



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 100 – 137

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

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

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.

Periods of operation of Government bus authorities in Sydney

From 29 December 1932: Department of Road Transport & Tramways

From 27 October 1952: Department of Government Transport

From 20 October 1972: Public Transport Commission of NSW (Bus Division)

From 1 July 1980: Urban Transit Authority of NSW of NSW

From 16 January 1989: State Transit Authority of NSW of NSW

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

Summary of routes 100 – 137

| | |
|-----|-----------------------------|
| 100 | Epping-North Narrabeen, etc |
| 100 | Narrabeen-Showground |
| 100 | Dee Why-Sydney Airport |
| 100 | City-Taronga Zoo |
| 101 | Chatswood-Dee Why |
| 102 | Warringah Mall-War Veterans |
| 110 | Mona Vale-Showground |
| 111 | Cross-City Loop |
| 111 | Sydney Explorer |
| 111 | Sth Mosman Wf-Chowder Bay |
| 113 | Chatswood-RNS Hospital |
| 114 | Balmoral-RNS Hospital |
| 115 | City-Chatswood |

| | |
|-----|-----------------------------|
| 119 | North Sydney-Gore Hill |
| 120 | City-Chatswood |
| 123 | Warringah Mall-Dee Why East |
| 130 | Manly-Clontarf, etc |
| 130 | Manly Pumpkin bus |
| 131 | Manly Dee Why West |
| 131 | The Spit-Seaforth, etc |
| 131 | Manly-Seaforth |
| 131 | Manly-North Balgowlah |
| 132 | Manly-Bantry Bay, etc |
| E32 | Manly-Balgowlah Heights |
| 133 | City-South Curl Curl |
| 133 | Manly-Collaroy Plateau |

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

Route 100

EPPING – CHATSWOOD – DEE WHY – NORTH NARRABEEN (“SURFRIDER”) ■

EPPING – NARRABEEN – MANLY (“SURFRIDER”) ■

Timeline

20 January 1990:

- New limited Summer school holidays & weekend service, Epping – Narrabeen – Manly, commenced by State Transit Authority of NSW.
- Known as “Surfrider”.

15 December 1990:

- Rerouted to run Epping – Chatswood – North Narrabeen.
- Ran daily until 29 January 1991, then on weekends.
- Ran similarly in subsequent Summers (?).

March 1994: Ceased.

Streets

From 20 January 1990

From Epping Station via 290 to Macquarie Centre, then express to Narrabeen, then ran via beaches at Narrabeen, Collaroy, Long Reef, Dee Why, South Curl Curl, Freshwater, Queenscliff to Manly.

From 15 December 1990

From Epping Station via Epping Rd (?) all stops Epping – North Ryde (Epping Rd/Delhi Rd), then stopped at Chatswood Interchange & Eastern Valley Way, then express to Dee Why, then via beaches at Dee Why, Long Reef, Collaroy, Narrabeen & North Narrabeen.

Timetable Summary

20 January 1990

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Epping-Narrabeen-Manly Beach | | M-F | Epping | 8.30am | Manly Beach | 4.00pm | 2 trips | A |
| | | Sat | | 8.30am | | 4.00pm | 2 trips | A |
| | | Sun | | 8.30am | | 4.00pm | 2 trips | A |

A – Summer school holidays & weekends.

15 December 1990

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Epping-Chatswood-Dee Why-North Narrabeen | 60 | M-F | Epping | 8.45am | Nth Narrabeen | 2.45pm | 1 trip | A |
| | | Sat | | 8.45am | | 2.45pm | 1 trip | A |
| | | Sun | | 8.45am | | 2.45pm | 1 trip | A |

A – Summer school holidays & weekends.

Route 100

NARRABEEN – SHOWGROUND ■

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

Timeline

Easter 1994:

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

(?): Ceased.

Route 100

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

Timeline

25 September 1995: New weekday daytime limited stop service commenced by State Transit Authority of NSW. Replaced some 181 trips.

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

Streets

From 25 September 1995

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

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

Alterations

By November 1996:

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

Timetable Summary

25 September 1995

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

6 April 1998

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

* More frequent in peak hours.

Route 100

CITY (Queen Victoria Building) – TARONGA ZOO (FREQUENT SERVICE)

Timeline

20 December 2020:

- Commenced by State Transit Authority of NSW, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.
- Replaced 247, the equivalent part of 430 & the City – Spit Junction part of 244, 245 & 248.
- Part of Contract Region 8.

31 October 2021: Transferred to Keolis Downer Northern Beaches Pty Ltd (a joint venture of Keolis (51%) & Downer (49%)), as a result of competitive tendering for privatisation of Contract Region 8.

December 2025: Operator rebranded as Keolis Australia when Keolis acquired Downer's share of the joint venture.

Streets

From 20 December 2020

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

Timetable Summary

20 December 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Queen Victoria Building)-Taronga Zoo | 32 | M-F | Taronga Zoo | 5.06am | Q Vic Bldg | 12.30am | 10* | |
| | | Sat | | 5.06am | | 12.30am | 10 | |
| | | Sun | | 5.06am | | 12.30am | 10 | |

* More frequent in peak hours.

19 January 2025

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Queen Victoria Building)-Taronga Zoo | 31 | M-F | Taronga Zoo | 4.49am | Q Vic Bldg | 12.50am | 8* | |
| | | Sat | | 4.49am | | 12.50am | 8 | |
| | | Sun | | 4.49am | | 12.50am | 8 | |

* More frequent in peak hours (including short-workings from Cremorne Junction to City (Queen Victoria Building)).

Route 101

CHATSWOOD – DEE WHY (Avon Rd) ■

Also:

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

Timeline

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

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

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

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

Streets

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

From 23 October 1978

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

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

Alterations

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

Chatswood – Dee Why Beach (Summer Sundays)

From 7 November 1982

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

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

Timetable Summary

23 October 1978

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

* More frequent in peak hours.

7 November 1982

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

* More frequent in peak hours.

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

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

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

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

Route 102

WARRINGAH MALL – WAR VETERANS HOME ■

Timeline

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

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

Streets

From 23 April 1979

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

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

Timetable Summary

23 April 1979

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Warringah Mall-War Veterans Home | 25 | M-F | W/Vets Home | 7.55am | Warr Mall | 5.35pm | 60 | |
| | | Sat | | 7.30am | | 12.05pm | 60 | |
| | | Sun | | | | | | |

Route 110

MONA VALE – SHOWGROUND ■

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

Timeline

Easter 1990:

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

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

Route 111

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

Timeline

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

31 May 1968: Ceased due to low patronage.

Streets

By 28 August 1967

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

Timetable Summary

28 August 1967

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

Route 111

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

Timeline

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

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

Streets

City (Circular Quay) – Kings Cross Loop

From circa early 1980s

From City (Circular Quay) (Alfred St) via Circular Quay East, Macquarie St, Queens Square, Prince Albert Rd, Art Gallery Rd (Art Gallery of NSW), Mrs Macquaries Rd (complete loop), Art Gallery Rd, College St, Boomerang St

[former street], William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd (**Elizabeth Bay**), Billyard Av, Onslow Av, Greenknowe Av, Macleay St, Wylde St (**Potts Point**), Cowper Wharf Rd (**Woolloomooloo**), Lincoln Cr, Sir John Young Cr, Haig Av [former street], College St, Wentworth Av, Elizabeth St, Eddy Av (**Central Railway**), Rawson Pl, George St, Argyle St (**Millers Point**), Lower Fort St, George St, Alfred St to Circular Quay (City).

