



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 100 – 137

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

A work in progress. Corrections and comments welcome –

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

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

Summary of routes 100 – 137

100	Epping-North Narrabeen, etc
100	Narrabeen-Showground
100	Dee Why-Sydney Airport
100	City-Taronga Zoo
101	Chatswood-Dee Why
102	Warringah Mall-War Veterans
110	Mona Vale-Showground
111	Cross-City Loop
111	Sydney Explorer
111	Sth Mosman Wf-Chowder Bay
114	Balmoral-RNS Hospital
115	City-Chatswood

120	City-Chatswood
123	Warringah Mall-Dee Why East
130	Manly-Clontarf, etc
130	Manly Pumpkin bus
131	Manly Dee Why West
131	The Spit-Seaforth, etc
131	Manly-Seaforth
131	Manly-North Balgowlah
132	Manly-Bantry Bay, etc
E32	Manly-Balgowlah Heights
133	City-South Curl Curl
133	Manly-Collaroy Plateau

133	Manly-Warringah Mall
134	Chatswood-Harbord
134	Manly-Dee Why West
135	Manly-Manly Hospital, etc
E35	Manly-Manly Vale
136	Manly-Dee Why, etc
E36	Manly-North Curl Curl
N36	Manly-Dee Why
137	Manly-Seaforth, etc
137	Manly-Frenchs Forest, etc
137	Chatswood-Frenchs Forest

Route 100

EPPING – NARRABEEN ■

EPPING – CHATSWOOD – NORTH NARRABEEN ■

Timeline

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

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

March 1994: Ceased.

Route 100

NARRABEEN – SHOWGROUND ■

(“Showground” is an abbreviation of the Royal Agricultural Society’s Show Ground, Moore Park, located in the current Entertainment Quarter. It is referred to here as “Showground”, as that was the destination sign generally displayed on buses.)

Timeline

Easter 1994:

- Commenced by State Transit Authority at least for Royal Easter Show in 1994, probably replacing by 110 which had run in previous Easters.
- Ran limited stops to Wynyard, then express to Showground.

(?): 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 by State Transit Authority. 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 Reginald 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, “LOOP” SERVICE)

Timeline

20 December 2020: New route commenced by State Transit Authority, 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. Part of Contract Region 8.

31 October 2021: Transferred to Keolis Downer Northern Beaches, as a result of competitive tendering for privatisation of Contract Region 8.

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 by Public Transport Commission (Bus Division), 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 by Public Transport Commission (Bus Division), 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 110

MONA VALE – SHOWGROUND ■

(“Showground” is an abbreviation of the Royal Agricultural Society’s Show Ground, Moore Park, located in the current Entertainment Quarter. It is referred to here as “Showground”, as that was the destination sign generally displayed on buses.)

Timeline

Easter 1990:

- Commenced by State Transit Authority at least for Royal Easter Shows in 1990, 1992 & 1993.
- Ran limited stops to Wynyard, then express to Showground.

(?): Ceased. Probably replaced by 100 in Easter 1994.

Route 111

CITY (Wynyard) – CITY (St James Station) (CROSS-CITY LOOP SERVICE) ■

Timeline

28 August 1967: Weekday daytime cross-City service commenced by Department of Government Transport.

31 May 1968: Ceased due to low patronage.

Streets

By 28 August 1967

From City (Wynyard) (York St at Wynyard Park) via York St, King St, Elizabeth St, Martin Pl, Macquarie St (**St James Station**), Queens Square, St James Rd, Elizabeth St, Market St, Clarence St, Jamison St, York St to Wynyard Park (City).

