



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 150 – 174

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 – robkit.henderson@bigpond.com

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

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

Summary of routes 150 – 174

150	City-Palm Beach, etc
150	Milsons Point-Manly, etc
150X	Milsons Point-Manly
E50	Milsons Point-Manly
151	City-Church Point
151	City-Manly-Mona Vale
152	Manly-Palm Beach
152	Warringah Mall-Cromer Hts
153	Manly-North Manly
153	Warringah Mall-War Veterans
154	Manly-Frenchs Forest
154X	Milsons Point-Mona Vale
E54	Milsons Point-Mona Vale
155	Manly-Narrabeen Pen, etc
155	Frenchs Forest-Bayview Gdn
156	Manly-Frenchs Forest Cem
156	Manly-McCarrs Creek
156	Mona Vale-McCarrs Creek
157	Manly-McCarrs Creek
158	City-Taylors Point, etc
158	Manly-Dee Why West
159	City-Church Point
159	Manly-Wingala-Dee Why
160	Manly-Georges Heights

160	Manly-Collaroy Plateau, etc
160	Manly-Dee Why
160	Chatswood-Mona Vale
160X	Chatswood-Mona Vale
E60	Chatswood-Mona Vale
L60	Chatswood-Mona Vale
160X	Chatswood-Dee Why
161	Manly-Quarantine Stn, etc
L61	Chatswood-Frenchs Forest
162	Manly-Dee Why West
162	Manly-Seaforth
163	Manly-Dee Why West
165	City-South Curl Curl
165X	City-South Curl Curl
E65	City-South Curl Curl
166	City-Skyline shops
166	Manly-Frenchs Forest
166X	City-Skyline shops
E66	City-Skyline shops
167	City-North Balgowlah
167	Manly-Warringah Mall
168	City-Warringah Mall, etc
168X	City-Warringah Mall
E68	City-Warringah Mall

169	City-Dee Why-Manly
169X	City-Narraweena, etc
E69	City-Narraweena, etc
170	City-Palm Beach
170	City-Clontarf
170	City-Manly
170X	City-Manly
E70	City-Manly
171	City-Church Point
171	City-Balgowlah Heights, etc
171X	City-Balgowlah Hts-Manly
E71	City-Balgowlah Hts-Manly
172	City-Bantry Bay
172	City-Balgowlah Heights
172	City-Narraweena
172X	City-Warringah Mall
E72	City-Narraweena
173	City-Narraweena, etc
173X	City-Warringah Mall
E73	City-Cromer Heights
174	City-Balgowlah, etc
174	City-Dee Why West
174X	City-Narraweena

Route 150

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – PALM BEACH via various routes■

- **City (Wynyard) – Dee Why (Avon Rd) (peak hours)**

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

(Roseville Rd is now known as Warringah Rd.)

Note about supplementary routes

Due to the length of the route, from circa 1944 150 was supplemented by regular daytime short-workings. These supplementary routes ran in different combinations for different periods. They generally followed the main trunk route from the City to various points along it. Major changes to these routes are noted below.

Timeline

4 October 1938: City (Wynyard) – Palm Beach via Condamine St & Pittwater Rd direct (initially limited service on weekdays) commenced by Department of Road Transport & Tramways. Days of service extended to Sundays from 30 October 1938 & by October 1939 extended to full time. As the City – Palm Beach service increased, it was regarded as the main trunk route between the City and the Northern Beaches.

27 April 1942: Most trips on Sundays curtailed to run as a feeder service, The Spit – Palm Beach as a wartime economy measure. Off-peak, Saturday afternoon & night trips similarly curtailed from 27 September 1942. When service ran The Spit – Palm Beach only, it connected at The Spit with Wynyard trams.

By 1944: Daytime short-workings were:

M-F	The Spit – Narrabeen
Saturday AM	City (Wynyard) – Narrabeen
Saturday PM	The Spit – Narrabeen
Sunday	The Spit – Narrabeen

5 May 1946: Restored as a through route, City (Wynyard) – Palm Beach.

By 8 August 1948:

- Extra peak hour route, City (Wynyard) – Dee Why (Avon Rd) commenced.
- Daytime short-workings were:

M-F	City (Wynyard) – Newport
Saturday AM	City (Wynyard) – Narrabeen
	City (Wynyard) – Newport
Saturday PM	City (Wynyard) – Narrabeen.

13 December 1948: Additional short-workings commenced (peak hours?):

City (Wynyard) – Balgowlah (Sydney Rd/Condamine St)
City (Wynyard) – Brookvale.

By March 1952: Narrabeen – Leichhardt Bus Workshops industrial service renumbered from 152.

30 March 1952: Rerouted & renumbered as part of the Manly bus/ferry Co-ordination Scheme:

142 Manly Depot – Palm Beach via Pittwater Rd (early morning & late night service)

148 City (Wynyard) – Balgowlah (Wanganella St) (limited service extended to Palm Beach via Condamine St & Pittwater Rd in early morning & late night)

150 City (Wynyard) – Palm Beach via Wakehurst Pkwy and Roseville Rd (other than at times of operation of 170) (including various short-workings throughout the day)

City (Wynyard) – Dee Why (Avon Rd) (peak hours)

170 City (Wynyard) – Palm Beach via Wakehurst Pkwy direct (peak hours; plus Saturdays approx 10am-2pm *from* City (Wynyard) only)

5 October 1952: When the Manly bus/ferry Co-ordination Scheme was declared unsuccessful, 150 restored as:

City (Wynyard) – Palm Beach via Condamine St & Pittwater Rd direct (full time service) (including various short-workings throughout the day)

City (Wynyard) – Dee Why (Avon Rd) (peak hours)

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

174 City (Wynyard) – Balgowlah (Wanganella St)
175 City (Wynyard) – Brookvale
177 City (Wynyard) – Dee Why (Avon Rd)
178 City (Wynyard) – Dee Why shops
179 City (Wynyard) – Dee Why (South Creek Rd)
181 City (Wynyard) – Collaroy

182 City (Wynyard) – Narrabeen
182 Narrabeen – Leichhardt Bus Workshops (industrial service)
183 City (Wynyard) – North Narrabeen
184 City (Wynyard) – Mona Vale
187 City (Wynyard) – Newport
188 City (Wynyard) – Avalon Beach
190 City (Wynyard) – Palm Beach

Streets

CITY – PALM BEACH

City (Wynyard) – Palm Beach via Ben Boyd Rd & Condamine St

From October 1939

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Alfred St, High St, Clarke Rd, Kurraba Rd, Ben Boyd Rd, Yeo St, Wycombe Rd, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Condamine St [old alignment, including current Campbell Pde, Sloane Cr, Kentwell Rd] (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Barrenjoey Rd, Beach Rd, Ocean Rd to Palm Beach.

From Palm Beach (Ocean Rd) via reverse route to Condamine St, then Sydney Rd, Ross St, Panorama Pde, Edgecliffe Esp, Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

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

Alterations

- **From 29 December 1941:** Trips *from* Palm Beach ceased to operate via Seaforth loop.
- **From 15 February 1943** (*selected peak hour trips, later all trips*): Ex City (Wynyard) from Sydney Rd via Condamine St [new alignment between Campbell Pde, Manly Vale & William St, Brookvale], Pittwater Rd (*not* via Kentwell Rd or Pittwater Rd south of William St). Reverse on return.

City (Wynyard) – Palm Beach via Miller St & Condamine St

Circa 1946

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Condamine St, Kentwell Rd, Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), [Barrenjoey Rd,] Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**), [Beach Rd, Ocean Rd] to Palm Beach.

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

City (Wynyard) – Palm Beach via Miller St, Wakehurst Pkwy & Roseville Rd

From 30 March 1952 (based on April 1952 timetable)

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

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

City (Wynyard) – Palm Beach via Miller St & Condamine St

From 5 October 1952

Resumed route as at 1946.

CITY (Wynyard) – DEE WHY (Avon Rd)

1950s (likely route, based on later 177)

From City (Wynyard) (Carrington St) via same route as City (Wynyard) – Palm Beach to Dee Why (Pittwater Rd/Howard Av), then Howard Av, The Strand, Griffin Rd, Pacific Pde to Avon Rd (Dee Why).

From Dee Why (Avon Rd) via reverse route to Pittwater Rd, then same as City (Wynyard) – Palm Beach.

Timetable Summary

4 October 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach via Condamine St	80	M-F	Palm Beach	7.25am	Wynyard	5.30pm	Ph	
		Sat						
		Sun						

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

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach via Condamine St	95	M-F	Palm Beach	7.19am	Wynyard	8.45pm	60	
		Sat		7.19am		11.40pm	A	
		Sun	Wynyard	9.15am	Palm Beach	7.00pm	60	B
		Hols	Palm Beach	8.47am		9.57pm	30	

A – 7 trips from Palm Beach, 8 trips from City (Wynyard).

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

1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach via Condamine St		M-F	Wynyard	5.34amP	Wynyard	6.01pmP	A	
					Palm Beach	10.33pmT		
		Sat		5.34amP	Wynyard	1.15pmP	B	
					The Spit	12.31amP		
		Sun		6.18amP	Palm Beach	11.14pmT	C	

A – Peak hours, City (Wynyard)-Palm Beach. Day, The Spit-Narrabeen 30, The Spit-Palm Beach 60. Night, The Spit-Palm Beach. Plus short-working/s before first trip shown.

B – Morning, City (Wynyard)-Palm Beach 30-60, plus short-workings City (Wynyard)-Narrabeen. Afternoon, The Spit-Palm Beach 15-90, plus short-workings The Spit – Narrabeen. Night, The Spit-Palm Beach.

C – Early morning, from City (Wynyard) to Palm Beach. Day, The Spit-Narrabeen 15, The Spit-Palm Beach 30. Night, The Spit-Palm Beach.

P – To Palm Beach.

T – To The Spit.

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach via Condamine St	Fr Wyn 61N 81E 103P	M-F	Palm Beach	5.40am	Wynyard	11.20pm	A	
		Sat		5.27am	Palm Beach	12.00mn	B	
		Sun	Wynyard	6.10am	Wynyard	11.35pm	15	
		Hols	Palm Beach	5.40am	Palm Beach	11.48pm	AM 15 PM 10	
City (Wynyard)-Dee Why (Avon Rd)		M-F	Avon Rd	7.50am	Wynyard	5.58pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – City (Wynyard)-Narrabeen or Newport 20*, City (Wynyard)-Palm Beach 60*. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (Wynyard)-Narrabeen 15, City (Wynyard)-Newport 30, City (Wynyard)-Palm Beach 60.

Afternoon, City (Wynyard)-Narrabeen 15, City (Wynyard)-Palm Beach 30. Plus short-working/s before first trip & after last trip shown.

E – To Newport.

N – To Narrabeen.

P – To Palm Beach.

Ph – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)).

April 1952

See also 170

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach†	110	M-F	Wynyard	6.55am	Wynyard	11.24pm	40	A
		Sat	Palm Beach	5.14am		11.21pm	30	B
		Sun	Wynyard	6.04am		10.04pm	15	

† Via Wakehurst Pkwy & Roseville Rd.

A – Day & night, except morning peak hour trips from Palm Beach & afternoon peak hour trips from City (Wynyard), when service was provided by 170. Plus short-working/s before first trip shown, during the day (particularly City (Wynyard)-Narrabeen) & night & after last trip shown.

B – Ran in both directions except approx 10am-2pm *from* City (Wynyard), when service was provided by 170.

8 March 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Palm Beach via Condamine St	Fr Wyn 63N 105P	M-F	Palm Beach	5.28amY	Wynyard	11.24pmP	A	
		Sat		5.35amY		11.21pmP	B	
		Sun	Wynyard	6.12amP		10.12pmP	15	C
City (Wynyard)-Dee Why (Avon Rd)	53	M-F	Avon Rd	6.16am	Wynyard	5.50pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Day, City (Wynyard)-Narrabeen 20*, City (Wynyard)-Palm Beach 40*. Night, City (Wynyard)-Palm Beach. Plus short-working/s before first trip shown, during the day (particularly City (Wynyard)-Narrabeen) & night & after last trip shown.

B – Day, City (Wynyard)-Newport 15, City (Wynyard)-Palm Beach 30. Night, City (Wynyard)-Palm Beach. Plus short-working/s before first trip, during the day & night & after last trip shown.

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

N – To Narrabeen.

P – To Palm Beach.

Ph – Peak hours only (morning mainly from Dee Why (Avon Rd), afternoon from City (Wynyard)).

Y – To City (Wynyard).

Route 150

CITY (various termini) – MANLY WHARF (midnight-to-dawn service) ■

MILSONS POINT – MANLY WHARF (EXPRESS) ■

Route 150X

Route E50

MILSONS POINT – MANLY WHARF (EXPRESS)

Timeline

3 November 1963: City (Wynyard) – Manly Wharf midnight-to-dawn (every night) service commenced by Department of Government Transport, replacing 144 & 247 at those times (when the Circular Quay – Manly ferry service did not operate).

24 September 1984: Milsons Point – Manly Wharf peak hour express service commenced.

6 December 1992: City (Wynyard) – Manly Wharf midnight-to-dawn service extended in City from Wynyard to Queen Victoria Building.

17 November 1996: City (Queen Victoria Building) – Manly Wharf replaced by 151, which provided an expanded midnight-to-dawn (Monday-Sunday) service between the City & the Northern Beaches area, leaving 150 as Milsons Point – Manly Wharf peak hour express.

10 March 1997: Milsons Point – Manly Wharf peak hour express renumbered E50, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

1 January 2005: Became part of Contract Region 8.

3 May 2020: Renumbered 150X as part of further renumbering of express routes with the suffix “X”.

Streets

CITY – MANLY WHARF

Route 150

City (Wynyard) – Manly Wharf

From 3 November 1963 (likely route)

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

From Manly Wharf via Belgrave St, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 19 November 1958 (opening of new Spit Bridge & Manly Rd):** Ex Manly Wharf from Frenchs Forest Rd via Sydney, Manly Rd, Spit Bridge. Unaltered on return.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex Manly Wharf from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By October 1985:** Ex Manly Wharf from Pacific Hwy via Arthur St, Mount St.

City (Queen Victoria Building) – Manly Wharf

Alteration

From 6 December 1992: Extended in City from Wynyard via York St to Queen Victoria Building. Return via Druiitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

MILSONS POINT – MANLY WHARF

Routes 150, later E50, later 150X

From 24 September 1984

From Milsons Point (Fitzroy St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Belgrave St to Manly Wharf.

From Manly Wharf via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St, Fitzroy St to Milsons Point.

Alteration

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

Timetable Summary

24 February 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150: City (Wynyard)- Manly Wharf	35	M-F	Wynyard	12.13am	Manly Wharf	3.58am	Ns1	
		Sat		12.13am	Wynyard	4.40am	Ns2	
		Sun	Manly Wharf	3.58am			Ns3	

Ns1 – Midnight-to-dawn service, early mornings Tuesday-Saturday.

Ns2 – Midnight-to-dawn service, early Sunday morning. Plus short-working/s after last trip shown.

Ns3 – Midnight-to-dawn service, early Monday morning. Plus short-working/s before first trip shown.

24 September 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150: Milsons Point- Manly Wharf	33	M-F	Manly Wharf	7.15am	Milsons Point	5.38pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Manly Wharf, afternoons from Milsons Point).

August 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150: City (Queen Victoria Building)- Manly Wharf	30	M-F	Q Vic Bldg	12.15am	Manly Wharf	4.00am	Ns1	
		Sat		12.15am	Q Vic Bldg	4.35am	Ns2	
		Sun	Manly Wharf	4.00am			Ns3	

Ns1 – Midnight-to-dawn service, early mornings Tuesday-Saturday.