Many variations of route between the 1980s & 2010.

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

From 1 April 2010

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

Timetable Summary

Circa early 1980s

Sydney Explorer

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

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

1 April 2010

Sydney Explorer

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|-----------------------------------|------|-----------|------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Milsons Pt-Kings X-Darling Harbour Loop | | M-F | Hours of service: 8.40am – 7.20pm | | | | 20 | |
| | | Sat | | | | | 20 | |
| | | Sun | | | | | 20 | |

Route 111

SOUTH MOSMAN WHARF – CHOWDER BAY

Timeline

20 December 2020:

- Full time route commenced by State Transit Authority of NSW, as a result of general review of **Contract Region 8** routes.
- Replaced parts of 236 & 244.

31 October 2021: Transferred to Keolis Downer Northern Beaches Pty Ltd (a joint venture of Keolis (51%) & Downer (49%)), as a result of competitive tendering for privatisation of Contract Region 8.

December 2025: Operator rebranded as Keolis Australia when Keolis acquired Downer's share of the joint venture.

Streets

From 20 December 2020

From South Mosman Wharf via Musgrave St, Raglan St, Military Rd (**Mosman**), Middle Head Rd, Chowder Bay Rd to end (Chowder Bay). Reverse on return.

Timetable Summary

20 December 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|--------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| South Mosman Wharf-Chowder Bay | 14 | M-F | Chowder Bay | 6.09am | Chowder Bay | 8.08pm | 30 | A |
| | | Sat | S Mosman Whf | 7.23am | | 8.10pm | 30 | B |
| | | Sun | Chowder Bay | 8.42am | | 8.10pm | 30 | B |

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

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

19 January 2025

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|-----------------------|-----|--------------|---------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| South Mosman Wharf-Chowder Bay | Fr S Mos 9M 14C | M-F | S Mosman Whf | 6.22amC | Chowder Bay | 7.38pmS | A | |
| | | | | | S Mosman Whf | 9.24pmM | | |
| | | Sat | | 7.22amC | Chowder Bay | 7.38pmS | A | |
| | | | | | S Mosman Whf | 9.24pmM | | |
| | | Sun | | 8.22amC | Chowder Bay | 7.38pmS | A | |
| | | | | | S Mosman Whf | 9.24pmM | | |

A – South Mosman Wharf-Middle Head 30, South Mosman Wharf-Chowder Bay 60. Plus short-working from Middle Head to South Mosman Wharf before first trip shown.

C – To Chowder Bay.

M – To Middle Head.

S – To South Mosman Wharf.

Route 113

CHATSWOOD – ROYAL NORTH SHORE HOSPITAL via Pacific Hwy

Timeline

12 December 2022:

- New M-F off-peak route commenced by Busways North West Pty Ltd (Rowe family, proprietors).
- Shared most of route with 144.
- Part of Contract Region 7.

Streets

From 12 December 2022

From Chatswood (Victoria Av at Station) via Pacific Hwy, Reserve Rd (**St Leonards**) to Royal North Shore Hospital.

From Royal North Shore Hospital via Reserve Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station.

Timetable Summary

12 December 2022

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Chatswood-Royal North Shore Hospital | 13 | M-F | Chatswood | 9.07am | RNS Hospital | 3.18pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Route 114

BALMORAL BEACH – ROYAL NORTH SHORE HOSPITAL via Military Rd

Timeline

20 December 2020:

- Full time route commenced by State Transit Authority of NSW as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.
- Replaced parts of 245 & 257, plus the St Leonards – Royal North Shore Hospital part of 144.
- Part of Contract Region 8.

31 October 2021: Transferred to Keolis Downer Northern Beaches Pty Ltd (a joint venture of Keolis (51%) & Downer (49%)), as a result of competitive tendering for privatisation of Contract Region 8.

December 2025: Operator rebranded as Keolis Australia when Keolis acquired Downer's share of the joint venture.

Streets

From 20 December 2020

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

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

Alteration:

From 19 January 2025: Ex Balmoral Beach from Falcon St via Pacific Hwy (*not* via Willoughby Rd, Albany St). Unaltered 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 | | |
| Balmoral Beach- Royal North Shore Hospital | 33 | M-F | Balmoral Bch | 5.18am | RNS Hospital | 12.12am | 20* | |
| | | Sat | | 5.18am | | 12.12am | 20 | |
| | | Sun | | 5.18am | | 12.12am | 20 | |

* More frequent in peak hours.

Route 115

CITY (Bridge St) – NORTH SYDNEY – CHATSWOOD

Timeline

24 January 2021:

- City (Bridge St) – Chatswood commenced by State Transit Authority of NSW. as part of **Contract Region 7** changes (including introduction of all-day frequent routes)
- Ran North Sydney-Chatswood early morning & night.
- Replaced equivalent part of 343.
- Shared Naremburn – Chatswood with 120.

9 January 2022: Transferred to Busways North West Pty Ltd (Rowe family, proprietors), as a result of competitive tendering for privatisation of Contract Region 7.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*):

- Curtailed to run North Sydney – Chatswood at all times.
- Replaced between North Sydney & City by extension of Metro over a similar route.
- 120 continued to run City (Queen Victoria Building) – Chatswood via Warringah Freeway.

Streets

City (Bridge St) – Chatswood

From 24 January 2021

From City (Bridge St) (at Pitt St) via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Alexander St, Burlington St (**Crows Nest**), Willoughby Rd

(Naremburn), Mowbray Rd (Willoughby), Penshurst St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

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

North Sydney – Chatswood

Alteration

From 4 August 2024: Approached North Sydney from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Blue St to North Sydney Station. Return from North Sydney (Blue St at Station) via Miller St, Pacific Hwy.

Timetable Summary

24 January 2021

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

* More frequent in peak hours.

A – Early morning & night, North Sydney-Chatswood. Day, City (Bridge St)-Chatswood 10-20*.

B – To City (Bridge St).

C – To Chatswood.

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

N – To North Sydney.

4 August 2024

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| North Sydney- Chatswood | 30 | M-F | Chatswood | 5.06am | Chatswood | 12.13am | 20* | |
| | | Sat | | 5.06am | | 12.13am | 20 | |
| | | Sun | | 6.06am | | 12.13am | 20 | |

Route 119

NORTH SYDNEY – GORE HILL via Pacific Hwy

(Gore Hill for this route is a locality within the suburb of Artarmon.)

Timeline

4 August 2024 (originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham):

- Peak hour route commenced by Busways North West Pty Ltd (Rowe family, proprietors), replacing equivalent parts of 200 & 320.
- Part of Contract Region 7.
- Additional trips ran during the period before the Metro extension opened on 19 August 2024.

Streets

From 4 August 2024

From North Sydney (Blue St at Station) via Miller St, Pacific Hwy (Crows Nest, St Leonards), Campbell St to Reserve Rd (Gore Hill).