Timetable Summary

28 August 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (St James) Loop	18 round trip	M-F	Wynyard	9.00am	St James	4.09pm	10	
		Sat						
		Sun						

Route 111

SYDNEY EXPLORER (City (Circular Quay) – Kings Cross & other near-City locations) (TOURIST SERVICE) ■

Timeline

23 November 1980: Hop on-hop off tourist loop commenced by Urban Transit Authority.

27 November 2010: Ceased. Replaced by existing private “City Sightseeing” tourist service.

Streets

City (Circular Quay) – Kings Cross Loop

From circa early 1980s

From City (Circular Quay) (Alfred St) via Circular Quay East, Macquarie St, Queens Square, Prince Albert Rd, Art Gallery Rd, Mrs Macquaries Rd (complete loop), Art Gallery Rd, College St, Boomerang St [former street], William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca R (**Elizabeth Bay**), Billyard Av, Onslow Av, Greenknowe Av, Macleay St, Wylde St (**Potts Point**), Cowper Wharf Rd (**Woolloomooloo**), Lincoln Cr, Sir John Young Cr, Haig Av [former street], College St, Wentworth Av, Elizabeth St, Eddy Av (**Central**

Railway), Rawson Pl, George St, Argyle St (**Millers Point**), Lower Fort St, George St, Alfred St to Circular Quay (City).

Many variations of route between the 1980s & 2010.

City (Circular Quay) – Milsons Point – Kings Cross – Darling Harbour Loop

From 1 April 2010

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Bridge St, Macquarie St to Sydney Opera House, then Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Alfred St, Fitzroy S (**Milsons Point**), Broughton St, High St, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Queens Square, Prince Albert Rd, College St, College St, William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Cowper Wharf Rd (**Woolloomooloo**), Sir John Young Cr, St Marys Rd, Prince Albert Rd, Art Gallery Rd, Mrs Macquaries Rd (complete loop), Art Gallery Rd, Prince Albert Rd, Queens Square, Macquarie St, Bent St, Gresham St, Bridge St, George St, Bathurst St, Elizabeth St, Eddy Av (**Central Railway**), Rawson Pl, George St, Hay St, Harbour St, Pier St, Darling Dr, Ultimo Rd (**Ultimo**), Harris St, Pirrama Rd (**Pymont**), Darling Dr, Pier St, Harbour St, Shelley St, Erskine St, Sussex St, Napoleon St, Kent St, Argyle St (**Millers Point**), Dalgety Rd, Towns Pl, Hickson Rd, George St, Lower Fort St, Argyle St, Harrington St, Essex St, George St, Bridge St, Loftus St to Circular Quay (City).

Timetable Summary

Circa early 1980s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Kings Cross, etc loop (Sydney Explorer)		M-F	Hours of service: 9.00am – 5.00pm				15	
		Sat					15	
		Sun					15	

Some variations of hours of service & day frequency route occurred between the 1980s & 2010.

1 April 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (C/Qy)-Milsons Pt-Kings X-Darling Hbr loop (Syd Expl)		M-F	Hours of service: 8.40am – 7.20pm				20	
		Sat					20	
		Sun					20	

Route 111

SOUTH MOSMAN WHARF – CHOWDER BAY

Timeline

20 December 2020: New full time route commenced by State Transit Authority, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing parts of 236 & 244. **Part of Contract Region 8.**

31 October 2021: Transferred to Keolis Downer Northern Beaches, as a result of competitive tendering for privatisation of Contract Region 8.

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 by State Transit Authority 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. **Part of Contract Region 8.**

31 October 2021: Transferred to Keolis Downer Northern Beaches, as a result of competitive tendering for privatisation of Contract Region 8.

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 by State Transit Authority, replacing equivalent part of 343, as part of introduction of “frequent” routes to Contract Region 7.
- Shared Naremburn – Chatswood with 120.
- **Part of Contract Region 7.**

9 January 2022: Transferred to Busways North West, as a result of competitive tendering for privatisation of Contract Region 7.

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 10-20*.

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, “LOOP” SERVICE)

Timeline

24 January 2021:

- New route commenced by State Transit Authority, replacing equivalent parts of 272 & 340, as part of introduction of “frequent” routes to Contract Region 7.
- Shared Naremburn – Chatswood with 115.
- Part of Contract Region 7.

