCH POINT – McCARRS CREEK via various routes■

(Church Point bus turning area was in McCarrs Creek Rd about 600m beyond Church Point wharf.)

(In the 1920s, Queenscliffe was spelt with a final 'e'.)

Timeline

18 July 1938: Manly Wharf – Warriewood – Church Point *via Harbord Rd*, infrequent service, commenced, replacing private 157 (Narrabeen – Warriewood – Church Point), which had ceased on 13 July 1938.

30 January 1962: Rerouted *via Pittwater Rd* instead of Harbord Rd, coincident with reorganisation of 136 & 139. Service along Harbord Rd continued to be provided by 136 & 160.

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

- Rerouted/rearranged as Manly Wharf – Warriewood – Mona Vale West (new residential area) – Mona Vale via Pittwater Rd (selected peak hour trips extended from Mona Vale to Church Point).
- Most service to Church Point provided by extended 155.

8 August 1983: Limited service extended from Church Point to McCarrs Creek. Most service to McCarrs Creek continued to be provided by 155.

3 March 1991: Rerouted via Bayview Garden Village, replacing extension of 184, as part of a general reorganisation of Manly-Warringah routes.

10 March 1997: Ceased as part of rearrangement of routes north of Narrabeen.

- Manly Wharf – Narrabeen continued to be serviced by 155.
- Narrabeen – Warriewood – Mona Vale replaced by upgraded service on 185 & L85.
- Mona Vale – McCarrs Creek replaced by 156 (day) & 155 (night).
- Mona Vale – Bayview Garden Village (daytime service) replaced by extension of 155.

Streets

Manly Wharf – Warriewood – Mona Vale – Church Point via Harbord Rd

From October 1939

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, Pittwater Rd (**Dee Why, Collaroy, Narrabeen, North Narrabeen**), Powder Works Rd [now Garden St], Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Lane Cove [now Mona Vale] Rd, Emma St [then extended to meet Pittwater Rd] (**Mona Vale**), Pittwater Rd, Bayview [now Pittwater] Rd (**Bayview**) to Church Point wharf. Reverse on return.

Manly Wharf – Warriewood – Mona Vale – Church Point via Pittwater Rd

From 30 January 1962 (based on 30 August 1962 timetable)

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, 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. Reverse on return.

Alteration

- **15 April 1980 (selected trips):** Ex Manly Wharf from Pittwater Rd via Jacksons Rd (**Warriewood shops**), Garden St. Reverse on return.
- **By 9 January 1978:** Extended in Church Point from wharf via McCarrs Creek Rd to bus turning area. Reverse on return.

Manly Wharf – Warriewood – Mona Vale West – Mona Vale (selected trips extended to Church Point)

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Parklands Rd, Maxwell St, Waratah St, Bungan St, Mona Vale Rd, Pittwater Rd to Barrenjoey Rd (Mona Vale). Reverse on return.

Warriewood shops diversion: Ex Manly Wharf from Pittwater Rd (north of Narrabeen) via Jacksons Rd, Garden St. Reverse on return.

Church Point extension (*peak hours*): From Mona Vale (Pittwater Rd/Barrenjoey Rd) via Pittwater Rd (**Bayview**), McCarrs Creek Rd to Church Point bus turning area. Reverse on return.

Manly Wharf – Warriewood – Mona Vale West – 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.
- **From 15 June 1985** (*trips terminating at Mona Vale*): Ex Manly Wharf from Waratah St/Bungan St via Bungan St, Park St to Barrenjoey Rd. Return via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, Bungan St, Waratah St.
- **By February 1987:** Warriewood shops diversion became standard route.
- **From 15 June 1985:** Ex McCarrs Creek from Pittwater Rd/Park St via Park St, Barrenjoey Rd, Pittwater Rd.
- **From 2 September 1990:** Both directions, from Garden St/Macpherson St via Macpherson St to Forest Rd, then return via Macpherson St.

Manly Wharf – Warriewood – Bayview Garden Village – Mona Vale (*selected trips extended to McCarrs Creek*)

From 3 March 1991

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**) to Forest Rd, then Macpherson St, Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Cabbage Tree Rd, Annam Rd (anti-clockwise loop) (**Bayview Garden Village**), Cabbage Tree Rd, Parklands Rd, Maxwell St, Waratah St, Bungan St, 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 Parklands Rd, then Cabbage Tree Rd, Annam Rd (anti-clockwise loop), Cabbage Tree Rd, Samuel St, then reverse route to Manly Wharf.