From Gore Hill (Campbell St at Reserve Rd) via Reserve Rd, Carlotta St, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Blue St to North Sydney Station.

Timetable Summary

4 August 2024

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| North Sydney-Gore Hill | 17 | M-F | Gore Hill | 6.50am | North Sydney | 6.17pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions)

Route 120

CITY (Queen Victoria Building) – CHATSWOOD via Warringah Freeway (FREQUENT SERVICE)

Timeline

24 January 2021:

- Commenced by State Transit Authority of NSW, as part of Contract Region 7 changes (including introduction of all-day frequent routes).
- Replaced equivalent the City – Chatswood part of 343.
- Shared Naremburn – Chatswood with 115.

9 January 2022: Transferred to Busways North West Pty Ltd (Rowe family, proprietors), as a result of competitive tendering for privatisation of Contract Region 7.

Streets

From 24 January 2021

From Chatswood (Interchange) via Endeavour St, Anderson St, Victoria Av, Penshurst St, Mowbray Rd (Willoughby), Willoughby Rd (Naremburn), Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

From City (Queen Victoria Building) (York St) via Druiett St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Interchange.

Timetable Summary

24 January 2021

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

* More frequent in peak hours.

Route 123

WARRINGAH MALL – DEE WHY EAST

(Harbord was renamed Freshwater on 12 January 2008.)

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

Timeline

13 December 1974: Weekday off-peak shopping service commenced by Public Transport Commission (Bus Division) on trial.

29 January 1975: Ceased without direct replacement.

Streets

From 13 December 1974

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

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

Timetable Summary

13 December 1974

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

Route 130

CITY (Wynyard) – THE SPIT – CLONTARF ■

MANLY WHARF – BALGOWLAH HEIGHTS – CLONTARF ■

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

Timeline

18 June 1946:

- Limited weekday services commenced by Department of Road Transport & Tramways:
 - The Spit – Clontarf
 - Manly Wharf – Clontarf
- Connected at The Spit with Wynyard trams.
- Shared Manly Wharf – Balgowlah Heights with parts of 131, 132 & 137 for various periods.

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

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

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

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

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

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

Streets

The Spit – Clontarf

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

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

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

City (Wynyard) – Clontarf

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

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, Ethel St (**Seaforth**), Maretimo St, Upper Beach St, Seaview St, Beatrice St, Amiens Rd, Holmes Av to Allenby St (Clontarf).

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

Manly Wharf – Clontarf

From 18 June 1946 (based on July 1971 timetable)

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

Seaforth shops – Clontarf – Manly Wharf

By October 1980

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

Timetable Summary

8 August 1948

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| The Spit-Clontarf | | M-F | Clontarf | 6.38am | The Spit | 6.22pm | A | |
| | | Sat | | 8.40am | | 11.44pm | B | |
| | | Sun | | | | | | |

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

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

30 October 1950

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

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

C – To Clontarf.

T – To The Spit.

Y – To City (Wynyard).

31 March 1952

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

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

27 January 1970

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

October 1980

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

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

Route 130

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

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

Unnumbered period 1996-2002

6 December 1996: Unnumbered early Saturday & Sunday morning service during Summer months commenced, operated by Boomerang Buses & funded (?) by the Manly businesses/Manly Liquor Licensing Accord.

29 November 2002:

- Operator replaced by or transferred to State Transit Authority of NSW.
- Numbered 130 [Sydney Region route number].
- Compared with previous service, rerouted (same date?) via Allambie Heights.

1 January 2005: Became part of Contract Region 8.

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

Streets

From 6 December 1996

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

Later (based on timing points)

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

Timetable Summary

Departure times from Manly

29 November 2002

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|---------------------|-----|-------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-North Curl Curl- Narraweena Loop | 34 round trip | M-F | | | | | | |
| | | Sat | Manly Wharf | 1.20am | Manly Wharf | 5.20am | MDs | |
| | | Sun | | 1.20am | | 5.20am | MDs | |

MDs – Midnight-to-dawn service.

Departure times from Manly
3 December 2005

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

MDs – Midnight-to-dawn service.

Route 131

MANLY WHARF – DEE WHY WEST via Pittwater Rd ■

MANLY WHARF – NORTH CURL CURL – DEE WHY WEST ■

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

Timeline

3 July 1944:

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

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

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

Streets

Manly Wharf – Dee Why West via Pittwater Rd

From 3 July 1944

Likely route: same as later 162.

Manly Wharf – North Curl Curl – Dee Why West

From 3 July 1944

Likely route: same as later 163.

Route 131

THE SPIT – BANTRY BAY (Burnt St) ■

THE SPIT – MANLY WHARF via Sydney Rd ■

THE SPIT – SEAFORTH (The Bluff) ■

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

Timeline

9 August 1948:

- Commenced by Department of Road Transport & Tramways, replacing 141 & 147:
 - The Spit – Bantry Bay (Burnt St) (via Seaforth (The Bluff) on trips *from* The Spit) (limited weekday service)
 - The Spit – Seaforth (The Bluff)
 - The Spit – Seaforth (The Bluff) – Manly Wharf (limited weekday service)
- Connected at The Spit with Wynyard trams.
- Parts of each route shared with 144, which had recommenced as Manly Wharf – St Leonards on 16 November 1947.

19 December 1949:

- Ceased.
- The Spit – Bantry Bay (Burnt St) replaced on 27 February 1950 by 141 City (Wynyard) – Bantry Bay (Burnt St) peak hour service.
- The Spit – Manly Wharf covered by existing 144.

- The Spit – Seaforth (The Bluff) replaced by extension of private 199 (Noel Lardelli, proprietor) from Beauty Point to Seaforth (The Bluff).

Streets

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

From 9 August 1948

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

From Bantry Bay (Wakehurst Pkwy at Burnt St) via reverse route to Frenchs Forest Rd, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge to southern end (The Spit).

The Spit – Seaforth (The Bluff) – Manly Wharf

From 9 August 1948

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

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

The Spit – Seaforth (The Bluff)

From 9 August 1948

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

Timetable Summary

8 August 1948

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| The Spit-Bantry Bay (Burnt St) | 13BT 22TB | M-F | Bantry Bay | 7.17am | The Spit | 6.02pm | 1 trip | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| The Spit-Seaforth (The Bluff) | 17TSr | M-F | The Spit | 7.32am | The Spit | 5.43pm | 11 trips | |
| | | Sat | | 7.32am | | 12.04pm | 5 trips | |
| | | Sun | | | | | | |
| The Spit-Seaforth (The Bluff)-Manly Wharf | 29 | M-F | The Spit | 9.00am | Manly Wharf | 3.08pm | A | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

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

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

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

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

Route 131

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

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

Timeline

10 June 1952:

- Temporary route The Spit – Seaforth (The Bluff) commenced by Department of Road Transport & Tramways, replacing part of private 199 (Cremorne Wharf – Beauty Point – Seaforth (The Bluff), proprietor Noel Lardelli) [1925 number], which ceased on 7 June 1952.
- 199 had been rerouted to Cremorne Wharf instead of the City, as part of the Mosman bus/ferry Co-ordination Scheme implemented 2 weeks earlier, but the rerouted service proved unviable.