9 January 2022: Transferred to Busways North West, as a result of competitive tendering for privatisation of Contract Region 7.

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 Drutt 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		4.56am		12.50am	10	
		Sun		4.56am		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 by Public Transport Commission (Bus Division) 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 by Department of Road Transport & Tramways:
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 7.5ea6amY	Wynyard The Spit	5.13pmC 6.23pmC	A	
		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 by State Transit Authority.

(?): Rerouted via Allambie Heights.

1 January 2005: Became part of Contract Region 8.

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/Carcoola 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 by Department of Road Transport & TRamways, 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)
- 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 – Bantry Bay (Burnt St) – The Spit.

TB – The Spit – 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 by Department of Road Transport & Tramways, replacing part of private 199 (Cremorne Wharf – Beauty Point – Seaforth (The Bluff), proprietor Noel Lardelli) [1925 number], 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 [Sydney Region route numbers].

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 by State Transit Authority 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.
- Times 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).

1 January 2005: Became part of Contract Region 8.

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.
- Operated by Department of Road Transport & Tramways.

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.

1 January 2005: Became part of Contract Region 8.

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, 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**), 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). Peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) provided 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. Peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) provided 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.

Sun Manly Wharf-Warringah Mall (132) 60.

A – Morning peak hour, North Balgowlah to Manly Wharf. Day, Manly Wharf-Warringah Mall 60. Afternoon peak hour, Manly Wharf-Seaforth shops or Manly Wharf-Warringah Mall. Peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) provided 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. Peak hour service (morning from Manly Wharf, afternoon from Seaforth shops) provided 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.

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-Warringah 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 by State Transit Authority. Part of Contract Region 8.

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 by Public Transport Commission (Bus Division), 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 by Urban Transit Authority, 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.

1 January 2005: Became part of Contract Region 8.

13 August 2006: Ceased. 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 by Department of Government Transport.

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 by Department of Government Transport, 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

MANLY WHARF – MANLY (Bower St) ■

MANLY WHARF – MANLY HOSPITAL – MANLY (Bower St) ■

- **Extended to North Fort Museum or North Head (selected trips, various periods)**

WARRINGAH MALL – BALGOWLAH – MANLY – NORTH FORT MUSEUM ■

(Manly Hospital, which was in Darley Rd, adjacent to St Pauls Catholic College, closed in 2017.)

Timeline

As at date of Govt Gazette 13 November 1925:

- Manly Wharf – Manly (Cliff St) (at corner of Bower St) being operated by AE Curtis.
- A list dated October 1935 shows the operator as Miss VB Curtis.
- May have also been operated by North Harbour Bus Co for a period.

By date of Govt Gazette 15 October 1926: Trips ran:

- Via Addison Rd direct, *or*
- Via Addison Rd, Osborne Rd & Marshall St, *or*
- Via Victoria St & Darley Rd

24 September 1933: Extended to North Head on Sundays (when ceased?).

By 12 December 1937 (possibly as early as 1928): Selected trips ran daily to/diverted via Manly Hospital following opening of hospital on current site.

Later: Operator incorporated as Manly Transport Service.

By 1960s: Most trips ran Manly Wharf – Manly Hospital – Manly (Bower St) – Manly Wharf. For a period (at least 1960s & 1970s), separate trips ran Manly Wharf – Manly Hospital and Manly Wharf – Manly (Bower St) in the afternoon peak hour.

1975: Transferred to Neil E Smith.

By 14 April 1976: Selected trips extended from Manly Hospital to North Head Army Barracks.

30 October 1978: Transferred to Manly Bus Service (CJ (Chris) Brownlee).

By October 1979: Selected weekend (also weekdays by 1992) trips extended from Manly Hospital to North Head lookout.

19 July 1998: Transferred to State Transit Authority (trading as Sydney Buses). Services were:

- 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).