Ns2 – Midnight-to-dawn service, early Sunday morning. Plus short-working/s after last trip shown.

Ns3 – Midnight-to-dawn service, early Monday morning. Plus short-working/s before first trip shown.

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E50: Milsons Point- Manly Wharf	33	M-F	Manly Wharf	6.58am	Milsons Point	6.30pm	Ph	
		Sat						
		Sun						

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

23 October 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E50: Milsons Point- Manly Wharf	34	M-F	Manly Wharf	6.36am	Milsons Point	8.00pm	Ph	
		Sat						
		Sun						

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

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
150X: Milsons Point-Manly Wharf	45	M-F	Manly Wharf	6.26am	Milsons Point	7.20pm	Ph	
		Sat						
		Sun						

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

Route 151

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – WARRIEWOOD – CHURCH POINT via various routes■

(Roseville Rd is now known as Warringah Rd.)

Timeline

13 March 1944: New peak hour route, City (Wynyard) – Warriewood – Church Point via Condamine St commenced by Department of Road Transport & Tramways. Shared Narrabeen – Church Point via Warriewood & Mona Vale with 157. From 3 July 1944 also shared Mona Vale – Church Point with 159.

30 March 1952: As part of the Manly bus/ferry Co-ordination Scheme, rerouted via Wakehurst Pkwy instead of Condamine St & partly renumbered:

151 City (Wynyard) – Warriewood – Church Point via Wakehurst Pkwy & Roseville Rd (other than in peak hours)

171 City (Wynyard) – Warriewood – Church Point via Wakehurst Pkwy direct (peak hours)

5 October 1952: Both routes restored as 151 City (Wynyard) – Warriewood – Church Point via Condamine St (off-peak & peak hours), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

3 August 1953: Renumbered 185 City (Wynyard) – Warriewood – Church Point via Condamine St, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

City (Wynyard) – Warriewood – Church Point via Condamine St

From 13 March 1944 (based on Gregory's street directory of circa 1946)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Condamine St [including current Kentwell Rd], Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Powder Works Rd [now Garden St], Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Lane Cove [now Mona Vale] Rd (**Mona Vale**), Pittwater Rd, Bayview [now Pittwater] Rd (**Bayview**) to Church Point wharf.

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

City (Wynyard) – Warriewood – Church Point via Wakehurst Pkwy & Roseville Rd

From 30 March 1952 (based on April 1952 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy, Roseville [now Warringah] Rd (**Beacon Hill**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, North Narrabeen**), Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Gordon [now Mona Vale] Rd, Pittwater Rd (**Mona Vale**), Bayview [now Pittwater] Rd (**Bayview**) to Church Point wharf.

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

City (Wynyard) – Warriewood – Church Point via Condamine St

From 5 October 1952

Resumed route as from 13 March 1944.

Timetable Summary

8 August 1948

See also 159

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Church Point†	100	M-F	Church Point	5.18am	Wynyard	5.40pm	A	
		Sat		5.39am		1.25pm	2 trips	
		Sun	Wynyard	8.40pm			B	

† Via Condamine St

A – 7 trips from Church Point or Mona Vale, 3 trips from City (Wynyard).

B – 1 trip from City (Wynyard) only.

April 1952

See also 171

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Church Point†	100	M-F	Church Point	5.00am	Wynyard	10.34pm	4 trips	
		Sat		5.24am		1.10pm	2 trips	
		Sun	Wynyard	8.34pm			A	

† Via Wakehurst Pkwy & Roseville Rd.

A – 1 trip from City (Wynyard) to Church Point.

8 March 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Warriewood-Church Point†	97	M-F	Church Point	5.09am	Wynyard	10.44pm	5 trips	
		Sat	Wynyard	7.25am		1.25pm	A	
		Sun						

† Via Condamine St.

A – 2 trips from City (Wynyard).

Route 151

CITY (Queen Victoria Building) – MANLY WHARF – MONA VALE Depot (midnight-to-dawn service) ■

Timeline

17 November 1996:

- Midnight-to-dawn (Monday-Sunday) service commenced by State Transit Authority.
- Completely replaced 150, City (Queen Victoria Building) – Manly Wharf (midnight-to-dawn service, Monday-Sunday).
- Replaced late-night/early morning service, Friday nights/Saturday mornings & Saturday nights/Sunday mornings on 184, City (Queen Victoria Building) – Mona Vale.

1 January 2005: Became part of Contract Region 8.

20 December 2020: Replaced by new BN1 & improved (midnight-to-dawn) service on 199 & by new 144N, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

From 17 November 1996

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St (**Wynyard**), Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Belgrave St to **Manly Wharf**, then Belgrave St, Pittwater Rd, Balgowlah Rd, Kenneth Rd (**Manly Vale**), Condamine St, Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Barrenjoey Rd, Darley Rd to Mona Vale Depot.

From Mona Vale Depot (Darley Rd) via reverse route to Miller St, then Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Alteration:

By 2 August 2009: From Mona Vale Depot via Darley St, Pittwater Rd, Park St, Barrenjoey Rd. Unaltered on return.

Timetable Summary

17 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Bldg)-Manly Wharf-Mona Vale Depot	55	M-F	Q Vic Bldg	12.15am	Q Vic Bldg	4.45am	Ns	
		Sat		12.15am		4.45am	Ns	
		Sun		12.15am		4.45am	Ns	

Ns – Midnight-to-dawn night service.

Route 152**MANLY WHARF – BALGOWLAH – PALM BEACH (weekend service) ■****Timeline**

1 January 1950: Saturday, Sunday & Public Holiday service commenced by Department of Road Transport & Tramways.

7 May 1950: Ceased. Other routes covered this route.

Streets

From 1 January 1950 (likely route)

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**), Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Pl at Ocean Rd) via Ocean Rd, then reverse route to Manly Wharf.

Timetable Summary

1 January 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Palm Beach		M-F						
		Sat	Manly Wharf	10.08am	Palm Beach	5.05pm		
		Sun		10.08am		5.05pm		

Route 152**NARRABEEN – LEICHHARDT Bus Workshops (INDUSTRIAL) ■****Timeline**

17 December 1951: Peak hour service commenced by Department of Road Transport & Tramways.

By March 1952 (?): Renumbered 150.

Route 152**MANLY WHARF – TAYLORS POINT via Pittwater Rd■****Timeline**

30 March 1952: Limited service (from Taylors Point to Manly Wharf only) commenced by Department of Road Transport & Tramways, as part of the Manly bus/ferry Co-ordination Scheme.

(?): Renumbered part of 155.

Streets

From 30 March 1952 (based on April 1952 timetable)

From Taylors Point (Hudson Pde [at Taylors Point Rd]) via Hudson Pde, Beach [now Hudson] Pde, Avalon Pde (**Avalon**), Barrenjoey Rd (**Newport**), Gladstone St, Kalinya St, Beaconsfield St, Newport [now Barrenjoey] Rd, Pittwater Rd (**Mona Vale, North Narrabeen, Narrabeen, Collaroy, Dee Why, Brookvale, North Manly**), Belgrave St to Manly Wharf.

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Taylors Point-Manly Wharf		M-F						
		Sat	Taylors Point	3.47pm			A	
		Sun						

A – 1 trip from Taylors Point only.

Route 152

WARRINGAH MALL – CROMER■

WARRINGAH MALL – CROMER HEIGHTS■

Timeline

26 April 1983: Monday-Friday daytime & Saturday morning service, Warringah Mall – Cromer, commenced by Urban Transit Authority, replacing most of 102, as part of the Manly-Warringah Bus Service Improvement Programme.

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

- Rerouted as Warringah Mall – Cromer Heights
- Hours of operation extended to full time.

1 January 2005: Became part of Contract Region 8.

2 August 2009: Replaced by 178 (full time service) & 153 (limited off-peak service), as part of reorganisation of Dee Why/Narraweena/Cromer area routes.

Streets

Warringah Mall – Cromer

From 26 April 1983

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

From 30 April 1990

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

Warringah Mall – Cromer Heights

From 3 March 1991

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), St David Av (**Dee Why**), Fisher Rd, McIntosh Rd (**Narraweena**), Willandra Rd, Carawa Rd (**Cromer**), Caroola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd to Truman Av (Cromer Heights).

From Cromer Heights (Badcoe Rd at Truman Av) via Truman Av, then reverse route to Cross St, then Dale St to Warringah Mall (bus terminal inside).

Trips terminating at Warringah Mall (Pittwater Rd) (nights): Ex Cromer Heights from St David Av via Pittwater Rd to Warringah Mall. Reverse on return.

Alteration

From 30 January 2003: Extended in Cromer Heights from Truman Av/Howse Cr via Truman Av, Maybrook Av to Maybrook Manor retirement village. Reverse on return.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer	36 round trip	M-F	Cromer	9.12am	Warr Mall	5.04pm	60	A
		Sat		8.07am		12.24pm	60	
		Sun						

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

30 April 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer	40 round trip	M-F	Cromer	9.12am	Warr Mall	5.37pm	60	A
		Sat		8.04am		4.10pm	60	
		Sun						

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

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer Heights	28	M-F	Cromer Hts	6.59am	Warr Mall	11.22pm	60*	
		Sat		7.16am		11.22pm	60	
		Sun		8.57am		10.22pm	60	

* More frequent in peak hours.

Route 153

MANLY WHARF – NORTH MANLY (Eurobin Av)■

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

Timeline

29 December 1941: Trips on 155 between Manly Wharf & Manly Depot given a separate number. Operated by Department of Road Transport & Tramways.

4 October 1952: Base service ceased when Manly Depot closed. But reference to route appears in the Department of Government Transport network map of 1954 & lists dated until 26 May 1971.

1970s (?): Ceased. All service provided by 155 & other routes.

Route 153

WARRINGAH MALL – CROMER – WAR VETERANS HOME■

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

Timeline

2 August 2009: Limited weekday off-peak service commenced by State Transit Authority, as part of reorganisation of Dee Why/Narrabeena/ Cromer area routes. Part of Contract Region 8.

26 November 2017: Replaced by new 146 & existing 178 as part of rearrangement of routes on introduction of B-Line (B1).

Streets

From 2 August 2009

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

From War Veterans Home (Lantana Av at end) via reverse route to Cross St, then Dale St to Warringah Mall (bus terminal inside).

Timetable Summary

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer-War Veterans Home	35	M-F	W/Vets Home	9.30am	Warr Mall	2.15pm	3 trips	
		Sat						
		Sun						

Route 154

MANLY WHARF – BROOKVALE – FRENCHS FOREST Post Office■

- **Extended in Frenchs Forest from Post Office to House with No Steps (limited service on weekdays, 1966-?)**
- **Extended in Frenchs Forest from Post Office to Cemetery (limited service on Sundays, 1941-83)**

(Frenchs Forest Post Office was located at corner of current Warringah Rd/Forest Way, opposite current Forest Way shops.)

(Roseville Rd is now known as Warringah Rd.)

Timeline

2 March 1941: Sunday only service Manly Wharf – Brookvale – Frenchs Forest Post Office commenced by Department of Road Transport & Tramways.

26 December 1941: Limited service on Sundays extended from Frenchs Forest Post Office to Frenchs Forest Cemetery.

22 May 1944: Days of service of Manly Wharf – Frenchs Forest (Rodborough Rd) extended to Mondays to Saturdays. Extended to operate full time, Manly Wharf – Frenchs Forest (Rodborough Rd). Sunday extension to Frenchs Forest Cemetery unaltered.

25 June 1945: Full time service extended in Frenchs Forest from Rodborough Rd to Post Office. Sunday extension to Frenchs Forest Cemetery unaltered.

25 July 1966: Limited service extended on weekdays in Frenchs Forest from Post Office to House with No Steps (when ceased?).

2 February 1969: 156 replaced by limited Sunday service on 154

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

- Reduced to a peak hour service.
- Day service Mondays to Saturdays replaced by extended 136 (but running via North Curl Curl & Dee Why).
- Night service replaced by 169 (but running via Dee Why).
- Sunday extension to Frenchs Forest Cemetery replaced by similar extension of 169.

3 March 1991: Fully replaced by 136 & 169, as part of general reorganisation of Manly-Warringah routes.

Streets

Circa 1946

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale**), Roseville Rd (**Beacon Hill**), [current Forest Way,] Adams St, Blackbutts Rd to Frenchs Forest Cemetery.

October 1963

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale**), Warringah Rd (**Beacon Hill**), Frenchs Forest Rd, Wakehurst Pkwy, Warringah Rd to Forest Way (Frenchs Forest Post Office). Reverse on return.

Frenchs Forest Cemetery extension (Sundays only): From Frenchs Forest Post Office via Forest Way, Adams St, Prince Charles Rd, Blackbutts Rd to Frenchs Forest Cemetery. Reverse on return.

Alterations

- **From 4 October 1966 (selected trips):** Diverted via Warringah Mall (bus terminal inside).
- **From 7 December 1966:** From Frenchs Forest (Forest Way at Warringah Rd) via Naree Rd, Rabbett St, Warringah Rd.
- **From 15 May 1972:** Ex Manly Wharf from Pittwater Rd via Warringah Rd, Allambie Rd, Frenchs Forest Rd. Unaltered on return.

Timetable Summary

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Frenchs Forest Post Office†	Fr Manly 35F 39C	M-F	Manly Wharf	6.39amF	Frenchs Forest	7.10pmM	A	
		Sat		6.39amF		7.15pmM	B	
		Sun		2.38pmC	F/Forest Cem	4.17pmM	1 trip	

* More frequent in peak hours.

† Limited service extended to Frenchs Forest Cemetery on Sundays.

A – 7 trips from Manly Wharf, 6 trips from Frenchs Forest Post Office.

B – 6 trips from Manly Wharf, 5 trips from Frenchs Forest Post Office. Plus short-working/s after last trip shown.

C – To Frenchs Forest Cemetery.

F – To Frenchs Forest Post Office.

M – To Manly Wharf.

October 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Frenchs Forest Post Office†	Fr Manly 35F 46C	M-F	Manly Wharf	6.23am	Manly Wharf	8.48pm	90*	
		Sat	Frenchs Forest	7.35am	Frenchs Forest	11.50pm	120	
		Sun	Manly Wharf	8.45amF 2.40pmC	F/Forest Cem Manly Wharf	4.28pmM 9.23pmF	A	

* More frequent in peak hours.

† Limited service extended to Frenchs Forest Cemetery on Sundays.

A – 6 trips from Manly Wharf, 4 trips from Frenchs Forest Post Office. 1 trip extended to Frenchs Forest Cemetery.

Plus short working/s after last trip shown.

C – To Frenchs Forest Cemetery.

F – To Frenchs Forest Post Office.

M – To Manly Wharf.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Brookvale-Frenchs Forest Post Office	34	M-F	Frenchs Forest	7.17am	Manly Wharf	5.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings mainly from Frenchs Forest Post Office, afternoons from Manly Wharf, plus short-working/s before first trip shown).

Route 154X

Route E54

MILSONS POINT – MONA VALE (LIMITED STOPS)

Timeline

26 November 2017: Peak hour service E54 commenced by State Transit Authority, replacing 175, L78, 183, L84 & L87, as part of rearrangement of routes on introduction of B-Line (B1). Part of Contract Region 8.

3 May 2020: Renumbered 154X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Curtailed to run Milsons Point – Dee Why, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Dee Why – Mona Vale replaced by existing B1 & 199.