16 June 1952:

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

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

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

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

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

Streets

The Spit – Seaforth (The Bluff)

From 10 June 1952

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

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

From 16 June 1952

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

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

Manly Wharf – Balgowlah Heights – Seaforth (The Bluff)

From circa 1952 (based on 13 June 1957 timetable)

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

Alterations

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

Timetable Summary

See 132

Route 131

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

Timeline

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

7 May 1995:

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

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

1 January 2005: Became part of Contract Region 8.

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

Streets

Manly Wharf – Balgowlah Heights – North Balgowlah shops

From 18 July 1993

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

Manly Wharf – Balgowlah Heights – North Balgowlah Loop

From 7 May 1995

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

Timetable Summary

7 May 1995

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

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

Ns – Night service.

Other dates

See 132

Route 132

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

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

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

Timeline

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

27 September 1943:

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

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

15 December 1974:

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

By 9 January 1978:

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

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

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

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

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

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

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

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

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

24 September 1995:

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

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

1 January 2005: Became part of Contract Region 8.

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

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

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

Streets

Manly Wharf – Balgowlah Heights – Seaforth (Dalwood Home)

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

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

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

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

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

Alteration

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

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

Alterations

From 3 March 1991:

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

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

From 10 May 1992

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

Manly Wharf – Balgowlah Heights – Bantry Bay – Warringah Mall

From 24 September 1995

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungalow Av, New St, Curban St, Ernest St (**Balgowlah Heights**), Woodland St, Alma St, Moore St, Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy (**Bantry Bay**), Kirkwood St, Alto Av, Clontarf St, Urunga St, Taree Av, Coramba St, Eileen St, Woodbine St (**North Balgowlah**), Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd, Condamine St (**Manly Vale**), Pittwater Rd, Cross St, Dale St to Warringah Mall bus terminal inside.

From Warringah Mall (bus terminal inside) via Green St, Cross St, then reverse route to Manly Wharf.

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

Alterations

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

Timetable Summary

8 August 1948

Manly Wharf – Balgowlah Heights – Seaforth routes

132, 137

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

A – Plus late night trip on Wednesday.

B – To Bantry Bay (Burnt St).

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

D – To Dalwood Home.

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

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

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

M – To Manly Wharf.

MT – From Manly Wharf to The Spit.

TM – From The Spit to Manly Wharf.

30 March 1952

Manly Wharf – Balgowlah Heights – Seaforth routes

132, 137

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

A – Plus late night trip on Wednesday.

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

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

L – To Seaforth Loop.

M – To Manly Wharf.

T – To The Spit.

10 June 1952

Timetables for 133 & 137 not available at this date.

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

16 June 1952

Timetables for 133 & 137 not available at this date.

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

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

23 September 1962

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132, 137

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

Average day frequencies along common route:

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

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

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

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

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

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

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

February 1973

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132, 137

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

Average day frequencies along common route:

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

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

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

† Extended to Seaforth (Panorama Pde) on weekends.

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

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

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

P – To Seaforth (Panorama Pde).

October 1980

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132, 137

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

Average day frequencies along common route:

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

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

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

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

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

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

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

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

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

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

M – To Manly Wharf.

N – To North Balgowlah.

S – To Seaforth shops.

26 April 1983

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132

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

Average day frequencies along common route:

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

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

Sun Manly Wharf-Seaforth shops (132) 30.

* More frequent in peak hours.

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

B – To Bantry Bay (Burnt St).

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

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

L – To Bantry Bay (Lister Av).

M – To Manly Wharf.

S – To Seaforth shops.

21 May 1992

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

* More frequent in peak hours.

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

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

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

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

M – To Manly Wharf.

N – To North Balgowlah (night).

S – To Seaforth shops.

W – To Warringah Mall via Balgowlah Rd.

24 September 1995

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132

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

* More frequent in peak hours.

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

B – Night service provided by 131.

M – To Manly Wharf.

N – To North Balgowlah.

Ns – Night service.

W – To Warringah Mall.

21 September 1997

Manly Wharf – Balgowlah Heights – Seaforth routes

131-133

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

Average day frequencies along common route:

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

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

Sun Manly Wharf-Warringah Mall (132) 60.

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

B – Night service provided by 131.

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

M – To Manly Wharf.

N – To North Balgowlah.

Ns – Night service.

W – To Warringah Mall.

13 August 2006

Manly Wharf – Balgowlah Heights – Seaforth routes

131, 132

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

* More frequent in peak hours.

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

B – Night service provided by 131.

M – To Manly Wharf.

N – To North Balgowlah.

Ns – Night service.

W – To Warringah Mall.

26 November 2017

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

* More frequent in peak hours.

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

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

Route E32

MANLY WHARF – BALGOWLAH HEIGHTS (FERRY EXPRESS) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced by State Transit Authority of NSW, supplementary to 132. Part of Contract Region 8.

14 February 2016: Ceased due to low patronage.

Streets

From 29 July 2013

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

Timetable Summary

29 July 2013

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

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

Route 133

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

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

5 August 1974: “Blue Arrow” peak hour express commenced by Public Transport Commission (Bus Division), serving an area that previously had no bus service to the City.

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

Streets

From 5 August 1974 (based on September 1978 timetable)

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

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

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

Timetable Summary

September 1978

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

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

Route 133

MANLY WHARF – HARBORD Loop – COLLAROY PLATEAU■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

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

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

3 March 1991: Replaced by extended hours on 136, 139 & 148, as part of general reorganisation of Manly-Warringah routes.

Streets

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St (**Harbord**), Charles St, Evans St, Albert St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av, Pittwater Rd (**Dee Why**), Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).

From Collaroy Plateau (Hall Av at Veterans Pde) via Veterans Pde, then reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Manly Wharf.

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

Timetable Summary

26 April 1983

See 136

Route 133

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

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

Timeline

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

1 January 2005: Became part of Contract Region 8.

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

Streets

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

From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St, Lower Beach St, Bungaloe Av, New St, Curban St, Ernest St (**Balgowlah Heights**), Woodland St, Alma St, Moore St, Beatrice St, Seaview St, Upper Beach St, Maretimo St, Ethel St (**Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy (**Bantry Bay**), Judith St, Clontarf St, Manning St, Bardoo Av, Woodbine St (**North Balgowlah**), Daisy St, Myrtle St, Kitchener St, West St, Balgowlah Rd, Condamine St (**Manly Vale**), Pittwater Rd, Cross St, Dale St to Warringah Mall bus terminal inside.

From Warringah Mall (bus terminal inside) via Green St, Cross St, then reverse route to Manly Wharf.

Timetable Summary

21 September 1997

See 132

Route 134

CHATSWOOD – FORESTVILLE – HARBORD BEACH ■

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

14 November 1954: Summer Sunday & Public Holiday service commenced by Department of Government Transport.

20 March 1955: Ceased.

Streets

From 26 December 1954

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

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

Timetable Summary

26 December 1954

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

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

Route 134

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

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

Timeline

18 June 1972:

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

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

21 May 1979: Rerouted via Cromer West.

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

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

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

Streets

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

From 18 June 1972

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St (**Harbord**), Charles St, Evans St, Albert St, Lawrence St, Harbord Rd, Wyuna Av, Oliver St, Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av to Pittwater Rd (Dee Why). Reverse on return.