1 January 2005: Became part of Contract Region 8.

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 – Cliff St [corner of Bower St]

1925 (Source: Govt Gazette of 13 November 1925)

From Manly Wharf (wharf, East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley St, Addison Rd, Reddall St, Cliff St, Bower St to near Cliff St. Reverse on return.

Manly Wharf – Manly (Bower St)

1926 (Source: Govt Gazette of 15 October 1926)

Via Addison Rd direct

From Manly Wharf (East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley St, Addison Rd, Reddall St, Cliff St, Bower St to College St. Reverse on return.

Selected trips: Ex Manly Wharf from Marshall St via Darley St, Addison Rd, Stuart St, East Esplanade to Manly Wharf.

Via Addison Rd, Osborne Rd & Marshall St

From Manly Wharf (East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Reddall St, Cliff St, Bower St to College St. Reverse on return.

Via Victoria St & Darley Rd

From Manly Wharf (East Esplanade at The Corso) via East Esplanade, Victoria Pde, Darley Rd, Addison Rd, Reddall St, Cliff St, Bower St to College St. Reverse on return.

Manly Wharf – Bower St

Circa 1946 (Source: Gregory's Street Directory)

From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd, Addison Rd, Reddall St, Cliff St, Bower St.

Manly Wharf – Manly Hospital

Circa 1946 (Source: Gregory's Street Directory)

From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd (Manly Hospital).

Manly Wharf – Manly Hospital – Manly (Bower St)

1963 (Source: RGH notes/timetable)

From Manly Wharf (East Esplanade) via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd to **Manly Hospital**, then Darley Rd, Addison Rd, Reddall St, College St, Bower St, Cliff St, Reddall St, Addison Rd, Stuart St, East Esplanade to Manly Wharf.

Manly (Top Bower St) extension: From College St/Bower St via Bower St to near end. Reverse on return.

Manly (Carey St) diversion: Ex Manly Wharf from Stuart St via Carey St, Wood St, Addison Rd. Reverse on return.

Manly Wharf – Manly Hospital – Manly (Bower St) (selected trips extended to North Head Army Barracks)

Alteration

By 14 April 1976 (Source: timetable): Extended from Manly Hospital via North Head Scenic Dr to North Head Army Barracks. Reverse on return.

Manly Wharf – Manly Hospital – Manly (Bower St) (selected trips extended to North Head lookout)

Alteration

By October 1979 (Source: timetable): Extended from Manly Hospital via North Head Scenic Dr (loop) and return.

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.

Manly (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

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly (Cliff St)	8	M-F	Manly Wharf	9.43am	Cliff St	11.50pm	30	
		Sat		9.43am		11.50pm	30	
		Sun		6.00pm		11.50pm	30	

12 December 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 (Bower St)†	Fr Manly 6B 6H 10E	M-F	Bower St	8.35amM	Manly Hosp	7.08pmM	A	
			Manly Wharf	1.36pmH	Manly Wharf	12.41amB		
		Sat	Bower St	8.30amM		12.41amB	AM 30 PM 20	
		Sun	Manly Wharf	1.36pmH	Manly Hosp	7.08pmM	C	
				6.20pmB	Manly Wharf	12.10amB		
		Hols		9.36amH	Manly Hosp	4.09pmM	D	
				1.36pmH	Manly Wharf	6.36pmB		

† Selected trips extended to Manly Hospital.

A – Manly Wharf-Manly (Bower St) 30: direct, other than approx 1.30-4.00pm, plus 1 night trip, when ran via Manly Hospital.

B – To Manly (Bower St) direct.

C – Afternoon, Manly Wharf-Manly Hospital 30. Night, Manly Wharf-Manly (Bower St) direct (1 trip via Manly Hospital).

D – Manly Wharf-Manly (Bower St) 30: direct, other than approx 1.30-4.00pm, when ran via Manly Hospital.

E – To Manly (Bower St) via Manly Hospital.

H – To Manly Hospital.

M – To Manly Wharf.