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

Streets

Milsons Point – Mona Vale

From 26 November 2017

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction**, **Cremorne Junction**, **Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt

Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Barrenjoey Rd to Village Park (Mona Vale).

From Mona Vale (Barrenjoey Rd opposite Village Park) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Milsons Point – Dee Why

Alteration

From 20 December 2020: To terminate at Pittwater Rd/Howard Av (Dee Why).

Timetable Summary

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Mona Vale	50	M-F	Mona Vale	5.45am	Milsons Point	8.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions). Some trips run Milsons Point-Dee Why only.

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Dee Why	44	M-F	Dee Why	5.49am	Milsons Point	7.34pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dee Why, afternoon from Milsons Point).

Route 155

MANLY WHARF – NARRABEEN PENINSULA – BAYVIEW GARDEN VILLAGE via Pittwater Rd

- **Extended from Dee Why to Collaroy Plateau (1950s-1983)**
- **Extended from Dee Why to Dee Why West (Carawa Rd) (early 1940s)**
- **Extended from Mona Vale to Church Point & McCarrs Creek (various times of the day, since 1983)**
- **Extended from Narrabeen to Palm Beach (selected trips, 1952-91)**
- **Extended from Narrabeen to Taylors Point (limited service, 1952-65)**

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

(Church Point bus turning area was in McCarrs Creek Rd about 600m beyond Church Point wharf.)

Timeline

1 October 1939:

- New full-time route, Manly Wharf – Narrabeen Peninsula, commenced by Department of Road Transport & Tramways, as part of replacement of Manly – Narrabeen tram service by buses, but extended from Narrabeen tram terminus to Narrabeen Peninsula.
- Replaced 142 between Narrabeen & Narrabeen Peninsula.
- Manly Wharf – Narrabeen shared with 157.

30 January 1940: Extended from Narrabeen Peninsula to North Narrabeen.

18 April 1940: New route, Manly Wharf – Dee Why West (Carawa Rd) via Pittwater Rd, commenced. Shared Dee Why – Dee Why West with equivalent part of 136.

29 December 1941: Trips (on 155?) between Manly Wharf & Manly Depot given a separate number, 153.

3 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) renumbered 131 (& further renumbered to 163 on 9 July 1944), leaving 155 as Manly Wharf – North Narrabeen.
- That part of 131 & later 162 shared Manly Wharf – Dee Why with 155 until 26 April 1983.

By 8 August 1948: Limited service extended from Narrabeen Peninsula/North Narrabeen to Newport.

30 March 1952: Limited service further extended from Newport to Palm Beach

10 August 1952: Manly Wharf – Taylors Point (limited service) renumbered from 152 to 155.

By 13 October 1958: Limited service Manly Wharf – Collaroy Plateau (Colooli Rd) via Pittwater Rd commenced. Shared Dee Why – Collaroy Plateau (Colooli Rd) with 160 & 180.

28 March 1960: Manly Wharf – Collaroy Plateau extended in Collaroy Plateau from Colooli Rd to Hall Av.

15 June 1965:

- Some trips extended from Narrabeen Peninsula to Mona Vale Hospital. (Other trips continued to run Manly Wharf – Narrabeen Peninsula – North Narrabeen (Walsh St/Pittwater Rd).)
- Manly Wharf – Taylors Point (limited service) renumbered part of 142.

By 9 January 1978: Weekday day service extended to run Manly Wharf – Narrabeen Peninsula – Mona Vale (either via Mona Vale Hospital or via North Narrabeen terminus & Pittwater Rd).

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

- Rearranged as:
 - Daytime:** Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital – Church Point (limited service extended to McCarrs Creek), replacing 157 between Mona Vale & Church Point at most times (selected 157 trips continued to run Manly Wharf – Warriewood Valley – Church Point).
 - Night:** Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital.
- Manly Wharf – Narrabeen Peninsula – North Narrabeen (Walsh St/Pittwater Rd) trips absorbed into Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital – Church Point.
- Manly Wharf – Collaroy Plateau via Pittwater Rd replaced by 148, running via Balgowlah instead of Pittwater Rd.

3 March 1991: Manly Wharf – Narrabeen Peninsula – Newport – Palm Beach (limited service) ceased, as part of general reorganisation of Manly-Warringah routes.

8 August 1983: All Manly Wharf – Church Point trips extended to McCarrs Creek.

10 March 1997: As part of rearrangement of routes north of Narrabeen:

- Rearranged as:
 - Manly Wharf – Mona Vale Hospital – Bayview Garden Village, replacing part of 157 to Bayview Garden Village (daytime)
 - Manly Wharf – Mona Vale Hospital – McCarrs Creek (*not* via Bayview Garden Village) (combined 155/156) (night).
- Day service to McCarrs Creek replaced by new 156.

30 June 1997: Rerouted between Mona Vale & Bayview Garden Village.

1 January 2005: Became part of Contract Region 8.

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

- Curtailed to run as a feeder service, Narrabeen – Mona Vale Hospital – Bayview Garden Village (*see next entry*).
- Manly Wharf – Narrabeen replaced by new 199.
- Mona Vale – McCarrs Creek replaced by new full-time feeder service 156.

Streets

MANLY WHARF – NARRABEEN PENINSULA – NORTH NARRABEEN – MONA VALE – PALM BEACH

Manly Wharf – Narrabeen Peninsula

From October 1939

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St [to Malcolm St] (Narrabeen Peninsula).

From Narrabeen Peninsula (Ocean St [at Malcolm St]) via reverse route to Belgrave St, then Gilbert St, bus parking area, West Esplanade to Manly Wharf.

Manly Wharf – Narrabeen Peninsula – North Narrabeen

Alterations

- *By 1946 (but possibly from 30 January 1940):* Extended from Narrabeen Peninsula via [Narrabeen Park Pde,] McKenzie Pde [former street through current Lakeside Holiday Park], Collins Av [now St?] to Collins St [now Berry Av] (North Narrabeen).
- *By 1952:* North Narrabeen terminus was at Collins St [now Berry Av]/Pittwater Rd.
- *From 4 October 1966 (selected trips):* Via Warringah Mall (inside).
- *By 1970s:* Turning movement at North Narrabeen from Collins St via Walsh St, Pittwater Rd (terminus?). Return via Berry Av(?), or reverse (?).

Manly Wharf – Narrabeen Peninsula – Mona Vale Hospital

From 15 June 1965

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), Waterloo St, Ocean St (**Narrabeen Peninsula**), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St to Mona Vale Hospital.

From Mona Vale Hospital (Coronation St) via Melbourne Av, Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, then reverse route to Manly Wharf.

Alterations

- *By 4 December 1967:* To approach Mona Vale Hospital from Sydney Rd via Narrabeen Park Pde, Melbourne Av, Coronation St to Mona Vale Hospital. Return via Narrabeen Park Pde, Sydney Rd (loop in opposite direction).
- *From 15 April 1980 (selected trips):* Via Warriewood shops.

Manly Wharf – Narrabeen Peninsula – Palm Beach

By February 1973

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), Waterloo St, Ocean St (**Narrabeen Peninsula**), McKenzie Pde [former street through current Lakeside Holiday Park], Collins St, Berry Av [or Walsh St?] (**North Narrabeen**), Pittwater Rd (**Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**), Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Pl at Ocean Rd) via Ocean Rd, then reverse route to Manly Wharf.

Trips via Mona Vale Hospital: Ex Manly Wharf from Ocean St via Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St, Pittwater Rd. Reverse on return.

MANLY WHARF – DEE WHY WEST (Carawa Rd)

From 18 April 1940

Same or similar to 162

MANLY WHARF – COLLAROY PLATEAU

Manly Wharf – Collaroy Plateau (Colooli Rd)

By 13 October 1958

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why**), South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Collaroy [now Telopea] St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliffe Blvd], Plateau Rd [now Veterans Pde] to Colooli Rd (Collaroy Plateau). Reverse on return.

Manly Wharf – Collaroy Plateau (Hall Av)

Alterations

- *From 28 March 1960:* Altered/extended in Collaroy Plateau from Plateau Rd/Colooli Rd via Plateau Rd [now Veterans Pde], Telopea St, Fuller St, Hall Av to Veterans Pde. Return via Veterans Pde.
- *By 26 April 1983:* Ex Manly Wharf from Edgecliffe Blvd, Veterans Pde (**not** via Veterans Pde to/from Colooli Rd). Reverse on return.

MANLY WHARF – NARRABEEN PENINSULA – McCARRS CREEK

Manly Wharf – Narrabeen Peninsula – Church Point (*selected trips extended to McCarrs Creek*)

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St (Narrabeen Peninsula), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St (Mona Vale Hospital), Pittwater Rd (Mona Vale, Bayview), McCarrs Creek Rd to Church Point bus turning area. Reverse on return.

Trips terminating at Mona Vale Hospital (nights): Ex Manly Wharf from Sydney Rd via Narrabeen Park Pde, Melbourne Av, Coronation St to Mona Vale Hospital. Return via Narrabeen Park Pde, Sydney Rd.

McCarrs Creek extension (selected trips): From Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.

Manly Wharf – Narrabeen Peninsula – McCarrs Creek

Alterations

- **From 8 August 1983:** McCarrs Creek extension became standard route.
- **From 15 June 1985:** Ex McCarrs Creek from Pittwater Rd (north of Mona Vale) via Park St, Barrenjoey Rd, Pittwater Rd. Unaltered on return.

Manly Wharf – Narrabeen Peninsula – Bayview Garden Village (*selected trips extended to McCarrs Creek*)

From 10 March 1997

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why, Collaroy, Narrabeen), Waterloo St, Ocean St (Narrabeen Peninsula), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St (Mona Vale Hospital), Pittwater Rd (Mona Vale), Cabbage Tree Rd, Annam Rd (anti-clockwise loop) to Bayview Garden Village.

From Bayview Garden Village (Annam Rd) via Annam Rd (anti-clockwise loop), Cabbage Tree Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd, Coronation St, then reverse route to Manly Wharf.

McCarrs Creek extension (daily at night & early morning on weekends): From Mona Vale (Pittwater Rd/Barrenjoey Rd) via Pittwater Rd (Bayview, Church Point), McCarrs Creek Rd to McCarrs Creek bus turning area. Return via McCarrs Creek Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd.

Alteration

From 30 June 1997: Ex Manly Wharf from Pittwater Rd/Waratah St via Waratah St, Maxwell St, Parkland Rd, Cabbage Tree Rd, Annam Rd (north leg, then anti-clockwise loop) to south leg (Bayview Garden Village). Return from Bayview Garden Village (Annam Rd, south leg) via (left) Cabbage Tree Rd, Annam Rd (anti-clockwise loop), (right) Cabbage Tree Rd, Parkland Rd, Maxwell St, Waratah St, Bungan St, Park St, Barrenjoey Rd, Pittwater Rd.

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Narrabeen Peninsula	40	M-F	Narrabeen Pen	5.15am	Manly Wharf	12.44am	30*	A
		Sat		5.15am		12.44am	AM 30 PM 20	A
		Sun		6.55am		12.22am	20	A
		Hols		5.15am		12.44am	15	A

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown. Sunday times are those for winter. Summer Sunday times not listed.

1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Narrabeen	41	M-F	Manly Wharf	4.53am	Manly Wharf	1.54am	30*	
		Sat	Nth Narrabeen	5.13am	Nth Narrabeen	11.35pm	30	A
		Sun	Manly Wharf	6.11am		12.02am	15	A

* More frequent in peak hours.

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

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Narrabeen	41	M-F	Manly Wharf	4.53am	Manly Wharf	2.02am	30*	A
		Sat	Nth Narrabeen	5.09am		1.45am	30	A
		Sun	Manly Wharf	6.09am		1.06am	30**	A
Manly Wharf-Palm Beach†		M-F	Manly Wharf	4.53amN 2.49pmP	Mona Vale	6.32pmM	MNs	
		Sat		10.38pmV 11.08pmN			Ns	
		Sun						

* More frequent in peak hours.

** More frequent mid-afternoon.

† Shows trips extended beyond North Narrabeen.

A – Last two trips M-F & last trip on weekends ran via Harbord.

M – To Manly Wharf.

MNs – Early morning, peak hour & night service.

N – To Newport.

Ns – Night service.

P – To Palm Beach.

V – To Mona Vale.

30 January 1962

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-North Narrabeen	Fr Manly 37S 41N	M-F	Nth Narrabeen	5.25am	Manly Wharf	2.02am	A	
		Sat		5.27am		1.45am	B	
		Sun		5.06am		11.30pm	C	
155: Manly Wharf-Collaroy Plateau	35	M-F	Collaroy Plat	7.55am			D	
		Sat		6.50pm			D	
		Sun						
155‡: Manly Wharf-Taylors Point		M-F	Manly Wharf	2.40pmT	Manly Wharf	2.02amA	PNs	
		Sat	Newport	12.37pmM		1.45amV	E	
		Sun	Brookvale Dep	4.33amV	Mona Vale	5.00amM	Ms	
157: Manly Wharf-Church Point	64	M-F	Church Point	6.40am	Church Point	4.55pm	90	
		Sat	Manly Wharf	5.45am	Manly Wharf	6.10pm	90	
		Sun		9.10am		6.10pm	90	

Average day frequencies along common route:

M-F Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

‡ Trips extended beyond North Narrabeen.

A – Day, Manly Wharf-North Narrabeen 30. Night, mainly Manly Wharf-Narrabeen Peninsula (selected trips extended to North Narrabeen). Plus short-working/s before first trip shown.

B – Morning, Manly Wharf-North Narrabeen 30. Afternoon, Manly Wharf-North Narrabeen 30/60. Night, mainly Manly Wharf-Narrabeen Peninsula (selected trips extended to North Narrabeen).

C – Day, Manly Wharf-Narrabeen Peninsula 30/60, Manly Wharf-North Narrabeen 90. Night, Manly Wharf-North Narrabeen. Plus short-working/s before first trip & after last trip shown.

D – 1 trip from Collaroy Plateau to Manly Wharf.

E – 1 afternoon trip from Newport to Manly Wharf. Otherwise late night service.

M – To Manly Wharf.

Ms – Early morning service.

N – To North Narrabeen.

PNs – Peak hour & late night service.

S – To Narrabeen Peninsula.

T – To Taylors Point

V – To Mona Vale.

May 1967 (Manly Wharf-Collaroy Plateau trips only)

See 160

9 January 1978

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Narrabeen Peninsula-Mona Vale	Fr Manly 40S 45N 52V	M-F	Mona Vale	5.07amM	Manly Wharf	6.25pmV	A	
					M/Vale Hosp	8.08pmM		
					Manly Wharf	11.28pmN		
		Sat	Brookvale Dep	4.25amM		12.25amV	B	
			Mona Vale	5.19amM				
		Sun		6.58amM		10.55pmV	C	
155‡: Manly Wharf-Palm Beach		M-F	Newport	8.00am	Palm Beach	5.05pm	Ph	
		Sat		12.37pm			D	
		Sun						
155: Manly Wharf-Collaroy Plateau	41	M-F	Collaroy Plat	7.55am	Collaroy Plat	1.55pm	E	
		Sat	Colooli Rd	9.16am		1.32pm	F	
		Sun						
157: Manly Wharf-Church Point	70	M-F	Church Point	6.40am	Manly Wharf	5.10pm	90	
		Sat	Manly Wharf	5.40am		6.10pm	90	
		Sun		8.40am		6.10pm	90	

Average day frequencies along common route:

M-F Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

‡ Trips extended beyond Mona Vale.

§ 146 via Harbord Rd.