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

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

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

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

From 26 April 1983

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

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

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

Timetable Summary

See 136

Route 135

MANLY WHARF – MANLY (Darley Rd & Bower St area) via various routes ■

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

WARRINGAH MALL – BALGOWLAH – MANLY – NORTH FORT MUSEUM ■

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

(Manly Hospital, which was in Darley Rd, was adjacent to St Pauls Catholic College. The hospital closed in 2018.)

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Pre-November 1925

1916 (Source: *Govt Gazette of 20 June 1916*): Manly Wharf – Manly (Darley Rd) commenced prior to the allocation of route numbers.

By date of Govt Gazette of 8 July 1921: Extended to run Manly Wharf – Manly (Cliff St) [corner of Reddall St].

By date of Govt Gazette 7 March 1924: Extended to run Manly Wharf – Manly (Cliff St) [corner of Bower St].

As at date of Govt Gazette of 19 December 1924: Numbered 112 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by AE Curtis, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 135 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Description of route altered to Manly Wharf – Manly (Bower St). Route variations were:

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

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

October 1935: Transferred to Miss VB Curtis, proprietor. May have also been operated by North Harbour Bus Co for a period.

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

Later: Operator incorporated as Manly Transport Service.

By 1960s:

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

1975: Transferred to Neil E Smith, proprietor (then or soon after trading as Manly Bus Service).

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

30 October 1978: Manly Bus Service transferred to CJ (Chris) Brownlee, proprietor.

By October 1979: Selected weekend (also weekdays by 1992) trips extended to run Manly Wharf – North Head Lookout.

19 July 1998: Transferred to State Transit Authority of NSW. Services were:

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

23 April 2001:

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

1 January 2005: Became part of Contract Region 8.

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

18 May 2008:

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

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

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

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

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

Streets

MANLY WHARF – DARLEY RD/BOWER ST AREA (1916-1946)

Manly Wharf – Manly (Darley Rd)

1916 (Source: Govt Gazette of 20 June 1916)

From Manly Wharf (wharf, East Esplanade at The Corso) via East Esplanade, Stuart St, Addison Rd, Darley St at [St Patricks] College gates. Reverse on return.

Manly Wharf – Manly (Cliff St) [corner of Reddall St]

Alteration

1921 (Source: Govt Gazette of 8 July 1921): Ex Manly Wharf from Addison Rd via Reddall St to Cliff St. Reverse on return.

Manly Wharf – Manly (Cliff St) [corner of Bower St]

1924 (Source: Govt Gazette of 7 March 1924)

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

Manly Wharf – Manly (Bower St) [corner of College St]

1926 (Source: Govt Gazette of 15 October 1926)

- **Via Addison Rd direct**

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

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

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

MANLY WHARF – MANLY HOSPITAL – MANLY (Bower St) & extensions in Manly (1946-2008)

Manly Wharf – Manly (Bower St) &/or Manly Hospital

Circa 1946 (Source: Gregory's Street Directory)

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

Manly Wharf – Manly Hospital – Manly (Bower St)

1963 (Source: RGH notes/timetable)

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

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

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

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

Alteration

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

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

Alteration

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

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

From 19 July 1998

- **Weekdays until 3pm & Saturday mornings**
From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd (**Manly Hospital**), North Head Scenic Dr to **Quarantine Station**, then North Head Scenic Dr, Darley Rd, Addison Rd, Redall St, College St, Bower St, Cliff St, Redall St, Addison Rd, Stuart St, East Esplanade to Manly Wharf.
- **Afternoon peak hour, Saturday afternoons & Sundays**
From Manly Wharf via East Esplanade, Stuart St, Addison Rd, Osborne Rd, Marshall St, Darley Rd, Redall St, College St, Bower St, Cliff St, Redall St, Addison Rd, Darley Rd (**Manly Hospital**), North Head Scenic Dr to **Quarantine Station**, then North Head Scenic Dr, Darley Rd, Addison Rd, Stuart St, East Esplanade to Manly Wharf.

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

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

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

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

Alterations

By 17 December 2001:

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

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

From 18 May 2008

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

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

WARRINGAH MALL – MANLY WHARF – MANLY HOSPITAL – QUARANTINE STATION

- **Selected trips extended to Army Barracks, North Fort Museum or North Head) (2009-2020)**

From 2 August 2009

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

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

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

Timetable Summary

September 1925

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

12 December 1937

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|-----------------------------|------|-------------|---------|-------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-Manly (Bower St)† | Fr Manly 6B 6H 10E | M-F | Bower St | 8.35amM | Manly Hosp | 7.08pmM | A | |
| | | | Manly Wharf | 1.36pmH | Manly Wharf | 12.41amB | | |
| | | Sat | Bower St | 8.30amM | | 12.41amB | AM 30 PM 20 | |
| | | Sun | Manly Wharf | 1.36pmH | Manly Hosp | 7.08pmM | C | |
| | | | | 6.20pmB | Manly Wharf | 12.10amB | | |
| | | Hols | | 9.36amH | Manly Hosp | 4.09pmM | D | |
| 1.36pmH | Manly Wharf | | | 6.36pmB | | | | |

† Selected trips extended to Manly Hospital.

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

B – To Manly (Bower St) direct.

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

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

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

H – To Manly Hospital.

M – To Manly Wharf.

30 September 1963

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|-------------------------------|-----|-------------|---------------------|--------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-Manly Hospital-Manly (Bower St)† | Fr Manly 7H 8D 17MBr | M-F | Manly Wharf | 7.20amB | Top Bower St | 4.50pmM | A | |
| | | | | 9.15amT | Manly Wharf | 11.30pmB | | |
| | | Sat | Manly Hosp | 7.28amM | | 12.02amB | C | |
| | | | | 11.40amT | | | | |
| | | Sun | Manly Wharf | 10.10amH 2.10pmB | | 7.55pmB | E | |

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

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

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

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

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

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

D – To Manly (Bower St) direct.

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

H – To Manly Hospital.

M – To Manly Wharf.

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

T – To Manly (Top Bower St).

14 April 1976

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|----------|-------------|---------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-Manly Hospital-Bower St† | | M-F | Manly Wharf | 7.05amB | Top Bower St | 4.51pmM | C | |
| | | | | 7.25amA | Army Barracks | 4.53pmM | | |
| | | | | 9.15amT | Manly Wharf | 7.25pmB | | |
| | | Sat | | 7.40amA | Army Barracks | 11.53pmM | D | |
| | | | | 9.10amT | Top Bower St | 12.23pmM | | |
| | | | | | Manly Wharf | 7.30pmB | | |
| Sun | | 10.10amB | | 7.50pmB | E | | | |

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

A – To North Head Army Barracks.

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

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

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

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

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

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

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

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

H – To Manly Hospital.

M – To Manly Wharf.

T – To Manly (Top Bower St).