30 September 1963

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)†	Fr Manly 7H 8D 17MBR	M-F	Manly Wharf	7.20amB	Top Bower St	4.50pmM	A	
				9.15amT	Manly Wharf	11.30pmB		
		Sat	Manly Hosp	7.28amM		12.02amB	C	
			Manly Wharf	11.40amT				
		Sun	Manly Wharf	10.10amH 2.10pmB		7.55pmB	E	

† Selected trips extended to Manly (Top Bower St).

A – Morning peak hour & night, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf.

Day, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30*. Manly Wharf-Manly (Top Bower St) 5 trips.

Afternoon peak hour, separate trips Manly Wharf-Manly (Bower St) & Manly Wharf-Manly Hospital.

B – To Manly (Bower St) via Manly Hospital.

C – Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30, Manly Wharf-Manly (Top Bower St) 1 trip.

D – To Manly (Bower St) direct.

E – Morning, Manly Wharf-Manly Hospital 30. Afternoon, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30.

H – To Manly Hospital.

M – To Manly Wharf.

MBR – Round trip, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf.

T – To Manly (Top Bower St).

14 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-Manly Hospital-Bower St†		M-F	Manly Wharf	7.05amB	Top Bower St	4.51pmM	C	
				7.25amA	Army Barracks	4.53pmM		
				9.15amT	Manly Wharf	7.25pmB		
		Sat		7.40amA	Army Barracks	11.53pmM	D	
				9.10amT	Top Bower St	12.23pmM		
					Manly Wharf	7.30pmB		
		Sun		10.10amB		7.50pmB	E	

† Selected trips extended from Manly Hospital to North Head Army Barracks. Selected trips extended to Manly (Top Bower St).

A – To North Head Army Barracks.

B – To Manly (Bower St) via Manly Hospital.

C – Morning peak hour, mainly separate trips Manly Wharf-Manly (Bower St) & Manly Wharf-Manly Hospital, some trips extended to North Head Army Barracks.

Day, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30, trips extended to North Head Army Barracks 60, extended to Manly (Top Bower St) 3 trips.

Afternoon peak hour, mainly separate trips Manly Wharf-Manly (Bower St) (some trips extended to Manly (Top Bower St) & Manly Wharf-Manly Hospital,

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

D – Morning, Manly Wharf-Manly Hospital-Bower St-Manly Wharf 30, trips extended to North Head Army Barracks 60, extended to Top Bower St 2 trips.

Afternoon, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30.

E – Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30. Gaps in service. Plus short-working/s before first trip & after last trip shown.

H – To Manly Hospital.

M – To Manly Wharf.

T – To Manly (Top Bower St).

9 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-Manly Hospital-Bower St†	Fr Manly 5H 14MBR 24MAr	M-F	Manly Wharf	7.06amB	Army Barracks	4.24pmM	C	
				7.30amA	Manly Hosp	7.25pmM		
		Sat		9.10amB	Army Barracks	12.50pmM	D	
				9.40amA	Manly Hosp	4.00pmM		
		Sun		12.10pmH		5.00pmM	E	

† Selected trips extended from Manly Hospital to North Head Army Barracks (& further extended to North Head Lookout if required). Selected trips extended to Manly (Top Bower St).

A – To North Head Army Barracks.

B – To Manly (Bower St) via Manly Hospital.

C – Early morning, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf (diverting via Manly (Top Bower St)).

Day, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30, Manly Wharf-North Head Army Barracks 60 (trips to Army Barracks extended to North Head Lookout if required). Selected afternoon trips ran to Manly (Bower St) first, extending to Manly (Top Bower St) if required. Last trip, Manly Wharf-Manly Hospital.

Plus short-working/s after last trip shown.

D – Morning, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf 30, Manly Wharf-North Head Army Barracks 60 (trips to Army Barracks extended to North Head Lookout if required). Afternoon, Manly Wharf-Manly Hospital 30 (extended to North Head Lookout if required). Plus short-working/s before first trip & after last trip shown.

E – Afternoon, Manly Wharf-Manly Hospital 60 (extended to North Head Lookout if required).