A – Peak hours, mainly Manly Wharf-Mona Vale. Day, Manly Wharf-Narrabeen 30/60, Manly Wharf-North Narrabeen infrequent service, Manly Wharf-Mona Vale 30-90 (either via Mona Vale Hospital or via Pittwater Rd). Night, Manly Wharf-North Narrabeen.

B – Early morning, from Brookvale Depot to Manly Wharf.

Morning, Manly Wharf-Narrabeen Peninsula 30/60, selected trips extended to North Narrabeen, Mona Vale Hospital or Mona Vale.

Afternoon, Manly Wharf-Narrabeen Peninsula 30/60, Manly Wharf-Mona Vale Hospital 90.

Night, Manly Wharf-North Narrabeen.

C – Day, Manly Wharf-Narrabeen Peninsula 30/60, Manly Wharf-Mona Vale Hospital 90. Night, Manly Wharf-North Narrabeen.

D – 1 trip from Newport to Manly Wharf.

E – Morning, 1 trip from Collaroy Plateau (Colooli Rd) to Manly Wharf. Plus short-working/s before first trip shown.

Afternoon, 1 trip from Collaroy Plateau (Hall Av) to Manly Wharf.

F – 2 trips from Collaroy Plateau. Plus short-working/s before first trip shown.

M – To Manly Wharf.

N – To North Narrabeen.

P – To Palm Beach.

Ph – Peak hours only (from Newport or Palm Beach).

S – To Narrabeen Peninsula.

V – To Mona Vale.

February 1980 (Manly Wharf-Collaroy Plateau trips only)

See 160

26 April 1983

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Mona Vale Hospital-Church Point†	Fr Manly 46H 63C	M-F	M/Vale Hosp	5.20amM	Church Point	4.12pmM	A	
			Manly Wharf	8.45amC	Manly Wharf	11.30pmH		
		Sat		5.45amC	Church Point	7.57pmM	B	
					Manly Wharf	12.25amH		
		Sun	M/Vale Hosp	7.17amM	Church Point	7.57pmM	B	
			Manly Wharf	8.40amC	Manly Wharf	10.50amH		
157: Manly Wharf-Warriewood Valley-Mona Vale‡	Fr Manly 60V 72C	M-F	Manly Wharf	5.40amV	Church Point	5.14pmM	D	
				7.23amC	Manly Wharf	5.25pmV		
		Sat		7.55am		6.12pm	120	
		Sun	Mona Vale	9.41am		6.12pm	120	

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (155, 157, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Dee Why (155, 157, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

* More frequent in peak hours.

† Limited service extended to McCarrs Creek.

‡ Limited service extended to Church Point.

A – Day, Manly Wharf-Church Point 60, 2 trips extended to McCarrs Creek. Additional trips, Manly Wharf-Narrabeen. Night, Manly Wharf-Mona Vale Hospital. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-Mona Vale Hospital 60, Manly Wharf-Church Point 120. Additional trips, Manly Wharf-Narrabeen. Night, Manly Wharf-Mona Vale Hospital. Plus short-working/s before first trip & after last trip shown.

C – To Church Point.

D – Manly Wharf-Mona Vale 60-90. 2 trips extended to Church Point, 1 trip extended to start from Church Point.

H – To Mona Vale Hospital.

M – To Manly Wharf.

V – To Mona Vale.

3 March 1991

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 157

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Mona Vale Hospital-McCarrs Creek	Fr McCk 27N 68M	M-F	Mona Vale	5.16amM	McCarrs Creek	10.44pmN	A	
			Manly Wharf	8.37amK				
		Sat	Manly Wharf	5.45amK	McCarrs Creek	10.44pmN	B	
					Manly Wharf	12.23pmD		
		Sun	Mona Vale	6.29amM	McCarrs Creek	10.44pmN	C	
			Manly Wharf	8.45amK				
157: Manly Wharf-Warriewood-Bayview Garden Village-Mona Vale†	67	M-F	Manly Wharf	5.40amV	Manly Wharf	5.27pmK	E	
				7.23amK	Narrabeen	11.15pmV		
		Sat		7.55amV	Manly Wharf	6.12pmV	F	
					Narrabeen	11.15pmV		
		Sun	Mona Vale	9.34amM	Manly Wharf	6.12pmV	G	
					Narrabeen	11.15pmV		

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (155, 157, 159, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sat Manly Wharf-Dee Why (155, 157, 159, 169) 15.

Manly Wharf-Narrabeen (155, 157) 30.

Sun Manly Wharf-Narrabeen (155, 157) 30.

* More frequent in peak hours.

† Limited service extended to McCarrs Creek in peak hours.

A – Day, Manly Wharf-McCarrs Creek 60*. Night, separate trips Manly Wharf-Dee Why & Narrabeen-McCarrs Creek. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-McCarrs Creek 60. Night, separate trips Manly Wharf-Dee Why & Narrabeen-McCarrs Creek. Plus short-working/s after last trip shown.

C – Day, Manly Wharf-Mona Vale 60, Manly Wharf-McCarrs Creek 120. Night, separate trips Manly Wharf-Dee Why & Narrabeen-McCarrs Creek. Plus short-working/s before first trip & after last trip shown.

D – To Dee Why.

E – Peak hours, Manly Wharf-McCarrs Creek. Day, Manly Wharf-Mona Vale 60. Night, Narrabeen-Mona Vale.

F – Day, Manly Wharf-Mona Vale 60. Night, Narrabeen-Mona Vale.

G – Day, Manly Wharf-Mona Vale 120. Night, Narrabeen-Mona Vale.

K – To McCarrs Creek.

M – To Manly Wharf.

N – To Narrabeen.

V – To Mona Vale.

10 March 1997

Manly Wharf – Narrabeen via Pittwater Rd routes

155, 156

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
155: Manly Wharf-Mona Vale Hospital-Bayview Garden Village†	Fr Manly 58B 51K	M-F	Manly Wharf	5.41amB	Manly Wharf	7.00pmB 11.22pmK	A	
		Sat		5.45amK 6.30pmB		6.50pmB 11.22pmK	C	
		Sun		7.40amK		6.50pmB 11.23pmK	C	
156: Manly Wharf-McCarrs Creek via Pittwater Rd	64	M-F	Manly Wharf	7.27am	Manly Wharf	6.02pm	60	D
		Sat		9.22am		7.22pm	60	D
		Sun		9.22am		6.15pm	60	D

Average day frequencies along common route:

M-F Manly Wharf-Dee Why (155, 156, 159, 169) 15.
Manly Wharf-Narrabeen (155, 156) 30.
Sat Manly Wharf-Dee Why (155, 156, 159, 169) 15.
Manly Wharf-Narrabeen (155, 156) 30.
Sun Manly Wharf-Dee Why (155, 156, 159, 169) 15.
Manly Wharf-Narrabeen (155, 156) 30.

* More frequent in peak hours.

† Extended from Mona Vale to McCarrs Creek at night.

A – Day, Manly Wharf-Bayview Garden Village 60*. Night, Manly Wharf-McCarrs Creek (**not** via Bayview Garden Village). Plus short-working/s before first trip & after last trip shown.

B – To Bayview Garden Village.

C – Day, Manly Wharf-Bayview Garden Village 60. Early morning & night, Manly Wharf-McCarrs Creek (**not** via Bayview Garden Village). Plus short-working/s before first trip & after last trip shown.

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

K – To McCarrs Creek.

Route 155

FRENCHS FOREST – NARRABEEN – NARRABEEN PENINSULA – BAYVIEW GARDEN VILLAGE

Timeline

26 November 2017:

- Full time service in previous entry curtailed to run as a feeder service, Narrabeen – Narrabeen Peninsula – Bayview Garden Village, as part of rearrangement of routes on introduction of B-Line (B1).
- Operated by State Transit Authority.
- Part of Contract Region 8.

17 November 2019: Extended during daylight hours from Narrabeen to Frenchs Forest (Northern Beaches Hospital) via Wakehurst Pkwy. Trips **from** Frenchs Forest (Northern Beaches Hospital) ran via Forestway shops.

20 December 2020: Frenchs Forest terminus altered to Forestway shops, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

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

Streets

Narrabeen – Bayview Garden Village

From 26 November 2017

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Albert St, Lagoon St, Waterloo St, Ocean St (Narrabeen Peninsula), Narrabeen Park Pde, Sydney Rd, Narrabeen Park Pde, Coronation St (**Mona Vale Hospital**), Pittwater Rd (**Mona Vale**), Bungan St, Waratah St, Maxwell St, Parklands Rd, Cabbage Tree Rd, Annam Rd (north leg, then anti-clockwise loop) to south leg (Bayview Garden Village).

From Bayview Garden Village (Annam Rd, north leg) via Annam Rd (anti-clockwise loop), Cabbage Tree Rd, Parkland Rd, Maxwell St, Waratah St, Bungan St, Park St, Barrenjoey Rd, Pittwater Rd, Coronation St, then reverse route to Ocean St, then Waterloo St to Pittwater Rd (Narrabeen).

Frenchs Forest (Northern Beaches Hospital) – Narrabeen – Bayview Garden Village Alteration

From 17 November 2019: Extended from Narrabeen (Waterloo St /Pittwater Rd) via Pittwater Rd, Wakehurst Pkwy (Oxford Falls), Frenchs Forest Rd to Northern Beaches Hospital (Frenchs Forest). Return via Frenchs Forest Rd, Rabbett St, Warringah Rd, Wakehurst Pkwy, Pittwater Rd, Albert St.

Frenchs Forest (Forestway shops) – Narrabeen – Bayview Garden Village Alteration

From 20 December 2020: To approach Frenchs Forest from Frenchs Forest Rd via Rabbett St to Forest Way (Forestway shops). Return from Forest Way at Forestway shops via Naree Rd, Frenchs Forest Rd.

Timetable Summary

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Mona Vale-Bayview Garden Village	Fr N'been 17M 25B	M-F	Narrabeen	5.40amB	Narrabeen	7.57pmB 12.57amM	A	
			Mona Vale	5.35amN		7.50pmB 12.50amM		
		Sat	Narrabeen	8.02amB			C	
		Sun	Mona Vale	5.35amN		7.50pmB 12.50amM	C	
			Narrabeen	8.02amB				

* More frequent in peak hours.

A – Day, Narrabeen-Bayview Garden Village 60*. Night, Narrabeen-Mona Vale. Plus short-working/s before first trip shown.

B – To Bayview Garden Village.

C – Early morning & night, Narrabeen-Mona Vale. Day, Narrabeen-Bayview Garden Village 60.

M – To Mona Vale.

N – To Narrabeen.

17 November 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Frenchs Forest (Northern Beaches Hospital)-Narrabeen-Mona Vale-Bayview Garden Village	Fr N'been 16M 24B plus 20NH	M-F	Narrabeen	5.41amB	Nthn Beaches Hospital	7.38pmB 8.38pmM	A	
			Bayview Garden Village	6.11amH	Narrabeen	12.58amM		
		Sat	Mona Vale	5.35amN	Nthn Beaches Hospital	7.19pmB 8.19pmM	C	
			Nthn Beaches Hospital	7.35amB	Narrabeen	12.41amM		
		Sun	Mona Vale	5.35amN	Nthn Beaches Hospital	7.19pmB 8.19pmM	C	
			Nthn Beaches Hospital	7.35amB	Narrabeen	12.41amM		

* More frequent in peak hours.

A – Early morning & night, Narrabeen-Mona Vale. Peak hours & day, Frenchs Forest (Northern Beaches Hospital)-Bayview Garden Village 60*.

B – To Bayview Garden Village.

C – Early morning & night, Narrabeen-Mona Vale. Day, Frenchs Forest (Northern Beaches Hospital)-Bayview Garden Village 60.

H – To Frenchs Forest (Northern Beaches Hospital).

M – To Mona Vale.

N – To Narrabeen.

NH – Narrabeen-Frenchs Forest (Northern Beaches Hospital).

Route 156

MANLY WHARF – FRENCHS FOREST CEMETERY via Wakehurst Pkwy (Sundays) ■

Timeline

19 September 1943: Limited Sunday service commenced by Department of Road Transport & Tramways.

2 February 1969: Replaced by limited Sunday service on 154 (but running via Brookvale).

Streets

From 8 August 1948

From Manly Wharf via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy, Roseville [now Warringah] Rd, Pymble Rd [now Forest Way] [including current Adams St, Prince Charles Rd], Blackbutts Rd to Frenchs Forest Cemetery. Reverse on return.

Timetable Summary

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Whf-Frenchs Forest Cemetery via Wakehurst Pkwy	48	M-F						
		Sat						
		Sun	Manly Wharf	2.38pm	F/Forest Cem	4.17pm	1 trip	

Route 156

MANLY WHARF – PALM BEACH via Pittwater Rd ■

Timeline

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

- Limited service renumbered from 142.
- Limited service on 155 between Manly Wharf & either Newport or Palm Beach rerouted via Pittwater Rd direct between Narrabeen & Mona Vale & also renumbered 156.
- Shared Manly Wharf – Brookvale at different times with other routes in the 154-160 range.
- Operated by Urban Transit Authority.

3 March 1991: Ceased without direct replacement as part of a general reorganisation of Manly-Warringah routes.

Streets

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**), Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Pl at Ocean Rd) via Ocean Rd, then reverse route to Manly Wharf.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach via Pittwater Rd	Fr Manly 60N 84P	M-F	Newport	7.10amM	Palm Beach	5.25pmM	A	
		Sat						
		Sun						

A – Morning, 3 trips from Newport to Manly Wharf, plus 1 trip from Manly Wharf to Palm Beach. Afternoon, 1 return trip Manly Wharf-Palm Beach, plus 1 trip from Manly Wharf to Newport.

M – To Manly Wharf.

N – To Newport.

P – To Palm Beach.

Route 156

MANLY WHARF – McCARRS CREEK via Pittwater Rd

Timeline

10 March 1997: As part of rearrangement of routes north of Narrabeen:

- Replaced 157, but rerouted between Narrabeen & Mona Vale via Pittwater Rd direct.
- Night & early morning weekend service between Mona Vale & McCarrs Creek provided by 155.
- Narrabeen – Warriewood – Mona Vale replaced by upgraded service on 185 & L85.
- Shared Manly Wharf – Narrabeen with 155.
- Operated by State Transit Authority.

1 January 2005: Became part of Contract Region 8.

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

- Curtailed to run as a feeder service, Mona Vale – McCarrs Creek (*see next entry*).
- Manly Wharf – Mona Vale replaced by new 199.

Streets

From 10 March 1997

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale, Bayview, Church Point**), McCarrs Creek Rd to McCarrs Creek bus turning area.

From McCarrs Creek (McCarrs Creek Rd at bus turning area) via McCarrs Creek Rd, Pittwater Rd, Park St (**Mona Vale**), Barrenjoey Rd, Pittwater Rd, Belgrave St to Manly Wharf.

Timetable Summary

10 March 1997

See 155

Route 156

MONA VALE – McCARRS CREEK

Timeline

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

- Full time service commenced by State Transit Authority, as feeder to B1 & 199.
- Replaced equivalent part of 156 in previous entry (day service), 155 (nights & early morning weekends) & peak hour express E86.
- Operated by State Transit Authority.
- 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 26 November 2017

From Mona Vale (Pittwater Rd opposite Village Park) via Pittwater Rd (**Bayview, Church Point**), McCarrs Creek Rd to McCarrs Creek bus turning area.

From McCarrs Creek (McCarrs Creek Rd at bus turning area) via McCarrs Creek Rd, Pittwater Rd, Park St, Barrenjoey Rd to opposite Village Park (Mona Vale).