9 May 1992

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|-------------------------------|---------|-------------|----------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-Manly Hospital-Bower St† | Fr Manly 5H 14MBr 24MAr | M-F | Manly Wharf | 7.06amB | Army Barracks | 4.24pmM | C | |
| | | | | 7.30amA | Manly Hosp | 7.25pmM | | |
| | | | | 9.10amB | Army Barracks | 12.50pmM | | |
| | | 9.40amA | Manly Hosp | 4.00pmM | | | | |
| | | Sun | | 12.10pmH | | 5.00pmM | E | |

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

A – To North Head Army Barracks.

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

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

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

Plus short-working/s after last trip shown.

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

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

H – To Manly Hospital.

M – To Manly Wharf.

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

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

19 July 1998

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

* More frequent in peak hours.

† Selected trips extended to Quarantine Station (inside).

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

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

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

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

H – To Manly Hospital.

N – To North Head.

NHS Dr – North Head Scenic Dr.

M – To Manly Wharf.

Q – To Quarantine Station (inside).

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

17 December 2001

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

* More frequent in peak hours.

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

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

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

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

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

F – To North Fort Museum.

H – To Manly Hospital.

M – To Manly Wharf.

NHS Dr – North Head Scenic Dr.

Q – To Quarantine Station (inside).

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

28 January 2009

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

† Selected trips extended to North Fort Museum.

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

F – To North Fort Museum.

M – To Manly Wharf.

NHS Dr – North Head Scenic Dr.

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

2 August 2009

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

† Selected trips extended to North Fort Museum.

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

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

F – To North Fort Museum.

M – To Manly Wharf.

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

NHS Dr – North Head Scenic Dr.

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

W – To Warringah Mall.

26 November 2017

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

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

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

F – To North Fort Museum.

M – To Manly Wharf.

NHS Dr – North Head Scenic Dr.

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

W – To Warringah Mall.

Route E35

MANLY WHARF – MANLY VALE (FERRY EXPRESS) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced by State Transit Authority of NSW. Part of Contract Region 8.

14 February 2016: Ceased due to low patronage.

Streets

From 29 July 2013

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

Timetable Summary

29 July 2013

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

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

Route 136

MANLY WHARF – CURL CURL via various routes■

- *Post 31 October 1931 feeder: BROOKVALE – CURL CURL – DEE WHY*

MANLY WHARF – DEE WHY – NARRAWEENA – FRENCHS FOREST – CHATSWOOD via Queenscliff Bridge■

Also:

- **Chatswood – Dee Why Beach – South Curl Curl** (*Summer weekend express, 1983-1994*)
- **Manly Wharf – Dee Why Beach – Cromer Heights** (*limited off-peak service, 1968-83*)
- **Manly Wharf – Dee Why Beach – Dee Why West (Carawa Rd)** (*1940-44*)

(Current Freshwater has had two changes of name. It was Freshwater before 1923, when it was renamed Harbord. It reverted to its original name, Freshwater, on 12 January 2008.)

(Termini in the Pitt St/Robertson Rd, Curl Curl area are in current North Curl Curl.)

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

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

Timeline

Unnumbered period (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Manly Wharf – Curl Curl (Pitt Rd) commenced prior to the allocation of route numbers.
- Competed with part of Manly – Narrabeen tram service.

By 1925: Run by HF Slocombe.

By date of Govt Gazette 13 November 1925: Extended to run Manly Wharf – Curl Curl (Pitt Rd/Robertson Rd) via Queenscliffe Bridge (most trips ran via Harbord Rd & Pitt Rd, but limited off-peak service diverted via Brookvale).

As at date of Govt Gazette 13 November 1925: Numbered 136 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Rerouted to run Manly Wharf – Brookvale – Curl Curl (Pitt Rd/Robertson Rd) via Pittwater Rd. Competed with Manly – Narrabeen tram service.

By date of Govt Gazette 22 February 1929: Extended/alterd to run Manly Wharf – Brookvale – Dee Why South via Pittwater Rd.

31 October 1931: Ceased as competitive with Government tram services under State Transport (Co-ordination) Act. Alternative service provided by existing Manly – Narrabeen & Manly – Harbord Beach tram services.

Service suspended until relicensed as a feeder.

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

27-29 May 1933:

- Discontinued due to lack of patronage.
- Replaced by Department of Road Transport & Tramways service, extended to run Manly Wharf – Dee Why – Dee Why Beach via Harbord Rd.

20 August 1933: Rerouted via Abbott St, Brookvale.

20 December 1933: Rerouted via Curl Curl Bridge (where Carrington Pde crosses Curl Curl Lagoon).

30 May 1934: Rerouted in Queenscliffe when private 139 (Manly Wharf – Queenscliffe – Harbord) taken over by Department of Road Transport & Tramways from North Steyne Bus Co & absorbed into 136.

(Probably) 1 October 1939 (*Manly – Harbord Beach tram service replaced by buses*): Rerouted when 139 (Manly Wharf – Harbord Beach) commenced, replacing equivalent tram service, making route Manly Wharf – Dee Why Beach – Dee Why (Howard Av).

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

3 July 1944:

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

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

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

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

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

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

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

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

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

- Extended on Mondays to Saturdays to run Manly Wharf – Dee Why – Narraweena – Chatswood, replacing 101 & running express between Frenchs Forest & East Roseville.
- 136 provided a replacement service for 154 between Manly Wharf & Frenchs Forest (except in peak hours, when 154 continued to run until 3 March 1991), although by a different route.
- Service to Cromer Heights replaced by new 146.
- Night service, Manly Wharf-Dee Why, continued to be replaced by 134, running via Harbord Loop.
- Sunday service replaced by a combination of 133, 134 & 137, all running via Harbord Loop.
- Summer Sunday express service, Chatswood – Dee Why Beach, renumbered from equivalent part of 101. From 1984 some of these Summer Sunday express trips were extended to run Chatswood – Dee Why Beach – North Curl Curl or South Curl Curl. This Summer Sunday express trips ceased in April 1994, when a more frequent Sunday service ran over the full route.

3 June 1984:

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

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

- Rerouted via East Chatswood, partly duplicating 268 peak hour industrial service (until it later ceased).
- Night & Sunday services on 133, 134, 137 & 138 replaced by extension of times of service of 136 & 139.

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

1 January 2005: Became part of Contract Region 8.

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

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

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

- Manly Wharf – Dee Why – Narraweena – Frenchs Forest all-stops service replaced by new 166.
- Frenchs Forest – Chatswood all-stops service replaced by existing/rerouted 281-283.
- Dee Why – Frenchs Forest – Chatswood via Northern Beaches Hospital also replaced by new limited stop all day frequent 160X.

Streets

MANLY WHARF – CURL CURL

Manly Wharf – Curl Curl (Robertson Rd) via Queenscliffe Bridge (*selected trips diverted via Brookvale*)

1924 (Source: Govt Gazette of 7 March 1924)

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

From Curl Curl (Pitt Rd) (at Griffin Rd) via Pitt Rd, [Abbott Rd,] Winbourne Rd, Pittwater Rd, Belgrave St to The Corso (Manly Wharf).

1925 (Sources: Govt Gazette of 13 November 1925, 1925 "Complete" Timetable)

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

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

Brookvale diversion: In either direction from Harbord Rd/Winbourne Rd via Winbourne Rd to Pittwater Rd.