McCarrs Creek extension: From Mona Vale (Pittwater Rd/Park St) via Pittwater Rd (**Bayview, Church Point**), McCarrs Creek Rd to McCarrs Creek bus turning area. Return via McCarrs Creek Rd, Pittwater Rd, Park St.

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Warriewood-Church Point via Harbord Rd	60	M-F	Manly Wharf	6.00am	Church Point	7.25pm	6 trips	
		Sat		6.00am		7.20pm	6 trips	
		Sun		10.35am		7.18pm	4 trips	
		Hols		8.05am		7.05pm	5 trips	

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-Warriewood-Church Point via Harbord Rd	60	M-F	Church Point	7.04am	Manly Wharf	11.15pm	A	
		Sat		7.00am		11.15pm	60-90	B
		Sun		9.00am	Church Point	7.25pm	90	

A – 11 trips from Church Point, 13 trips from Manly Wharf. Plus short-working/s after last trip shown.

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

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

30 August 1962 - 3 March 1991

See 155

Route 158

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – TAYLORS POINT via various routes■

MANLY WHARF – TAYLORS POINT■

(Roseville Rd is now known as Warringah Rd.)

Timeline

15 April 1944: New routes (both limited service) commenced (initially to serve a Royal Australian Navy torpedo factory near Taylors Point terminus):

City (Wynyard) – Taylors Point via Condamine St & Pittwater Rd

Manly Wharf – Taylors Point via Pittwater Rd

30 March 1952: As part of the Manly bus/ferry Co-ordination Scheme:

- City (Wynyard) – Taylors Point rerouted & partly renumbered:
 - 138 City (Wynyard) – Taylors Point via Condamine St, Balgowlah & Pittwater Rd (when ferries not operating)
 - 158 City (Wynyard) – Taylors Point via Wakehurst Pkwy & Roseville Rd (limited off-peak service)
 - 178 City (Wynyard) – Taylors Point via Wakehurst Pkwy direct (limited peak hour service)
- Manly Wharf – Taylors Point renumbered 152.

5 October 1952: When the Manly bus/ferry Co-ordination Scheme was declared unsuccessful:

- 158 City (Wynyard) – Taylors Point (off-peak) reverted to running via Condamine St, Balgowlah & Pittwater Rd.
- 178 City (Wynyard) – Taylors Point (peak hours) reverted to running via Condamine St, Balgowlah & Pittwater Rd & renumbered 158.

3 August 1953: City (Wynyard) – Taylors Point renumbered 189 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

CITY – TAYLORS POINT

City (Wynyard) – Taylors Point via Condamine St

From 15 April 1944 (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**, **Balgowlah**), Condamine St (old alignment) (**Manly Vale**), Pittwater Rd (**Brookvale**, **Dee Why**, **Collaroy**, **Narrabeen**, **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 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, Wynyard St to Wynyard Park (City).

City (Wynyard) – Taylors Point via Wakehurst Pkwy & Roseville Rd

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, Roseville Rd (**Beacon Hill**), Pittwater Rd (**Dee Why**, **Collaroy**, **Narrabeen**, **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, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Wynyard St to Wynyard Park (City).

City (Wynyard) – Taylors Point via Condamine St

From 5 October 1952

Resumed route as at 15 April 1944.

MANLY WHARF – TAYLORS POINT

From 15 April 1944 (based on April 1952 timetable for 152)

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Mona Vale, Collaroy, Narrabeen, North Narrabeen), Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (Newport), Avalon Pde (Avalon), Beach [now Hudson] Pde, Hudson Pde [to Taylors Point Rd] (Taylors Point). Reverse on return.

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†	103	M-F	Taylors Point	7.15am			A	
		Sat						
		Sun						

† Via Wakehurst Pkwy & Roseville Rd.

A – 1 trip from City (Wynyard) to Taylors Point.

8 March 1953

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 via Condamine St	86	M-F	Wynyard	5.30am	Wynyard	5.07pm	A	
		Sat						
		Sun						

A – 1 trip from Taylors Point, 4 trips from City (Wynyard).

Route 158

MANLY WHARF – DEE WHY WEST (Middleton Rd) ■

(The terminus at Dee Why West (Middleton Rd) is in current Cromer.)

Timeline

30 November 1964: Limited peak hour service commenced.

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Alternative services available on nearby 179 & 180.

Streets

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why), Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Thew Pde, Middleton Rd (Cromer).

From Cromer (Middleton Rd) via reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Manly Wharf.