Alteration

From 20 December 2020: From Mona Vale (Barrenjoey Rd at Village Park) via Barrenjoey Rd, Darley Rd, Pittwater Rd. Unaltered on return.

Timetable Summary

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mona Vale-McCarrs Creek	16	M-F	McCarrs Creek	5.59am	Mona Vale	12.00mn	30*	
		Sat		6.15am		12.13am	30	
		Sun		6.15am		12.13am	30	

* More frequent in peak hours.

Route 157

MANLY WHARF – WARRIEWOOD – CHURCH POINT – McCARRS CREEK via various routes■

(Church Point bus turning area was in McCarrs Creek Rd about 600m beyond Church Point wharf.)

(In the 1920s, Queenscliffe was spelt with a final 'e'.)

Timeline

By date of Govt Gazette 22 June 1928: Narrabeen – Church Point commenced by Pittwater Motor Tourist Co (Joseph J Thomas & Lawson H Grieg).

?: Extended from Narrabeen to Manly (?).

31 October 1931: Manly – Narrabeen classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act and route curtailed as Narrabeen – Church Point, feeding to the Manly-Narrabeen tram service.

30 July 1935: Altered to Mona Vale – Church Point, feeding to Department of Road Transport & Tramways 142 at Mona Vale.

By October 1935: Transferred to R Stacey.

20 January 1936: Re-extended to run Narrabeen – Church Point, as a feeder to Manly-Narrabeen tram service.

1 May 1936: Rerouted via Garden St & Macpherson St, Warriewood.

13 July 1938:

- Ceased, due to competition with Department of Road Transport & Tramways routes in the area.
- Replaced by Department of Road Transport & Tramways 157 Manly Wharf – Warriewood – Church Point *via Harbord Rd* as from 18 July 1938.

30 January 1962: Rerouted *via Pittwater Rd* instead of Harbord Rd, coincident with reorganisation of 136 & 139. Service along Harbord Rd continued to be provided by 136 & 160.

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

- Rerouted/rearranged as Manly Wharf – Warriewood – Mona Vale West (new residential area) – Mona Vale via Pittwater Rd (selected peak hour trips extended from Mona Vale to Church Point).
- Most service to Church Point provided by extended 155.

8 August 1983: Limited service extended from Church Point to McCarrs Creek. Most service to McCarrs Creek continued to be provided by 155.

3 March 1991: Rerouted via Bayview Garden Village, replacing extension of 184, as part of a general reorganisation of Manly-Warringah routes.

10 March 1997: Ceased as part of rearrangement of routes north of Narrabeen.

- Manly Wharf – Narrabeen continued to be serviced by 155.
- Narrabeen – Warriewood – Mona Vale replaced by upgraded service on 185 & L85.
- Mona Vale – McCarrs Creek replaced by 156 (day) & 155 (night).
- Mona Vale – Bayview Garden Village (daytime service) replaced by extension of 155.

Streets

Narrabeen – Church Point

1928 (Source: Govt Gazette of 22 June 1928)

From Narrabeen (Pittwater Rd at tram terminus [at Waterloo St]) via Pittwater Rd to Church Point (wharf). Reverse on return.

Manly Wharf – Warriewood – Mona Vale – Church Point via Harbord Rd

From October 1939

From Manly Wharf via East Esplanade, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliffe**), Queenscliffe Bridge, Greycliffe St, Queenscliffe Rd, Dalley St, Cavill St, Lawrence St (**Harbord**), Harbord Rd, Pittwater Rd (**Dee Why, Collaroy, Narrabeen, North Narrabeen**), Powder Works Rd [now Garden St], Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Lane Cove [now Mona Vale] Rd, Emma St [then extended to meet Pittwater Rd] (**Mona Vale**), Pittwater Rd, Bayview [now Pittwater] Rd (**Bayview**) to Church Point wharf. Reverse on return.

Manly Wharf – Warriewood – Mona Vale – Church Point via Pittwater Rd

From 30 January 1962 (based on 30 August 1962 timetable)

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Mona Vale Rd (**Mona Vale**), Pittwater Rd (**Bayview**), Bayview [now Pittwater] Rd to Church Point wharf. Reverse on return.

Alteration

- **15 April 1980 (selected trips):** Ex Manly Wharf from Pittwater Rd via Jacksons Rd (**Warriewood shops**), Garden St. Reverse on return.
- **By 9 January 1978:** Extended in Church Point from wharf via McCarrs Creek Rd to bus turning area. Reverse on return.

Manly Wharf – Warriewood – Mona Vale West – Mona Vale (selected trips extended to Church Point)

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Parklands Rd, Maxwell St, Waratah St, Bungan St, Mona Vale Rd, Pittwater Rd to Barrenjoey Rd (**Mona Vale**). Reverse on return.

Warriewood shops diversion: Ex Manly Wharf from Pittwater Rd (north of Narrabeen) via Jacksons Rd, Garden St. Reverse on return.

Church Point extension (peak hours): From Mona Vale (Pittwater Rd/Barrenjoey Rd) via Pittwater Rd (**Bayview**), McCarrs Creek Rd to Church Point bus turning area. Reverse on return.

Manly Wharf – Warriewood – Mona Vale West – Mona Vale (selected trips extended to McCarrs Creek)

Alterations

- **From 8 August 1983**
McCarrs Creek extension: From Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.
- **From 15 June 1985 (trips terminating at Mona Vale):** Ex Manly Wharf from Waratah St/Bungan St via Bungan St, Park St to Barrenjoey Rd. Return via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, Bungan St, Waratah St.
- **By February 1987:** Warriewood shops diversion became standard route.
- **From 15 June 1985:** Ex McCarrs Creek from Pittwater Rd/Park St via Park St, Barrenjoey Rd, Pittwater Rd.
- **From 2 September 1990:** Both directions, from Garden St/Macpherson St via Macpherson St to Forest Rd, then return via Macpherson St.

Manly Wharf – Warriewood – Bayview Garden Village – Mona Vale (selected trips extended to McCarrs Creek)

From 3 March 1991

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**) to Forest Rd, then Macpherson St, Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Cabbage Tree Rd, Annam Rd (anti-clockwise loop) (**Bayview Garden Village**), Cabbage Tree Rd, Parklands Rd, Maxwell St, Waratah St, Bungan St, Mona Vale Rd, Pittwater Rd, Park St to Barrenjoey Rd (**Mona Vale**).

From Mona Vale (Park St at Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route to Parklands Rd, then Cabbage Tree Rd, Annam Rd (anti-clockwise loop), Cabbage Tree Rd, Samuel St, then reverse route to Manly Wharf.

McCarrs Creek extension: From Mona Vale (Pittwater Rd/Park St) via Pittwater Rd (**Bayview, Church Point**), McCarrs Creek Rd to McCarrs Creek bus turning area. Return via McCarrs Creek Rd, Pittwater Rd, Park St.

Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Warriewood-Church Point via Harbord Rd	60	M-F	Manly Wharf	6.00am	Church Point	7.25pm	6 trips	
		Sat		6.00am		7.20pm	6 trips	
		Sun		10.35am		7.18pm	4 trips	
		Hols		8.05am		7.05pm	5 trips	

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Warriewood-Church Point via Harbord Rd	60	M-F	Church Point	7.04am	Manly Wharf	11.15pm	A	
		Sat		7.00am		11.15pm	60-90	B
		Sun		9.00am	Church Point	7.25pm	90	C

A – 11 trips from Church Point, 13 trips from Manly Wharf. Plus short-working/s after last trip shown.

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

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

30 August 1962 - 3 March 1991

See 155

Route 158

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – TAYLORS POINT via various routes ■

MANLY WHARF – TAYLORS POINT ■

(Roseville Rd is now known as Warringah Rd.)

Timeline

15 April 1944: New routes (both limited service) commenced by Department of Road Transport & Tramways, initially serving the Royal Australian Navy torpedo factory near Taylors Point terminus:

City (Wynyard) – Taylors Point via Condamine St & Pittwater Rd

Manly Wharf – Taylors Point via Pittwater Rd

30 March 1952: As part of the Manly bus/ferry Co-ordination Scheme:

- City (Wynyard) – Taylors Point rerouted & partly renumbered:
 - 138 City (Wynyard) – Taylors Point via Condamine St, Balgowlah & Pittwater Rd (when ferries not operating)
 - 158 City (Wynyard) – Taylors Point via Wakehurst Pkwy & Roseville Rd (limited off-peak service)
 - 178 City (Wynyard) – Taylors Point via Wakehurst Pkwy direct (limited peak hour service)
- Manly Wharf – Taylors Point renumbered 152.

5 October 1952: When the Manly bus/ferry Co-ordination Scheme was declared unsuccessful:

- 158 City (Wynyard) – Taylors Point (off-peak) reverted to running via Condamine St, Balgowlah & Pittwater Rd.
- 178 City (Wynyard) – Taylors Point (peak hours) reverted to running via Condamine St, Balgowlah & Pittwater Rd & renumbered 158.

3 August 1953: City (Wynyard) – Taylors Point renumbered 189 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

CITY – TAYLORS POINT

City (Wynyard) – Taylors Point via Condamine St

From 15 April 1944 (based on later timetables)

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

Junction), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (old alignment) (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Central Rd, Beach [now Hudson] Pde, Hudson Pde [to Taylors Point Rd] (Taylors Point).

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

City (Wynyard) – Taylors Point via Wakehurst Pkwy & Roseville Rd

From 30 March 1952 (based on April 1952 timetable)

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

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

City (Wynyard) – Taylors Point via Condamine St

From 5 October 1952

Resumed route as at 15 April 1944.

MANLY WHARF – TAYLORS POINT

From 15 April 1944 (based on April 1952 timetable for 152)

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why, Mona Vale, Collaroy, Narrabeen, North Narrabeen**), Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Beach [now Hudson] Pde, Hudson Pde [to Taylors Point Rd] (Taylors Point). Reverse on return.

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Taylors Point†	103	M-F	Taylors Point	7.15am			A	
		Sat						
		Sun						

† Via Wakehurst Pkwy & Roseville Rd.

A – 1 trip from City (Wynyard) to Taylors Point.

8 March 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Taylors Point via Condamine St	86	M-F	Wynyard	5.30am	Wynyard	5.07pm	A	
		Sat						
		Sun						

A – 1 trip from Taylors Point, 4 trips from City (Wynyard).

Route 158

MANLY WHARF – DEE WHY WEST (Middleton Rd) [in current Cromer] (INDUSTRIAL) ■

Timeline

30 November 1964: Limited peak hour service commenced by Department of Government Transport.

1 January 2005: Became part of Contract Region 8.

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Alternative services available on nearby 179 & 180.

Streets

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why**), Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Thew Pde, Middleton Rd (Cromer).

From Cromer (Middleton Rd) via reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Manly Wharf.

Alterations

- **By August 1983:** Ex Manly Wharf from South Creek Rd via Middleton Rd. Return via Middleton Rd, Thew Pde, South Creek Rd.
- **From 11 February 1985:** Ex Manly Wharf from South Creek Rd via Inman Rd, Middleton Rd, South Creek Rd. Reverse on return.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Cromer (Middleton Rd)	28	M-F	Manly Wharf	6.53am	Middleton Rd	4.23pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Manly Wharf, afternoon from Cromer (Middleton Rd)).

Route 159

[Manly bus/ferry Co-ordination Scheme route, 30 March 1952 to 5 October 1952]

CITY (Wynyard) – CHURCH POINT via various routes south of Narrabeen & via Pittwater Rd direct between Narrabeen & Mona Vale■

(Roseville Rd is now known as Warringah Rd.)

Timeline

3 July 1944: Limited service City (Wynyard) – Church Point via Condamine St, commenced by Department of Road Transport & Tramways. Shared Mona Vale – Church Point with 151 & 157.

30 March 1952: As part of the Manly bus/ferry Co-ordination Scheme, rerouted via Wakehurst Pkwy instead of Condamine St & partly renumbered:

159 City (Wynyard) – Church Point via Wakehurst Pkwy & Roseville Rd (other than in peak hours)

179 City (Wynyard) – Church Point via Wakehurst Pkwy direct (peak hours).

5 October 1952: Both routes reverted to 159 City (Wynyard) – Church Point via Condamine St (off-peak & peak hours), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

3 August 1953: Renumbered 186, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

Streets

City (Wynyard) – Church Point via Condamine St, Balgowlah

From 3 July 1944

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

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

City (Wynyard) – Church Point via Wakehurst Pkwy & Roseville Rd

From 30 March 1952 (based on April 1952 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney), Miller St, Falcon St, Military Rd (Neutral Bay Junction, Cremorne Junction, Spit Junction), Spit Rd (Mosman), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (Seaforth), Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy, Roseville Rd (Beacon Hill), Pittwater Rd (Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale), Bayview [now Pittwater] Rd (Bayview) to Church Point [wharf].

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

City (Wynyard) – Church Point via Condamine St, Balgowlah

From 5 October 1952

Resumed route as from 3 July 1944.

Timetable Summary

8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Church Point†	72	M-F	Church Point	7.30am	Wynyard	5.40pm	A	
		Sat						
		Sun						

† Via Condamine St, then Pittwater Rd direct between Narrabeen & Mona Vale.

A – 2 trips from Church Point, 3 trips from City (Wynyard).

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Church Point‡	89	M-F	Wynyard	8.30am	Wynyard	5.40pm	A	
		Sat						
		Sun						

‡ Via Wakehurst Pkwy & Roseville Rd, then Pittwater Rd direct between Narrabeen & Mona Vale.

A – 2 trips from City (Wynyard), 1 trip from Church Point.

8 March 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Church Point†	86	M-F	Church Point	7.22am	Church Point	6.25pm	3 trips	A
		Sat						
		Sun						

† Via Condamine St, then Pittwater Rd direct between Narrabeen & Mona Vale.

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

Route 159

MANLY WHARF – WINGALA – DEE WHY (various termini) ■

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

Timeline

26 April 1983:

- Peak hour service renumbered from 149, as part of the Manly-Warringah Bus Service Improvement Programme.
- Operated by Urban Transit Authority.

3 March 1991:

As part of a general reorganisation of Manly-Warringah routes:

- Hours of operation altered to off-peak Mondays-Friday & daytime Saturdays, replacing 139 between Brookvale & Dee Why via Wingala.
- Peak hour service between Brookvale & Dee Why provided by existing 176 & 177.

10 March 1997:

Days of operation extended to Sundays.

1 January 2005:

Became part of Contract Region 8.

20 December 2020:

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

- Warringah Mall – Dee Why replaced by new 177.
- Manly Wharf – Warringah Mall replaced by improved 199.

Streets

Manly Wharf – Dee Why (Howard Av)

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd (**Wingala**), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand (**Dee Why Beach**), Howard Av to Pittwater Rd (Dee Why).

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

Manly Wharf – Dee Why (Pacific Pde)

Alterations

- **From 8 August 1983:** To approach Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd (*not* via Dee Why Beach). Reverse on return.
- **By February 1993:** Ex Manly Wharf from Pacific Pde via The Strand (**Dee Why Beach**), Howard Av, Avon Rd, Pacific Pde to Pittwater Rd (Dee Why). Reverse on return.
- **By 24 September 1995:** Ex Manly Wharf from Pittwater Rd via Sydenham Rd (*not* Chard Rd), Mitchell Rd. Unaltered on return.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Wingala-Dee Why (Howard Av)	30	M-F	Howard Av	6.41am	Manly Wharf	6.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Dee Why (Howard Av), afternoons from Manly Wharf).