Manly Wharf – Brookvale – Curl Curl (Robertson Rd)

1926 (Source: Govt Gazette of 15 October 1926)

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

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

Alteration

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

MANLY WHARF – BROOKVALE – DEE WHY SOUTH

1929 (Source: Govt Gazette of 22 February 1929)

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

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

MANLY WHARF – DEE WHY

Manly Wharf – Dee Why – Dee Why South via Harbord Rd

From 28 May 1933 (likely route based on DRTT network map of 30 June 1933):

From Manly Wharf (The Corso at Belgrave St) via Belgrave St, Carlton St, North Steyne, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Curl Curl [now Cavill] St, Lawrence St, Harbord Rd, Pittwater Rd (**Dee Why**), Howard Av, The Strand (**Dee Why Beach**), Pacific Pde, Cassia St, Banksia St to Griffen Rd(Dee Why South).

Manly Wharf – Dee Why via Harbord Rd & Abbott Rd

From 20 August 1933 (likely route)

From Manly Wharf (The Corso at Belgrave St) via Belgrave St, Carlton St, North Steyne, Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Curl Curl [now Cavill] St, Lawrence St, Harbord Rd, Abbott Rd, Griffin Rd, Banksia St, Cassia St, The Strand, Pacific Pde (Dee Why).

Alteration

From 30 May 1934: Ex Manly Wharf from Queenscliffe Rd via Bridge St, Crown St, Dowling St, Lawrence St.

Manly Wharf – Harbord – Dee Why (Howard Av)

From October 1939

From Manly Wharf via East Esplanade, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliffe**), Queenscliffe Bridge, Greycliffe St, Queenscliffe Rd, Dalley St, Cavill St, Lawrence St (**Harbord**), Harbord Rd, Wyuna Av, Oliver St, Wyndora Av, Carlton St, Evans St, The Drive*, Carrington Pde, Curl Curl Bridge, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av to Pittwater Rd (Dee Why).

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

MANLY WHARF – DEE WHY BEACH – DEE WHY WEST

From 18 April 1940

Same as or similar to 163.

Alterations

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

MANLY WHARF – NARRAWEENA - CHATSWOOD

Manly Wharf – Dee Why – Narraweena (Alfred St)

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

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wynua Av, Oliver St (**Harbord**), Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av (**Dee Why**), Pittwater Rd, Fisher Rd, McIntosh Rd to Alfred St (Narraweena). Reverse on return.

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

Manly Wharf – Dee Why – Narraweena (Cousins Rd)

Alteration

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

Alterations

- *By 4 February 1980*
Trips to Harbord (*peak hours*): Extended from Evans St/Charles St via Charles St to Oceanview Rd. Reverse on return.
- *By 9 August 1981 (trips terminating at Dee Why shops)*: Ex Manly Wharf from Howard Av via Avon Rd, Dee Why Pde, Pittwater Rd, Howard Av to near Pittwater Rd. Return via Howard Av.

Manly Wharf – Dee Why – Narraweena – Chatswood

From 26 April 1983

From Manly Wharf via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Cavill St, Lawrence St, Harbord Rd, Wynua Av, Oliver St (**Harbord**), Bennett St, Adams St, Carrington Pde, Griffin Rd (**North Curl Curl**), The Strand (**Dee Why Beach**), Howard Av (**Dee Why**), Pittwater Rd, Fisher Rd, McIntosh Rd (**Narraweena**), Willandra Rd, Tristram Rd, Oxford Falls Rd (**Beacon Hill**), Iris St, Patanga Rd, Frenchs Forest Rd, Rabbett St (**Frenchs Forest**), Warringah Rd (**Forestville**), Babbage Rd (**East Roseville**), Boundary St, Archer St, Victoria Av, Orchard Rd to Chatswood Station.

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

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

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

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

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

Alterations

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

MANLY WHARF – DEE WHY BEACH – CROMER

Manly Wharf – Dee Why – Cromer (Carawa Rd)

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

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

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

Alteration

From 28 May 1973

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

Timetable Summary

March 1924

Manly Wharf – Curl Curl (Pitt Rd) trip time: 27

September 1925

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

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

28 May 1933

| 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 Beach | 55 | M-F | Manly Wharf | 6.40am | Dee Why Bch | 11.00pm | 60 | |
| | | Sat | | 8.38am | | 8.39pm | 60 | |
| | | Sun | | 10.38am | | 8.09pm | 60 | |

24 December 1933

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-Dee Why (Howard Av) | | M-F | Manly Wharf | 6.37am | Dee Why | 12.04am | 30* | |
| | | Sat | | 6.37am | Dee Why | 12.04am | 30 | |
| | | Sun | | 9.05am | | 11.05pm | 30‡ | |

* More frequent in peak hours.

‡ Assumed day frequency, based on buses meeting ferries at Manly.

October 1939

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|------|-------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Manly Wharf-Dee Why (Howard Av) | 32 | M-F | Manly Wharf | 5.29am | Dee Why | 12.42am | 30* | |
| | | Sat | | 5.19am | | 12.39am | AM 30 PM 20 | |
| | | Sun | | 8.37am | | 11.40pm | 20 | A |
| | | Hols | | 7.06am | | 12.03am | 15 | |

* More frequent in peak hours.

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

8 August 1948

Manly – Dee Why routes

136, 163

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Via 136 between Manly Wharf & Dee Why.

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

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

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

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

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

22 September 1962

Manly – Dee Why – Narraweena routes

136, 163

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Via 136 between Manly Wharf & Dee Why.

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

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

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

D – To Dee Why.

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

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

M – To Manly Wharf.

N – To Narraweena (Cousins Rd).

18 June 1972

Manly – Dee Why – Narraweena & related routes

134, 136, 139, 163

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

‡ Via 136 between Manly Wharf & Dee Why.

A – Day, Manly Wharf-Dee Why mainly 30* (except at times when a 163 or a Cromer (Carawa Rd) trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 60. Night service provided by 134.

B – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 60-90. Night service provided by 134.

C – Day, Manly Wharf-Dee Why, mainly 30 (except at times when a 163 trip tabled in lieu), Manly Wharf-Narraweena (Cousins Rd) 30-90. Night service provided by 134.

D – To Dee Why.

E – Night service provided by 134.

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

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

M – To Manly Wharf.

N – To Narraweena (Cousins Rd).

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

W – To Dee Why West (South Creek Rd).

26 April 1983

Manly – Dee Why – Chatswood & related routes

133, 134, 136, 137, 139

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

Average day frequencies along common route:

- M-F Manly Wharf-Dee Why (136) 30.
- Sat Manly Wharf-Dee Why (136) 30.
- Sun Manly Wharf-Dee Why (133, 134, 137) 30.

* More frequent in peak hours.

† Limited service extended to start from War Veterans Home.

‡ Limited service extended to start from Chatswood on Saturday.

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

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

C – To Chatswood.

D – To Dee Why.

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

F – To Frenchs Forest.

G – Service between Manly Wharf & Dee Why provided by 133, 134, 137.

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

I – 1 trip from Chatswood.

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

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

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

M – To Manly Wharf.

Ns1 – Night service.

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

S – To South Curl Curl.

W – To Warringah Mall.

3 June 1984

Manly – Dee Why – Chatswood & related routes

133, 134, 136-139

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Limited service extended to start from War Veterans Home.