H – To Manly Hospital.

M – To Manly Wharf.

MAr – Round trip, Manly Wharf-North Head Army Barracks-Manly (Bower St)-Manly Wharf.

MBR – Round trip, Manly Wharf-Manly Hospital-Manly (Bower St)-Manly Wharf.

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 MallQuarantine 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 by State Transit Authority. Part of Contract Region 8.

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 – BROOKVALE – CURL CURL ■

MANLY WHARF – BROOKVALE – DEE WHY SOUTH ■

MANLY WHARF – CURL CURL via Queenscliffe Bridge ■

- *Post 31 October 1931 feeder: BROOKVALE – CURL CURL – DEE WHY*
- ### **MANLY WHARF – DEE WHY – NARRAWEENA – FRENCHS FOREST – CHATSWOOD ■**
- **Manly Wharf – Cromer – Cromer Heights (limited off-peak service, 1968-83)**
 - **Manly Wharf – Dee Why Beach – Dee Why West (Carawa Rd) (1940-44)**
 - **Chatswood – Dee Why Beach – South Curl Curl (Summer weekend express, 1983-94)**
- (Termini in the Pitt St/Robertson Rd, Curl Curl area are in current North Curl Curl.)*
- (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

As at date of Govt Gazette 13 November 1925: Manly Wharf – Curl Curl via Queenscliffe bridge and Brookvale – Curl Curl being operated by Herbert F Slocombe (then or later incorporated as Diggers Motor Service).

By date of Govt Gazette 15 October 1926: Routes combined to become Manly Wharf – Brookvale – Curl Curl.

By date of Govt Gazette 22 February 1929: Additional route, Manly Wharf – Brookvale – Dee Why South, commenced.

31 October 1931: Ceased as competitive with Government tram services under State Transport (Co-ordination) Act.

1931-32: Authorised as a feeder, Brookvale – Curl Curl – Dee Why, operated by Cook’s Motor Service/Cook’s Garage (Charles WB Cook) (also Ellesmore?).

27-29 May 1933: As a result of Cook’s Motor Service discontinuing route due to lack of patronage on 27 May 1933, the Department of Road Transport & Tramways commenced a similar service on 29 May 1933 along a “major portion of route” [as per Commissioner of Road Transport’s Annual Report for the year ended 30 June 1933], Manly Wharf – Dee Why Beach.

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

By or possibly on 1 October 1939 (replacement of Manly – Harbord Beach tram service by buses):

- Rerouted when tram replacement DRTT route 139 (Manly Wharf – Harbord Beach) commenced.
- Extended to run Manly Wharf – Dee Why (Howard Av).

18 April 1940: Selected trips extended from Dee Why 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?).

1 January 2005: Became part of Contract Region 8.

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/LowerNorth Shore all-day frequent network:

- Manly Wharf – Dee Why – Narraweena – 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.

MANLY WHARF – BROOKVALE – DEE WHY**Manly Wharf – Curl Curl via Queenscliffe Bridge**

1925 (Source: Govt Gazette of 13 November 1925)

From Manly Wharf (The Corso at Belgrave St) via The Corso, Whistler St, Pine St, North Steyne, Queenscliff bridge, Bridge Rd (**Queenscliffe**), Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Abbott Rd, Pitt Rd to Robertson Rd (Curl Curl).

From Curl Curl (Pitt Rd at Robertson Rd) via reverse route to Pine St, then Pittwater Rd, Belgrave St, The Corso to Manly Wharf.

Brookvale – Curl Curl

1925 (Source: Govt Gazette of 13 November 1925)

From Brookvale (Winbourne Rd at Pittwater Rd) via Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd to Robertson Rd (Curl Curl). Reverse on return.

Manly Wharf – Brookvale – Curl Curl

1926 (Source: Govt Gazette of 15 October 1926)

From Manly Wharf (The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Winbourne Rd (**Brookvale**), Harbord Rd, Abbott Rd, Pitt Rd to Robertson Rd (Curl Curl).