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Wingala-Dee Why (Pacific Pde)	28	M-F	Manly Wharf	9.15am	Manly Wharf	4.43pm	60*	
		Sat	Pacific Pde	9.22am		4.57pm	60	A
		Sun						

* More frequent in peak hours.

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

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Wingala-Dee Why (Pacific Pde)	31	M-F	Pacific Pde	8.34am	Manly Wharf	4.42pm	60*	
		Sat		8.54am		5.12pm	60	A
		Sun		9.19am		5.57pm	60	

* More frequent in peak hours.

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

Route 160

MANLY WHARF – GEORGES HEIGHTS (INDUSTRIAL) ■

Timeline

Mid-1942: Peak hour industrial service (?) commenced by Department of Road Transport & Tramways.

(?): Ceased.

Route 160

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

NARRABEEN – COLLAROY PLATEAU ■

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

Timeline

5 May 1946:

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

By 8 August 1948: Manly Wharf – War Veterans Home (Colooli Rd) rerouted via Harbord Rd between Manly & Brookvale, instead of Pittwater Rd.

28 March 1960: Both routes extended in Collaroy Plateau from War Veterans Home (Colooli Rd) to Hall Av.

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

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

Streets

MANLY WHARF – COLLAROY PLATEAU

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

From 5 May 1946 (based on Gregory's street directory of circa 1946)

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why**), Anzac Av, Plateau Rd, Aubreen St, Collaroy [now Telopea] St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliffe Blvd], Plateau Rd [now Veterans Pde] to Colooli Rd (War Veterans Home, Narrabeen).

Alteration

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

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

Alterations

- By 8 August 1948:** Ex Manly Wharf from Pittwater Rd via Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Dalley Rd, Cavill St (**Harbord**), Lawrence St, Harbord Rd (**Brookvale**), Pittwater Rd. Reverse on return.

- **By 4 September 1951:** Ex Manly Wharf from Pittwater Rd via South Creek Rd, Plateau [now Parkes] Rd. Reverse on return.

Manly Wharf – Collaroy Plateau via Harbord Rd

Alterations

From 28 March 1960:

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

By June 1972

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

From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Manly Wharf.

Alterations

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

NARRABEEN – COLLAROY PLATEAU

Narrabeen – War Veterans Home (Colooli Rd)

From 5 May 1946 (*based on Gregory's street directory of circa 1946*)

From Narrabeen [Pittwater Rd at Waterloo St] via Pittwater Rd (**Collaroy**), Anzac Av, Plateau Rd, Aubreen St, Collaroy [now Telopea] St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliffe Blvd], Plateau Rd [now Veterans Pde] to Colooli Rd (Collaroy Plateau).

Alterations

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

Narrabeen – Collaroy Plateau

Alterations

From 28 March 1960:

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

By June 1972

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

From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Narrabeen.

Timetable Summary

8 August 1948

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

† Via Harbord Rd.

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

B – 7 trips from Manly Wharf, 6 trips from War Veterans Home (Colooli Rd).

C – 1 trip from War Veterans Home (Colooli Rd), 2 trips from Narrabeen.

D – 2 trips from War Veterans Home (Colooli Rd), 3 trips from Narrabeen.

May 1967

Dee Why – Collaroy Plateau routes

155, 160, 180

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

A – 3 trips from Collaroy Plateau area to Manly Wharf, 2 trips from Brookvale Depot or Warringah Mall to Collaroy Plateau.

B – 3 trips from Collaroy Plateau to Manly Wharf, 1 trip from Brookvale Depot to Collaroy Plateau.

C – 5 trips from Collaroy Plateau, 9 trips from Manly Wharf.

D – 8 trips from Collaroy Plateau, 7 trips from Manly Wharf.

E – 2 trips from Collaroy Plateau, 3 trips from Narrabeen.

F – 10 trips from Collaroy Plateau (1 morning trip express), 4 trips from City (Wynyard).

February 1980

Dee Why – Collaroy Plateau routes

155, 160, 180

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

A – 4 trips from Collaroy Plateau, 2 trips from Manly Wharf. Plus short working/s after last trip shown (last trip from Warringah Mall to Collaroy, Plateau).

B – 2 trips from Collaroy Plateau. Plus short working/s before first trip shown.

C – 5 trips from Collaroy Plateau, 9 trips from Manly Wharf.

D – 2 trips from Collaroy Plateau, 3 trips from Narrabeen.

E – 10 trips from Collaroy Plateau (1 morning trip express), 4 trips from City (Wynyard).

F – 1 trip from Collaroy Plateau. Plus short working/s before first trip shown.

M – To Manly Wharf.

P – To Collaroy Plateau

Route 160

MANLY WHARF – DEE WHY Shops via Harbord Rd■

Timeline

26 April 1983:

- Service in previous entry shortened to become a limited peak hour service, as part of the Manly-Warringah Bus Service Improvement Programme.
- Operated by Urban Transit Authority.

3 March 1991: Ceased without direct replacement as part of a general reorganisation of Manly-Warringah routes.

Streets

From 26 April 1983

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

Timetable Summary

26 April 1983

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

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

Route 160
Route 160X
Route E60
Route L60

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

Timeline

23 May 1994: New limited stops peak hour service commenced by State Transit Authority, numbered 160. Ran express between Frenchs Forest & Chatswood.

10 March 1997: Renumbered L60, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

By July 2000: Rerouted in Narrabeena via McIntosh Rd instead of Warringah Rd.

1 January 2005: Became part of Contract Region 8.

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

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

3 May 2020: Renumbered 160X as part of further renumbering of express routes with the suffix “X”.

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

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

Streets

Routes 160, later L60

Chatswood – Mona Vale via Victoria Av & Warringah Rd

From 23 May 1994

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

Route L60

Chatswood – Mona Vale via Victoria Av & McIntosh Rd

Alterations

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

Routes E60, later 160X

Chatswood – Mona Vale via Archer St & Warringah Rd

From 26 November 2017

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

Timetable Summary

23 May 1994

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

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

10 March 1997

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

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

26 November 2017

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

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

Route 160X

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

Timeline

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

- Route in previous entry curtailed to run Chatswood – Dee Why, but rerouted via Northern Beaches Hospital.
- Times of service increased to full time.
- Service improved to be “frequent”.
- Replaced 136 between Chatswood & Frenchs Forest, but running limited stops.
- Operated by State Transit Authority.
- 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 Chatswood (Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (East Roseville), Warringah Rd (Forestville), Forest Way (Frenchs Forest), Naree Rd, Frenchs Forest Rd (Northern Beaches Hospital), Warringah Rd (Beacon Hill), Pittwater Rd to Howard Av (Dee Why).

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

Timetable Summary

20 December 2020

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

Route 161

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

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

Timeline

20 December 2020:

- Daily daytime service replaced equivalent part of 135 as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.
- Operated by State Transit Authority.
- 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 Manly Wharf (West Esplanade at Belgrave St) via East Esplanade, Stuart St, Addison Rd, Darley Rd (**Manly Hospital**), North Head Scenic Dr to Quarantine Station, then reverse route to Manly Wharf.

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

Timetable Summary

20 December 2020

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

* More frequent in peak hours.

A – Peak hours, Manly Wharf-Quarantine Station. Day, Manly Wharf-North Fort Museum 60*.

B – Early morning & late afternoon, Manly Wharf-Quarantine Station. Day, Manly Wharf-North Fort Museum 60.

M – To Manly Wharf.

MNr – Round trip, Manly Wharf-North Fort Museum-Manly Wharf.

MQr – Round trip, Manly Wharf-Quarantine Station-Manly Wharf.

N – To North Fort Museum.

Q – To Quarantine Station.

Route L61

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

Timeline

4 February 2000:

- Limited peak hour service renumbered from 060.
- Operated by State Transit Authority.

1 January 2005: Became part of Contract Region 8.

Before 9 October 2005: Renumbered back to 060.

Streets

See 060.

Timetable Summary

See 060.

Route 162

MANLY WHARF – DEE WHY WEST via Pittwater Rd

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

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

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

Timeline

9 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) renumbered from part of 131. Then or later ran daily.
- Shared Manly Wharf – Dee Why with 155.
- Shared Dee Why – Dee Why West (Carawa Rd) with 163.
- Operated by Department of Road Transport & Tramways.

19 January 1959: Extended in Dee Why West from Carawa Rd to Toronto Av/Carrington Av.

5 October 1965: Extended in Dee Why West from Toronto Av/Carrington Av to South Creek Rd/Penrith Av.

4 October 1966: Selected daytime trips Monday-Saturday diverted via Warringah Mall (bus terminal inside).

18 June 1972: Selected night trips replaced by 134.

26 April 1983: Replaced by 146 as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Circa 1946

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

Alterations

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

By 18 June 1972

From Manly Wharf via Belgrave St, Pittwater Rd (**North Manly, Brookvale, Dee Why**), Fisher Rd, Lynwood Av, Fisher Rd, Carawa Rd (**Cromer**), Caroola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to shops (Dee Why West).

From Dee Why West (South Creek Rd at shops) via Penrith St, Crummock St, Ambleside St, South Creek Rd, Toronto Av, then reverse route to Manly Wharf.

Alteration

From 21 May 1979:

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

Timetable Summary

8 August 1948

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

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

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

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

Route 162

MANLY WHARF – BALGOWLAH HEIGHTS – SEAFORTH

Timeline

20 December 2020: Full time service commenced by State Transit Authority, replacing equivalent parts of 132 & 171X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. **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 Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Condamine St, Sydney Rd (**Balgowlah**), Woodland St, Lower Beach St, Bungaloe Av, New St, Curban St, Ernest St (**Balgowlah Heights**), Woodland St, Alma St, Moore St, Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St, Sydney Rd to Seaforth shops.

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

Timetable Summary

20 December 2020

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

* More frequent in peak hours.

Route 163

MANLY WHARF – NORTH CURL CURL – DEE WHY WEST

(Harbord was renamed Freshwater on 12 January 2008.)

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

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

Timeline

9 July 1944:

- Manly Wharf – Dee Why West (Carawa Rd) renumbered from part of 131. Then or later ran daily.
- Shared Manly Wharf – Dee Why with 136.
- Shared Dee Why – Dee Why West (Carawa Rd) with 162.
- Operated by Department of Road Transport & Tramways.

19 January 1959: Extended in Dee Why West from Carawa Rd to Toronto Av/Carrington Av.

5 October 1965: Extended in Dee Why West from Toronto Av/Carrington Av to South Creek Rd/Penrith Av.

18 June 1972: Night trips replaced by 134.

By 9 January 1978: Sunday service ceased. Service to Dee Why West continued to be provided by 162.

26 April 1983: Replaced by existing 136 & new 146 as part of the Manly-Warringah Bus Service Improvement Programme.

Streets

Circa 1946

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

Alterations

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

By 18 June 1972

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St (**Harbord**), Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av, Pittwater Rd, Fisher Rd (**Dee Why**), Lynwood Av, Fisher Rd, Carawa Rd, Carcoola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to Penrith Av (Dee Why West).

From Dee Why West (South Creek Rd at Penrith Av) via Penrith Av, Crummock St, Ambleside St, South Creek Rd, Toronto Av, then reverse route to Manly Wharf.

Timetable Summary

See 136

Route 165

Route 165X

Route E65

CITY (Wynyard) – SOUTH CURL CURL (EXPRESS)

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

26 April 1983:

- “Blue Arrow” peak hour express renumbered from 133 to 165, as part of the Manly-Warringah Bus Service Improvement Programme.
- Operated by Urban Transit Authority.

25 September 1983: Referred to simply as an express (*not* “Blue Arrow”).

10 March 1997: Renumbered E65, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

1 January 2005: Became part of Contract Region 8.

3 May 2020: Renumbered 165X as part of further renumbering of express routes with the suffix “X”.

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

Streets

Route 165

From 26 April 1983

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

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

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

Alterations

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

Routes E65, later 165X

From 10 March 1997

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

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

Alterations

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

Timetable Summary

26 April 1983

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

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

10 March 1997

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

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

February 2004

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

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

23 October 2016

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

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

Route 166
Route 166X
Route E66

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

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

Timeline

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

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

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

6 September 1987: Rerouted via Burnt Bridge Creek Deviation instead of North Balgowlah. 168 continued to serve North Balgowlah.

3 March 1991: Altered/extended to run City (Wynyard) – Allambie Heights – Skyline shops (*not* via Warringah Aquatic Centre) as part of a general reorganisation of Manly-Warringah routes.

10 March 1997: Renumbered E66, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

1 January 2005: Became part of Contract Region 8.

3 May 2020: Renumbered 166X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Replaced by new 174X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Route 166

City (Wynyard) – North Balgowlah – Allambie Heights

From 26 April 1983

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

From Allambie Heights (Flers St) via Allambie Rd, then reverse route to Woodbine St, then Bangaroo St, Brook Rd, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

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

Alterations

From 8 August 1983:

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

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

Alterations

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

Routes 166, later E66, later 166X

City (Wynyard) – Allambie Heights – Skyline shops

From 3 March 1991

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

(**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Kentwell Rd, Allambie Rd (**Allambie Heights**) to Frenchs Forest Rd (Skyline shops).

From Skyline shops (Allambie Rd at Frenchs Forest Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

26 April 1983

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

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

10 March 1997

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

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

23 October 2016

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

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

Route 166

MANLY WHARF – DEE WHY – FRENCHS FOREST

Timeline

20 December 2020:

- Full time service renumbered from the equivalent part of 136, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.
- Operated by State Transit Authority.
- **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 Manly Wharf via Eustace St, Gilbert St, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St (**Harbord**), Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av (**Dee Why**), St David Av, Fisher Rd, McIntosh Rd (**Narrabeena**), Willandra Rd, Tristram Rd, Oxford Falls Rd (**Beacon Hill**), Iris St, Patanga Rd, Frenchs Forest Rd (**Northern Beaches Hospital**), Rabbett St to Forest Way (Frenchs Forest).

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

Timetable Summary

20 December 2020

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

* More frequent in peak hours.

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

Route 167

CITY (Wynyard) – NORTH BALGOWLAH (EXPRESS) ■

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

Timeline

23 January 1975: Limited service “Blue Arrow” peak hour express commenced by Public Transport Commission (Bus Division). Similar route to 168, but running express over part of route.

25 September 1983:

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

Streets

From 23 January 1975 (likely route)

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

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

Alterations

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

Timetable Summary

See 168

Route 167

MANLY WHARF – HARBORD – SOUTH CURL CURL – WARRINGAH MALL

Timeline

20 December 2020:

- Full time service renumbered from 139, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.
- Operated by State Transit Authority.
- 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 Manly Wharf via Eustace St, Gibert St, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St (**Harbord**), Charles St, Evans St, Lumsdaine Dr, Carrington Pde (**South Curl Curl**), Adams St, Bennett St, Oliver St, Wyndora Av, Foam St, Wyadra Av, Corrie Rd, Sterland Av, Pittwater Rd, Cross St, Dale St to Warringah Mall (bus terminal inside).

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

Timetable Summary

20 December 2020

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

Route 168

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

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

Route 168X

Route E68

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

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

Timeline

30 June 1958:

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

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

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

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

6 September 1987:

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

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

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

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

25 September 1995:

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

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

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

North Balgowlah – City (Wynyard) (limited morning all stops peak hour service)

Milsons Point – North Balgowlah – Warringah Mall (limited peak hour service)

1 January 2005: Became part of Contract Region 8.

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

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

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

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

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

11 July 2021: 168X City (Wynyard) – North Balgowlah reinstated, partly replacing selected peak hour trips on 172X, following community consultation.