Alterations

- By August 1983:** Ex Manly Wharf from South Creek Rd via Middleton Rd. Return via Middleton Rd, Thew Pde, South Creek Rd.
- From 11 February 1985:** Ex Manly Wharf from South Creek Rd via Inman Rd, Middleton Rd, South Creek Rd. 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-Cromer (Middleton Rd)	28	M-F	Manly Wharf	6.53am	Middleton Rd	4.23pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from Cromer (Middleton Rd)).

Route 159

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – CHURCH POINT via various routes south of Narrabeen & via Pittwater Rd direct between Narrabeen & Mona Vale■

(Roseville Rd is now known as Warringah Rd.)

Timeline

3 July 1944: Limited service City (Wynyard) – Church Point via Condamine St, commenced. Shared Mona Vale – Church Point with 151 & 157.

30 March 1952: As part of the Manly bus/ferry Co-ordination Scheme, rerouted via Wakehurst Pkwy instead of Condamine St & partly renumbered:

159 City (Wynyard) – Church Point via Wakehurst Pkwy & Roseville Rd (other than in peak hours)

179 City (Wynyard) – Church Point via Wakehurst Pkwy direct (peak hours).

5 October 1952: Both routes reverted to 159 City (Wynyard) – Church Point via Condamine St (off-peak & peak hours), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

3 August 1953: Renumbered 186, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

City (Wynyard) – Church Point via Condamine St, Balgowlah

From 3 July 1944

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, 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**), Kentwell Rd, Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, 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, Wynyard St to Wynyard Park (City).

City (Wynyard) – Church Point via Wakehurst Pkwy & Roseville Rd

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, Roseville Rd (**Beacon Hill**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, North Narrabeen, 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).

City (Wynyard) – Church Point via Condamine St, Balgowlah

From 5 October 1952

Resumed route as from 3 July 1944.

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		
City (Wynyard)-Church Point†	72	M-F	Church Point	7.30am	Wynyard	5.40pm	A	
		Sat						
		Sun						

† Via Condamine St, then Pittwater Rd direct between Narrabeen & Mona Vale.

A – 2 trips from Church Point, 3 trips from City (Wynyard).

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‡	89	M-F	Wynyard	8.30am	Wynyard	5.40pm	A	
		Sat						
		Sun						

‡ Via Wakehurst Pkwy & Roseville Rd, then Pittwater Rd direct between Narrabeen & Mona Vale.

A – 2 trips from City (Wynyard), 1 trip from Church Point.

8 March 1953

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†	86	M-F	Church Point	7.22am	Church Point	6.25pm	3 trips	A
		Sat						
		Sun						

† Via Condamine St, then Pittwater Rd direct between Narrabeen & Mona Vale.

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

Route 159

MANLY WHARF – WINGALA – DEE WHY (various termini) ■

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

Timeline

26 April 1983: Peak hour service renumbered from 149, as part of the Manly-Warringah Bus Service Improvement Programme:

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

- Hours of operation altered to off-peak Mondays-Friday & daytime Saturdays, replacing 139 between Brookvale & Dee Why via Wingala.
- Peak hour service between Brookvale & Dee Why provided by existing 176 & 177.

10 March 1997: Days of operation extended to Sundays.

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

- Warringah Mall – Dee Why replaced by new 177.
- Manly Wharf – Warringah Mall replaced by improved 199.

Streets

Manly Wharf – Dee Why (Howard Av)

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, 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, Belgrave St to Manly Wharf.

Manly Wharf – Dee Why (Pacific Pde)

Alterations

- **From 8 August 1983:** To approach Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd (*not* via Dee Why Beach). Reverse on return.
- **By February 1993:** Ex Manly Wharf from Pacific Pde via The Strand (**Dee Why Beach**), Howard Av, Avon Rd, Pacific Pde to Pittwater Rd (Dee Why). Reverse on return.
- **By 24 September 1995:** Ex Manly Wharf from Pittwater Rd via Sydenham Rd (*not* Chard Rd), Mitchell Rd. Unaltered 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-Wingala-Dee Why (Howard Av)	30	M-F	Howard Av	6.41am	Manly Wharf	6.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Dee Why (Howard Av), afternoons from Manly Wharf).

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Wingala-Dee Why (Pacific Pde)	28	M-F	Manly Wharf	9.15am	Manly Wharf	4.43pm	60*	
		Sat	Pacific Pde	9.22am		4.57pm	60	A
		Sun						

* More frequent in peak hours.

A – Plus short-working/s before first 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		
Manly Wharf-Wingala-Dee Why (Pacific Pde)	31	M-F	Pacific Pde	8.34am	Manly Wharf	4.42pm	60*	
		Sat		8.54am		5.12pm	60	A
		Sun		9.19am		5.57pm	60	

* More frequent in peak hours.

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