From Curl Curl (Pitt Rd at Robertson Rd) via reverse route to Belgrave St, then The Corso to Manly Wharf.

Alteration

1927 (Source: Govt Gazette of 27 May 1927) (Mondays to Saturdays): Curl Curl terminus curtailed to Pitt Rd near Griffin Rd. On Sundays & Public Holidays continued to terminate at Pitt Rd at Robertson Rd.

Manly Wharf – Brookvale – Dee Why South

1929 (Source: Govt Gazette of 22 February 1929)

From Manly Wharf (The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Winbourne Rd (**Brookvale**), Harbord Rd, Abbott Rd, Pitt Rd, Griffin Rd, Banksia St to near Griffin Rd (Dee Why South).

From Dee Why South (Banksia St at Griffin Rd) via reverse route to Belgrave St, then The Corso to Manly Wharf.

MANLY WHARF – DEE WHY – NARRAWEENA – CHATSWOOD**Manly Wharf – Harbord – Dee Why Beach**

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 to Dee Why Beach.

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 its opening.
- **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.

Manly Wharf – Harbord – Dee Why (Howard Av)

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 – Narraweena (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, 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 (**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.

Dee Why (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-Narrabeena (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/Carcoola Rd) via Carcoola 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/Carcoola Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Curl Curl	55	M-F	Curl Curl	5.45am	Manly Wharf	7.00pm	60	A
		Sat		5.45am		7.00pm	60	A
		Sun		10.15am		7.45pm	60	A

A – Most trips ran “direct”, but selected trips ran via Brookvale in middle of day.

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	
		Sun						G
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-South 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 by State Transit Authority. Part of Contract Region 8.

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 by State Transit Authority.

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

Route 137

MANLY WHARF – BALGOWLAH (New St) via Lauderdale Av ■

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

As at date of Govt Gazette 13 November 1925: Manly Wharf – Balgowlah (Woodland St) being operated by North Harbour Bus Co (Henry J Curtis).

By date of Govt Gazette 17 December 1926: Extended in Balgowlah from Woodland St to Seaview St/Beach St.

By date of Govt Gazette 22 June 1928: Extended in Balgowlah from Seaview St/Beach St to Seaview St/New St.

Possibly late 1931: Curtailed to run Manly Wharf – Balgowlah (Condamine St). (The route appears to have been curtailed to avoid the part of the route along Sydney Rd from being regarded as competitive with the Manly Wharf – The Spit tram service under State Transport (Co-ordination) Act.).

7 May 1933:

- Taken over by Department of Road Transport & Tramways & re-extended in Balgowlah from Condamine St to New St. (This extension restored route to its pre-1931 (?) terminus.)
- 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 (White St)

1925 (Source: Govt Gazette of 13 November 1925)

From Manly Wharf (West Esplanade) via West Esplanade, The Crescent, Lauderdale Av, White St to Woodland St (Balgowlah). Reverse on return.

Manly Wharf – Balgowlah (Seaview St)

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Extended from Balgowlah (White St/Woodland St) via Woodland St, Sydney Rd, Seaview St to Beach St (Balgowlah). Return via Seaview St, White St.

Manly Wharf – Balgowlah (New St)

1928 (Source: Govt Gazette of 22 June 1928)

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

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, Bungalow 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, Bungaloe 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, Bungaloe 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, Bungaloe 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

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah (White St)	10	M-F	White St	7.28am	Manly Wharf	12.10am	30	A
		Sat		7.28am		12.10am	30	
		Sun		9.25am		12.10am	30	

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, Mondays-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 Monday-Saturday afternoon service from Chatswood to Manly Wharf) commenced by Urban Transit Authority.
- 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. Part of Contract Region 8.

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

31 October 2021: Transferred to Keolis Downer Northern Beaches, as a result of competitive tendering for privatisation of Contract Region 8.

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 by Public Transport Commission (Bus Division), 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.