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

Streets

CITY – NORTH BALGOWLAH – WARRINGAH MALL

Route 168

City (Wynyard) – North Balgowlah

From 30 June 1958 (based on November 1968 timetable)

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

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

Alterations

- *From 19 November 1958 (opening of new Spit Bridge & Manly Rd):* Ex North Balgowlah from Frenchs Forest Rd via Sydney, Manly Rd, Spit Bridge. Unaltered on return.
- *From 18 June 1968 (opening of Warringah Fwy):* Ex North Balgowlah from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- *By January 1979:* Ex City (Wynyard) from Military Rd via Spit Rd, Spit Bridge (**not** via Parriwi Rd). Reverse on return.
- *By January 1979:* At North Balgowlah extended from Kitchener St/Wanganella St via Kitchener St to West St. Reverse on return.

City (Wynyard) – North Balgowlah – Warringah Mall

From 26 April 1983

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

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

Alterations

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

From 3 March 1991

Morning peak hour

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

Afternoon peak hour

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

Daytime Mondays-Saturdays (Seaforth – Warringah Mall)

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

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

Routes E68, later 168X

City (Wynyard) – North Balgowlah – Warringah Mall

From 10 March 1997

Morning peak hour

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

Afternoon peak hour

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

Alterations:

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

Route 168X

City (Wynyard) – North Balgowlah – Balgowlah

From 11 July 2021

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

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

MILSONS POINT – NORTH BALGOWLAH – WARRINGAH MALL

Route 168

Milsons Point – North Balgowlah – Balgowlah

From 6 September 1987

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

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

Alteration

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

Milsons Point – North Balgowlah – Warringah Mall

Alteration:

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

Timetable Summary

November 1968

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

Ph – Peak hours only (both directions).

January 1979

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

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

26 April 1983

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

* More frequent in peak hours.

† Selected trips extended to Warringah Mall.

A – Morning peak hour, from North Balgowlah to City (Wynyard). Day, City (Wynyard)-Warringah Mall 60.

Afternoon peak hour, from City (Wynyard) to North Balgowlah or Warringah Mall. Extra trips Thursday night, Warringah Mall to Seaforth (last trip 8.36pm from Warringah Mall). Plus short-working/s before first trip shown.

N – To North Balgowlah.

W – To Warringah Mall.

Y – To City (Wynyard).

6 September 1987

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

† Selected trips extended to Warringah Mall.

A – Morning peak hour, from North Balgowlah to City (Wynyard) (most trips express). Day, City (Wynyard)-Warringah Mall 60. Afternoon peak hour, from City (Wynyard)n to North Balgowlah or Warringah Mall (most trips express). Extra trips Thursday night, Warringah Mall to Seaforth (last trip 8.35pm from Warringah Mall). Plus short-working/s before first trip shown.

M – To Milsons Point.

N – To North Balgowlah.

Ph – Peak hours only (morning from North Balgowlah, afternoon from Milsons Point to North Balgowlah or Warringah Mall).

W – To Warringah Mall.

Y – To City (Wynyard).

21 May 1992

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

† Selected afternoon peak hour trips extended to Warringah Mall.

A – Morning peak hour, North Balgowlah-City (Wynyard) (includes express trips). Day, Seaforth-Warringah Mall 60. Afternoon peak hour, City (Wynyard)-North Balgowlah-Warringah Mall (includes express trips). Extra trips Thursday night, Warringah Mall to Seaforth (last trip 8.35pm from Warringah Mall).

N – To North Balgowlah.

S – To Seaforth.

SW – Seaforth-Warringah Mall.

W – To Warringah Mall.

Y – To City (Wynyard).

24 September 1995

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

† Selected afternoon peak hour trips extended to Warringah Mall.

M – To Milsons Point.

N – To North Balgowlah.

Ph1 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to North Balgowlah or to Warringah Mall). Most peak hour trips ran as express.

Ph2 – Peak hours only (morning from North Balgowlah to Milsons Point, afternoon from Milsons Point to North Balgowlah or to Warringah Mall).

W – To Warringah Mall.

Y – To City (Wynyard).

10 March 1997

City or Milsons Point – North Balgowlah routes

168, E68

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

† Selected afternoon peak hour trips extended to Warringah Mall.

M – To Milsons Point.

N – To North Balgowlah.

Ph1 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to Warringah Mall). Plus short-working/s before first trip shown.

Ph2 – Peak hours only (morning from North Balgowlah to Milsons Point, afternoon from Milsons Point to North Balgowlah or Warringah Mall).

Ph3 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to North Balgowlah with selected trips extended to Warringah Mall).

W – To Warringah Mall.

Y – To City (Wynyard).

26 November 2017

City or Milsons Point – North Balgowlah routes

168, E68

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

† Selected afternoon peak hour trips extended to Warringah Mall.

M – To Milsons Point.

N – To North Balgowlah.

Ph1 – Peak hours only (morning peak hour from North Balgowlah to Milsons Point & from Milsons Point to Warringah Mall via North Balgowlah; afternoon peak hour from Milsons Point to North Balgowlah).

Ph2 – Peak hours only (morning from North Balgowlah to City (Wynyard), afternoon from City (Wynyard) to North Balgowlah with most trips extended to Warringah Mall).

W – To Warringah Mall.

Y – To City (Wynyard).

11 July 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
168X: City (Wynyard)-North Balgowlah	28	M-F	Nth Balgowlah	5.53am	Wynyard	6.55pm	Ph	
		Sat						
		Sun						

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

Route 169

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

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

Route 169X

Route E69

CITY (Wynyard) – NARRAWEENA (EXPRESS) ■

- **Extended from Narraweena to Manly Wharf (selected afternoon peak hour trips) (Wingala is a locality name within the suburbs of North Curl Curl & Dee Why.)**

Timeline

19 December 1955:

- New weekday & Saturday morning route, 169 City (Wynyard) – Narraweena – Wingala – Manly Wharf, commenced by Deptment of Government Transport.
- 149, 172 & 173 provided peak hour services over similar routes.
- Services were:
 - City (Wynyard) – Narraweena – Wingala – Manly Wharf (off-peak & Saturday morning)
 - City (Wynyard) – Narraweena – Wingala – Brookvale Depot (morning & afternoon peak hours).
 - Morning peak hour service ceased by 3 December 1956.
- 172 & 173 continued to provide a peak hour service between City (Wynyard) & Narraweena over same route.

- 149 was extended from Wingala to Dee Why and provided a peak hour service between Dee Why & Manly Wharf over same route.

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

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

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 8.

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

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

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

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

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

- 169 City (Wynyard) – Narrabeena – Manly Wharf rerouted via new hospital, thus absorbing night & Sunday service Warringah Mall – Narrabeena – Frenchs Forest.
- E69 remained unaltered.
- Routes became:
 - 169 City (Wynyard) – Frenchs Forest – Narrabeena – Manly Wharf (full time service).
 - E69 City (Wynyard) – Narrabeena (peak hour service, selected afternoon peak hour trips extended to Manly Wharf).

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

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

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

Streets

CITY – NARRAWEENA – MANLY WHARF

Route 169

City (Wynyard) – Narraweena – Wingala – Manly Wharf

From 19 December 1955 (based on Guide to Bus Services dated 1959 & 19 December 1960 timetable)

From City (Wynyard) (Carrington St?) via [Margaret St,] Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Warringah Rd (**Beacon Hill**), Waratah Pde, McIntosh Rd (**Narraweena**), Fisher Rd, Pittwater Rd (**Dee Why**), Pacific Pde, Wheeler Pde, Headland Rd, Parr Av, Playfair Rd (**Wingala**), Pitt Rd, Abbott Rd, Harbord Rd, Winbourne Rd (**Brookvale**), Pittwater Rd (**North Manly**), Belgrave St to Manly Wharf.

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

Alterations

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

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

From 26 April 1983

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

From Manly Wharf via reverse route to Alfred St, then Warringah Rd, Allambie Rd, Frenchs Forest Rd, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

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

Alterations

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

City (Queen Victoria Building) – Narraweena – Manly Wharf

Alteration

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

City (Wynyard) – Narraweena – Manly Wharf

From 10 March 1997

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

City (Wynyard) – Narraweena – Manly Wharf

Alterations

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

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

From 30 September 2018

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

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

Routes E69, later 169X

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

From 2 August 2009

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

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

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

Alteration

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

MANLY WHARF – NARRAWEENA – FRENCHS FOREST

Route 169

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

From 26 April 1983

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

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

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

Alteration

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

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

From 3 March 1991

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

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

Trips to/from Warringah Mall (bus terminal inside) (*daytime Sunday*): From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd. Return from Pittwater Rd via Cross St, Dale St to Warringah Mall (bus terminal inside).

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

Timetable Summary

3 December 1956

City – Narraweena – Wingala – Manly Wharf routes

149, 169, 172, 173

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

† Limited service extended to Narraweena.

A – Day, City (Wynyard)-Manly Wharf 60. Afternoon peak hour, from City (Wynyard) to Brookvale Depot.

B – To Brookvale Depot.

C – Morning, City (Wynyard)-Manly Wharf 60. Last trip from City (Wynyard) to Brookvale Depot. Plus short-working/s before first trip shown.

M – To Manly Wharf.

Ms – Early morning & midday peak hour service.

Ph1 – Peak hours only (both directions). 4.40pm trip from Manly Wharf extended to Narraweena.

Ph2 – Morning peak hour only (from Bantry Bay (Burnt St)).

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

Y – To City (Wynyard).

April 1967

City – Narraweena – Wingala – Manly Wharf routes

149, 169, 172-174

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

§ Via Alfred St, Narraweena. Selected afternoon peak hour trips extended from Narraweena to Brookvale Depot.

‡ Via Willandra Rd, Narraweena.

A – Day, City (Wynyard)-Manly Wharf 60. Afternoon peak hour, from Manly Wharf to Narraweena.

B – To Brookvale Depot.

C – Morning, City (Wynyard) – Manly Wharf. Last trip from City (Wynyard) to Brookvale Depot.

D – To Dee Why West (South Creek Rd).

M – To Manly Wharf.

MNs – Early morning, 1 trip from Dee Why West (South Creek Rd) to City (Wynyard). Late night, 1 trip from City (Wynyard) to Brookvale Depot via Narraweena. Plus short-working/s before first trip shown.

N – To Narraweena.

Ph1 – Peak hours only (morning from Dee Why, afternoon from Manly Wharf). Plus short-working/s before first trip shown.

Ph2 – Morning peak hour only.

Ph3 – Peak hours only (morning from Dee Why West (South Creek Rd), afternoon from City (Wynyard)).

PNs – Peak hours & late night service (morning from Dee Why West (South Creek Rd) or Narraweena to City (Wynyard), afternoon from City (Wynyard) to Narraweena, Dee Why West (South Creek Rd) or Brookvale Depot via Dee Why shops). Plus 11.15pm trip from City (Wynyard) to Brookvale Depot.

Y – To City (Wynyard).

October 1978

City – Narraweena via Wakehurst Pkwy routes

169, 173, 174

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

† Via Wingala.

§ Via Alfred St, Narraweena. Selected trips extended from Narraweena to Dee Why shops.

‡ Via Willandra Rd, Narraweena.

¶ Late night trips from Seaforth connected there with buses from City (Wynyard).

A – Day, City (Wynyard)-Manly Wharf 60. Afternoon peak hour, from Manly Wharf to Narraweena.

B – City (Wynyard)-Manly Wharf 60. Plus short-working/s before first trip& after last trip shown.

C – To Cromer West.

D – To Dee Why West (South Creek Rd).

M – To Manly Wharf.

N – To Narraweena.

Ph – Peak hours only (morning from Dee Why West (South Creek Rd), afternoon from City (Wynyard)).

PNs – Peak hours & late night service (morning from Cromer West, Dee Why West (South Creek Rd) or Narraweena to City (Wynyard), afternoon from City (Wynyard) to Narraweena, Cromer West, Dee Why West (South Creek Rd) or Dee Why shops). Extra trip from City (Wynyard) to Narraweena on Thursday night. Late night trip from Seaforth to Narraweena.

S – To Dee Why shops.

Y – To City (Wynyard).

26 April 1983

City – Narraweena via Wakehurst Pkwy & related routes

169, 173, 174

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

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Via Alfred St, Narraweena.

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

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

B – To Brookvale Depot.

C – To Frenchs Forest Cemetery.

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

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

H – To Cromer Heights.

M – To Manly Wharf.

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

N – To Narraweena.

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

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

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

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

S – To Skyline shops.

V – To Wheeler Heights via Cromer Heights.

W – To Wheeler Heights.

Y – To City (Wynyard).

3 March 1991

City – Narraweena via Wakehurst Pkwy & related routes

169, 172, 173

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

† Limited service extended to Frenchs Forest Cemetery on Sundays.

‡ Via Willandra Rd, Narraweena.

§ Via Alfred St, Narraweena.

A – Afternoon peak hour trips from City (Wynyard) to Manly Wharf ran express.

B – Early morning & late afternoon, City (Wynyard)-Dee Why or Warringah Mall. Day, City (Wynyard)-Manly Wharf 60. Plus 11.30pm from City (Wynyard) to Dee Why via Narraweena.

C – To Frenchs Forest Cemetery.

D – Warringah Mall-Frenchs Forest 120, Manly Wharf-Frenchs Forest Cemetery 1 trip. Plus short-working/s before first trip shown.

F – To Frenchs Forest.

M – To Manly Wharf.

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

Ph1 – Peak hours only (morning, from Narraweena, afternoon from City (Wynyard)). Most trips express.

Ph2 – Peak hours only (morning, from Cromer Heights, afternoon from City (Wynyard)). Most trips express.

Ph3 – Peak hours only (morning, from Cromer Heights, afternoon from Milsons Point).

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

S – To Skyline shops.

W – To Warringah Mall.

Y – To City (Wynyard).

10 March 1997

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 172, E72, 173, E73

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

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Via Alfred St, Narraweena.

‡ Via Willandra Rd, Narraweena.

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

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

C – To Frenchs Forest Cemetery.

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

F – To Frenchs Forest.

M – To Manly Wharf.

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

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

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

Ph2 – Morning peak hour only (from Narraweena).

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

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

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

Q – To City (Queen Victoria Building).

S – To Skyline shops.

W – To Warringah Mall.

2 August 2009

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 173

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

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Selected afternoon trips extended to Manly Wharf.

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

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

C – To Frenchs Forest Cemetery.

F – To Frenchs Forest.

M – To Manly Wharf.

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

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

N – To Narraweena.

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

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

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

Q – To City (Queen Victoria Building).

S – To Skyline shops.

Y – To City (Wynyard).

W – To Warringah Mall.

26 November 2017

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 173

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

* More frequent in peak hours.

† Limited service extended to Frenchs Forest Cemetery on Sundays.

§ Selected afternoon trips extended to Manly Wharf.

A – Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Wynyard) 60*. Night, Manly Wharf-City (Wynyard).

B – Day, Manly Wharf-Skyline shops 30, Manly Wharf-City (Wynyard) 60. Night, Manly Wharf-City (Wynyard).

Plus short-working/s before first trip shown.

C – To Frenchs Forest Cemetery.

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

F – To Frenchs Forest.

M – To Manly Wharf.

MCNs – Early morning & late night, Manly Wharf-Frenchs Forest. Day, Manly Wharf-Frenchs Forest Cemetery 1 trip.

MNs1 – Morning peak hour (both directions) & late night Thursday & Friday service from Manly Wharf (last trip 2.30am from Manly Wharf).

MNs2 – Early morning (both directions) & late night service from Manly Wharf.