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

B – To Dee Why Beach.

C – To Chatswood.

D – To Dee Why shops.

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

F – To Frenchs Forest.

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

H – To Wheeler Heights.

I – Summer Saturdays only: 2 trips.

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

K – 1 trip from Chatswood.

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

24 September 1995

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

* More frequent in peak hours.

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

30 September 2018

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

* More frequent in peak hours.

- A – Plus later trips Thursday & Friday nights from Manly Wharf to Dee Why (last trip 3.05am from Manly Wharf).
B – Day, Manly Wharf-Chatswood 15. Night, Manly Wharf-Chatswood. Late night, Manly Wharf-Dee Why.
C – To Chatswood.
D – To Dee Why.
M – To Manly Wharf.

Route E36

MANLY WHARF – NORTH CURL CURL (FERRY EXPRESS) ■

Timeline

29 July 2013: Weekday peak hour limited stop express service commenced by State Transit Authority of NSW, supplementary to 136 & 139. Part of Contract Region 8.

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

Streets

From 29 July 2013

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

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

Alteration

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

Timetable Summary

29 July 2013

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

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

Route N36

MANLY WHARF – HARBORD – DEE WHY ■

Timeline

20 June 1999: Late night Saturday/early morning Sunday service commenced by State Transit Authority of NSW.

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

Route 137

MANLY WHARF – BALGOWLAH – SEAFORTH via Lauderdale Av & various routes in the Balgowlah/Balgowlah Heights area ■

- **Extended from Balgowlah to Dalwood Home** (*selected trips, 1942*)
- **Extended from Seaforth shops to The Spit** (*1941-1952*)
- **Extended from Seaforth shops to North Balgowlah** (*selected trips on Sundays from circa 1978 to 1983*)

(Balgowlah Heights appears to have first been a locality name after World War II. By the early 1960s it was shown in street directories as a suburb separate from Balgowlah.)

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Pre-November 1925

By date of Govt Gazette of 20 June 1919: Manly Wharf – Balgowlah (Condamine St) via Lauderdale Av commenced.

By date of Govt Gazette of 7 March 1924: Extended in Balgowlah from Condamine St to Woodland St.

As at date of Govt Gazette of 19 December 1924: Numbered 113 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by North Harbour Bus Co (Henry J Curtis).

As at date of Govt Gazette 13 November 1925: Renumbered 137 [1925 route number] in the general renumbering of routes.

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

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

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

7 May 1933:

- Taken over by Department of Road Transport & Tramways.
- Re-extended in Balgowlah from Condamine St to New St, restoring route to its pre-1931 (?) terminus.
- Shared Manly Wharf – Seaforth shops with 130, 131 & 132 for various periods.

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

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

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

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

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

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

8 August 1948: Rerouted via Seaforth Loop.

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

5 October 1952 (*when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful*): Curtailed to run Manly Wharf – Seaforth Loop. Service between Seaforth shops & The Spit provided by various other routes.

By 23 September 1962:

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

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

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

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

Streets

Manly Wharf – Balgowlah (Condamine St) via Lauderdale Av

1919 (Source: Govt Gazette of 20 June 1919)

From Manly Wharf (West Esplanade) via West Esplanade, The Crescent, Lauderdale Av [part now White St] to Condamine St (Balgowlah). Reverse on return.

Manly Wharf – Balgowlah (Woodland St) via Lauderdale Av

1924 (Source: Govt Gazette of 7 March 1924)

Alteration

Extended in Balgowlah from Lauderdale Av/Condamine St) via White St to Woodland St. Reverse on return.

Manly Wharf – Balgowlah (Seaview St) via Lauderdale Av

1926 (Source: Govt Gazette of 17 December 1926):

Alteration

Extended from Balgowlah (White St/Woodland St) via Woodland St, Sydney Rd, Seaview St to Beach St (Balgowlah). Return via Seaview St, White St.

Manly Wharf – Balgowlah (New St) via Lauderdale Av

1928 (Source: Govt Gazette of 22 June 1928)

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

Alteration:

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

Ex Manly Wharf from West Esplanade via Commonwealth Pde, The Crescent. Reverse on return.

Manly Wharf – Balgowlah (Seaview St) (terminus in Wanganella St) via Lauderdale Av

From 20 November 1938 (based on October 1939 timetable)

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

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

Manly Wharf – Seaforth – Dalwood Home via Lauderdale Av

From 26 February 1942 (based on later timetables)

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

Manly Wharf – Seaforth – The Spit via Lauderdale Av

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

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

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

Manly Wharf – Balgowlah Heights – Seaforth Loop – The Spit

From 8 August 1948

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

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

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

Manly Wharf – Balgowlah Heights – Seaforth Loop

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

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

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

Manly Wharf – Balgowlah Heights – Seaforth (Panorama Pde)

By 23 September 1962

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

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

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

By 9 January 1978

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

Timetable Summary

September 1925

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

* More frequent in peak hours.

A – Additional afternoon peak hour trips, Manly Wharf-Manly (Rosedale Av).

23 September 1937

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

* More frequent in peak hours.

October 1939

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

* More frequent in peak hours.

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

Later dates

See 132

Route 137

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

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

(Harbord was renamed Freshwater on 12 January 2008.)

Timeline

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

- Commenced by Urban Transit Authority of NSW:
Manly Wharf-Frenchs Forest (all-day Sunday service)
From Chatswood *to* Manly Wharf via Frenchs Forest (limited late Monday-Saturday afternoon service).
- This route, along with existing 133 & 134, replaced 136 (between Manly Wharf & Frenchs Forest) & 139 (between Manly Wharf & Harbord) on Sundays and late Saturday afternoon.

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

Streets

From 26 April 1983

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

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

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

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

Timetable Summary

See 136

Route 137

CHATSWOOD – FRENCHS FOREST (House with No Steps) (INDUSTRIAL)

Timeline

9 October 2005: Limited peak hour service renumbered from 060, running express between Frenchs Forest & East Roseville. Part of Contract Region 8.

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

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

31 March 2024 (coincident with transfer of 280 from CDC NSW R14 to Keolis Downer Northern Beaches): Some doubt surrounds the continuation of this route, but published timetable shows:

- Morning peak hour trip from Chatswood Station renumbered part of 280.
- Afternoon peak hour trip from Frenchs Forest (House with No Steps) ceased.

Streets

From 9 October 2005

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

Alteration

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

Timetable Summary

9 December 2001

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

Combined Routes 137/140 (clockwise loop)

Combined Routes 140/137 (anti-clockwise loop)

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

Timeline

15 December 1974:

- Sunday service commenced by Public Transport Commission (Bus Division), replacing 132, 137 & 140.
- On clockwise trips buses displayed “137” from Manly Wharf to Seaforth shops, then “140” on return to Manly Wharf.
- On anti-clockwise trips buses displayed “140” from Manly Wharf to North Balgowlah, then “137” on return to Manly Wharf.

By 9 January 1978: Replaced by:

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

Streets

From 15 December 1974

Combined 137/140 (clockwise loop)

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

Combined 140/137 (anti-clockwise loop)

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

Timetable Summary

15 December 1974

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

† Clockwise loop.

‡ Anti-clockwise loop.

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

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