N – To Narraweena.

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

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

S – To Skyline shops.

Y – To City (Wynyard).

30 September 2018

City – Narraweena via Wakehurst Pkwy & related routes

169, E69, 173

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

§ Selected afternoon trips extended to Manly Wharf.

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

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

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

F – To Frenchs Forest.

M – To Manly Wharf.

N – To Narraweena.

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

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

S – To Skyline shops.

Y – To City (Wynyard).

Route 170

[Manly bus/ferry Co-ordination Scheme route]

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

Timeline

30 March 1952:

- Peak hour (& Saturday approx 10am-2pm *from* City (Wynyard) only) service replaced part of 150, as part of the Manly bus/ferry Co-ordination Scheme.
- Operated by Department of Road Transport & Tramways.

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

Streets

From 30 March 1952 (based on April 1952 timetable)

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

From Palm Beach (Ocean Rd) via reverse route to Barrenjoey Rd (Newport), Newport [now Barrenjoey] Rd [trips from Palm Beach *not* via Gladstone St, Kalinya St, Beaconsfield St], then reverse route to Frenchs Forest Rd, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit

Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

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

Timetable Summary

April 1952

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

† Via Wakehurst Pkwy direct.

A – **From** City (Wynyard) **to** Palm Beach only. Service in reverse direction provided by 150.

Ph – Peak hours only (morning from Palm Beach, afternoon from City (Wynyard)). Plus short-working/s before first trip shown.

Route 170

CITY (Wynyard) – CLONTARF■

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

Timeline

3 August 1953:

- Limited peak hour service, City (Wynyard) – Clontarf, renumbered from 130, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

By 9 August 1981: Morning trips extended to commence at Seaforth.

6 September 1987: Renumbered part of 171.

Streets

City (Wynyard) – Clontarf

From 3 August 1953 (*based on later timetables*)

From City (Wynyard) (Carrington St?) via [Margaret St,] Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, (North Sydney), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Amiens Rd, Holmes Av to Allenby St (Clontarf).

From Clontarf (Holmes Av at Allenby St) via reverse route to Maretimo St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard (City).

Alteration

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

From July 1971

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

From Clontarf (Holmes Av at Allenby St) via reverse route to Maretimo St, then Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

City (Wynyard) – Clontarf – Seaforth

Alterations

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

Timetable Summary

1956

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

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

Route 170

CITY (Wynyard) – MANLY WHARF

Route 170X

Route E70

CITY (Wynyard) – MANLY WHARF (EXPRESS)

Timeline

5 March 2007: E70 peak hour express service commenced by State Transit Authority. Part of Contract Region 8.

By 2017: 170 weekend all stops service commenced.

3 May 2020: E70 renumbered 170X as part of further renumbering of express routes with the suffix “X”.

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

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

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

Streets

Route 170

By 2017

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

From Manly Wharf (Belgrave St at Gilbert Park) via Sydney Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Routes E70, later 170X

From 5 March 2007

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

From Manly Wharf via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

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

Timetable Summary

5 March 2007

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

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

2017

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

20 December 2020

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

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

Route 171

[Manly bus/ferry Co-ordination Scheme route]

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

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

Timeline

30 March 1952:

- Peak hour trips renumbered from 151, when rerouted via entire length of Wakehurst Pkwy, as part of the Manly bus/ferry Co-ordination Scheme.
- See Note above, which suggests that, at least from 20 April 1952, only one trip ran with this route number.
- Operated by Department of Road Tramways & Tramways.

10 May 1952: Ceased, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful. All City (Wynyard) – Warriewood – Church Point trips reverted to 151.

Streets

From 30 March 1952 (based on April 1952 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy (**Oxford Falls**), Pittwater Rd, Garden St, Macpherson St

(**Warriewood**), Warriewood Rd, Herbert [now Foley] St, Gordon [now Mona Vale] Rd, Pittwater Rd (**Mona Vale**), Bayview [now Pittwater] Rd (**Bayview**) to Church Point [wharf].

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

Timetable Summary

April 1952

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

† Via Wakehurst Pkwy direct.

‡ See Note above.

A – 1 trip from Mona Vale to City (Wynyard).

C – To Church Point.

M – To Mona Vale.

Route 171

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

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

Route 171X

Route E71

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

(The Balgowlah Heights termini at Condamine St/White St and Condamine St/Sydney Rd are in Balgowlah.)

Timeline

3 August 1953:

- 171 peak hour service, City (Wynyard) – Balgowlah Heights (Condamine St/White St), renumbered from 147, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Shared route with 172 from 23 July 1975 to 25 September 1983.
- Operated by Department of Government Transport.

25 September 1983: 172 express trips renumbered part of 171 (already running via Warringah Fwy(?)). By January 1986 other express trips introduced & also rerouted via Warringah Fwy.

By 13 October 1985: City (Wynyard) – Clontarf, limited peak hour service, renumbered from 170. Ran express & rerouted via Warringah Fwy.

6 September 1987:

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

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

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

10 March 1997: Express trips (via Warringah Fwy) renumbered E71, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

1 January 2005: Became part of Contract Region 8.

26 November 2017: Remaining 171 trips replaced by E71 as part of rearrangement of routes on introduction of B-Line (B1).

20 May 2020: E71 renumbered 171X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network, 171X replaced by 162 between Seaforth & Manly Wharf, as feeder to 172X between City (Wynyard) & Seaforth.

11 July 2021: 171X reinstated with minor route variation, following community consultation, as City (Wynyard) – Balgowlah Heights – Balgowlah. Shared City (Wynyard) – Seaforth with 168X & 172X. Shared Seaforth – Balgowlah with 162.

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

Streets

CITY – BALGOWLAH HEIGHTS – MANLY WHARF

Route 171

City (Wynyard) – Balgowlah Heights

From 3 August 1953 (based on 147 prior to this date)

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Ernest St, Lewis St, Abbott St (**Balgowlah Heights**), Woodland St, Ernest St, Bungalow Av, Beach St, Woodland St, White St to Condamine St (Balgowlah).

From Balgowlah (White St at Condamine St) via reverse route to Ethel St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

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

From 23 March 1964

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

From Balgowlah (White St at Condamine St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Alterations

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

Non-express trips: Ex City (Wynyard) from Beatrice St via Moore St, Alma St, Woodland St, Ernest St. Reverse on return.

Express trips remained unaltered.

- **By January 1986:** Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd, Ethel St. Unaltered on return.
- **By 6 September 1987 (express trips):** Ex City (Wynyard) from Beatrice St via Moore St, Alma St, Woodland St, Ernest St. Reverse on return.

City (Wynyard) – Balgowlah Heights – Manly Wharf

From 3 March 1991

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

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

Alteration

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

Routes E71, later 171X

City (Wynyard) – Balgowlah Heights – Manly Wharf

From 10 March 1997

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

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

Alteration

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

Route 171X

City (Wynyard) – Balgowlah Heights – Balgowlah

From 11 July 2021

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

From Balgowlah (Condamine St/Sydney Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

CITY (Wynyard) – CLONTARF

Route 171

From 6 September 1987

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

From Seaforth (Ethel St at Sydney Rd) via Ethel St, Kanangra Cr, Peronne Av, Amiens Rd (**Clontarf**), then reverse route to Maretimo St, then Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

MILSONS POINT – BALGOWLAH HEIGHTS

Route 171

From 6 September 1987

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

From Balgowlah (White St at Condamine St) via reverse route to Upper Beach St, then Maretimo St, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Timetable Summary

April 1967

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

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

May 1979

City – Balgowlah Heights routes 171, 172

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

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

6 September 1987

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

Ph1 – Peak hours only (morning from Balgowlah Heights, afternoon from City (Wynyard)). Includes express trips.

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

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

21 May 1992

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

B – To Balgowlah Heights.

M – To Manly Wharf.

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

Y – To City (Wynyard).

10 March 1997

City – Balgowlah Heights – Manly Wharf routes

171, E71

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

B – To Balgowlah Heights.

M – To Manly Wharf.

Ph1 – Limited peak hour service (morning from Manly Wharf or Balgowlah Heights to City (Wynyard), afternoon from City (Wynyard) to Balgowlah Heights).

Ph2 – Peak hours only (morning from Manly Wharf or Balgowlah Heights to City (Wynyard), afternoon from City (Wynyard) to Balgowlah Heights or Manly Wharf).

Y – To City (Wynyard).

11 July 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
171X: City (Wynyard)-Balgowlah Heights	44	M-F	Balgowlah Hts	6.10am	Wynyard	6.48pm	Ph	
		Sat						
		Sun						

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

Route 172

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

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

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

Timeline

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

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

10 September 1963: Morning trip ran express.

By 4 November 1968: Morning express trip extended to commence from Skyline shops.

By 5 March 1973: Renumbered part of 173.

Streets

From 3 August 1953 (based on August 1964 timetable)

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

From Bantry Bay (Burnt St) (at Wakehurst Pkwy) via Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alterations

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

Timetable Summary

See 169

Route 172

CITY (Wynyard) – BALGOWLAH HEIGHTS (EXPRESS)■

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

Timeline

23 July 1975: Limited service “Blue Arrow” peak hour express commenced by Public Transport Commission (Bus Division). Similar route to 171, but running express over part of route.

25 September 1983:

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

Streets

From 23 July 1975

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

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

Alteration

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

Timetable Summary

See 171

Route 172

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

Route E72

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

Timeline

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

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

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

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

1 January 2005: Became part of Contract Region 8.

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

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

Streets

Route 172

All stops

From 3 March 1991

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

Express

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

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

Alteration

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

Route E72

From 10 March 1997

Same as 172 Express

Timetable Summary

See 169

Route 172X

CITY (Wynyard) – NORTH BALGOWLAH – WARRINGAH MALL

Timeline

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

- Replaced Neutral Bay Junction – North Balgowlah – Warringah Mall part of 168.
- Replaced Seaforth – North Balgowlah – Warringah Mall part of 132.
- Fully replaced 168X.
- Part of Contract Region 8.

11 July 2021: Following community consultation:

- Selected peak hour trips altered to run City (Wynyard) – Seaforth Oval.
- Selected peak hour trips replaced by reinstated 168X City (Wynyard) – North Balgowlah via Bangaroo St.

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

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

From 11 July 2021

City (Wynyard) – Seaforth Oval trips (*peak hours*): From City (Wynyard) via same route to Clontarf St, then Wakehurst Pkwy to Seaforth Oval. Reverse on return.

20 December 2020

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

* More frequent in peak hours.

Route 173

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

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

MILSONS POINT – NARRAWEENA – CROMER HEIGHTS – WHEELER HEIGHTS ■

Route E73

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

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

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

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

Timeline

3 August 1953:

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

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

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

By 19 December 1960:

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

By August 1964:

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

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

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

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

By 5 March 1973:

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

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

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

6 August 1987:

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

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

- Milsons Point – Narraweena – Cromer Heights – Wheeler Heights shops peak hour service curtailed to run Milsons Point – Narraweena – Cromer Heights.

- Service to Wheeler Heights replaced by new peak hour route 179 City (Wynyard) – Balgowlah – Wheeler Heights.

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

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

1 January 2005: Became part of Contract Region 8.

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

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

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

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

Streets

CITY – NARRAWEENA & extensions

Route 173

City (Wynyard) – Narraweena

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

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

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

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

Alterations

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

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

- **By 19 December 1960**
Brookvale Depot extension via Warringah Rd: From Narraweena (Alfred St) via Warringah Rd, Pittwater Rd to Brookvale Depot. Reverse on return.

- **By August 1964**
Brookvale Depot extension via Dee Why shops: From Narrabeena (Alfred St) via McIntosh Rd, Fisher Rd, Pittwater Rd to Brookvale Depot.
- **By August 1964:** Ex City (Wynyard) from Wakehurst Pkwy via Frenchs Forest Rd, Warringah Rd. Reverse on return.
- **From 5 October 1965**
Dee Why West (South Creek Rd) extension: From Dee Why West (Carrington Av/Toronto Av) via Toronto Av, South Creek Rd to Penrith Av. Reverse on return.
- **From 18 June 1968:** Ex Dee Why West (South Creek Rd) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 4 November 1968 (express or via Warringah Fwy trips):** Ex Narrabeena from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Reverse on return.
- **From 15 May 1972:** Ex Narrabeena from Warringah Rd via Allambie Rd, Frenchs Forest Rd. Unaltered on return.

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

By 5 March 1973

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

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

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

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

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

Alterations

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

Route E73

City (Wynyard) – Narrabeena – Cromer Heights

From 10 March 1997

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

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

MILSONS POINT – NARRAWEENA – CROMER HEIGHTS – WHEELER HEIGHTS

Route 173

Milsons Point – Narraweena –Cromer Heights

From 26 April 1983

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

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

Milsons Point – Narraweena – Cromer Heights – Wheeler Heights

Alteration

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

Milsons Point – Narraweena – Cromer Heights

From 3 March 1991

Reverted to route from 26 April 1983.

Alteration

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

Milsons Point – Narraweena

From 2 August 2009

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

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

Timetable Summary

See 169

Route 173X

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

Timeline

20 December 2020: New full time route commenced by State Transit Authority as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing the equivalent parts of 175X, 178 & 180. **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 City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd to Warringah Mall.

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

Timetable Summary

20 December 2020

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

Route 174

CITY (Wynyard) – BALGOWLAH (Wanganella St)■

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

Timeline

3 August 1953:

- Peak hour service City (Wynyard) – Balgowlah (Wanganella St) renumbered from part of 150 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

By 1 February 1957: Selected trips extended in Balgowlah from Wanganella St to Griffiths St.

By August 1966: Replaced by extension of 248 (*see Government Route Histories - Inner Northern Suburbs*).

Streets

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

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

Timetable Summary

1958

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

† Time to Wanganella St (times to other termini varied slightly).

‡ At Sydney Rd.

A – Mainly peak hours, 10 trips from various termini in the Seaforth/Balgowlah area (furthest point, Condamine St/Griffiths St), 2 trips from City (Wynyard) to various termini (furthest point, Condamine St/Sydney Rd).

Route 174

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

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

Timeline

16 January 1967:

- Selected peak hour trips on 173, City (Wynyard) – Dee Why West (South Creek Rd) via Waratah Pde, rerouted via Willandra Rd & renumbered 174.
- Operated by Department of Government Transport.

26 April 1983: Selected trips ran via Cromer Heights.

6 August 1987: Some trips altered to express via Warringah Fwy.

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

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

Streets

From 16 January 1967 (based on April 1967 timetable)

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Falcon St Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (Mosman), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd, Warringah Rd (**Beacon Hill**), Cornish Av, Willandra Rd, Cormack Rd, Cousins Rd [before McIntosh Rd was extended to Willandra Rd], McIntosh Rd, Alfred St (**Narraweena**), Carawa Rd, Caroola Rd, Grover Av, Carrington Av, Toronto Av, South Creek Rd to Penrith Av (Dee Why West).

From Dee Why West (South Creek Rd) (at Penrith Av) via reverse route to Willandra Rd, then Warringah Rd, Frenchs Forest Rd, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd, Manly Rd, Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Alterations

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

Timetable Summary

See 169

Route 174X

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

Timeline

20 December 2020: New peak hour route commenced by State Transit Authority as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing 166X & the Allambie Rd, Frenchs Forest – Narraweena part of 169X. 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 City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Kentwell Rd, Allambie Rd (**Allambie Heights**), Warringah Rd (**Frenchs Forest, Beacon Hill**) to Alfred St (Narraweena).

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

Timetable Summary

20 December 2020

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

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