



# SYDNEY BUS ROUTES

## Sydney Region route numbers

### Routes 138 – 149

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](mailto: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

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

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

### Summary of routes 138 – 149

138	Manly Wharf-Queenscliff
138	City-Taylor's Point
138	Warringah Mall-Queenscliff
138	Manly-Wheeler Heights
139	Manly-South Curl Curl, etc
140	Manly-Seaforth
10	Warringah Mall-Harbord
140	Manly-Epping
141	Manly-Manly Vale
141	Chatswood-Narrabeen Penin
141	Ryde-Manly
141	Manly-The Spit
141	City-Narraweena

141	Manly-Bantry Bay, etc
141	Manly-Austlink
E41	Manly-North Balgowlah
142	Manly-Palm Beach
142	Manly-Skyline shops
143	St Leonards-Palm Beach
143	Manly-Brookvale, etc
143	Warringah Mall-W Brookvale
143	Manly-Chatswood
E43	Manly-Chatswood
144	Manly-Chatswood
144N	Manly-North Sydney
145	Manly-Skyline shops

145	Warringah Mall-Seaforth
146	Manly-Palm Beach
146	Manly-War Veterans Home
147	Manly-The Spit
147	City-Balgowlah Heights
147	Warringah Mall-Allambie Hts
147	Manly-Skyline shops
148	City-Balgowlah
148	Manly-Collaroy Plateau
149	City-North Curl Curl
149	Manly-Dee Why
149	Warringah Mall-W Brookvale

## Route 138

### **MANLY WHARF – QUEENSCLIFFE via Collingwood St**

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

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

#### **Timeline**

##### **Unnumbered period 1924-25 (& 1924 route number)**

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Shared route with Unnumbered (pre-1925) [Man-...] Manly Wharf – Queenscliffe Bridge.

As at date of Govt Gazette of 19 December 1924: Numbered 114 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by .....

As at date of Govt Gazette 13 November 1925: Renumbered 138 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Ceased. 136 & 139 provided a similar service.

#### **Streets**

By date of Govt Gazette of 7 March 1924

**From Manly Wharf** (The Corso at Belgrave St) via Whistler St, Belgrave St, Pittwater Rd, Pine St, North Steyne to south side of Queenscliffe Bridge.

**From Queenscliffe Bridge** (south side) via Collingwood St, Pittwater Rd, Belgrave St to Manly Wharf.

## Route 138

[Manly bus/ferry Co-ordination Scheme route]

### **CITY (Wynyard) – TAYLORS POINT via Condamine St**

#### **Timeline**

**30 March 1952:** Limited service City (Wynyard) – Taylors Point via Condamine St commenced by Department of Road Transport & Tramways at times when Circular Quay – Manly ferries were not operating, as part of the Manly bus/ferry Co-ordination Scheme.

**5 October 1952:** Ceased when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

#### **Streets**

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

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

#### **Timetable Summary**

*29 April 1952*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Taylors Point-Palm Beach		M-F	Wynyard	5.31am			A	
		Sat		5.30am			A	
		Sun						

A – 1 trip from City (Wynyard) only.

## Route 138

### WARRINGAH MALL – HARBORD – QUEENSCLIFF

*(Harbord was renamed Freshwater on 12 January 2008.)*

#### Timeline

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

**23 March 1964:** Extended to run Warringah Mall – Harbord – Queenscliff.

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

#### Streets

##### Warringah Mall – Harbord

*From 1 July 1963*

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

##### Warringah Mall – Harbord – Queenscliff

*From 23 March 1964 (based on April 1967 timetable)*

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

#### Alterations

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

#### Timetable Summary

*1 July 1963*

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

A – Gap in service.

*July 1972*

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

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

## Route 138

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

*(Harbord was renamed Freshwater on 12 January 2008.)*

#### **Timeline**

**3 June 1984:**

- Sunday daytime service commenced by Urban Transit Authority of NSW, replacing 134 on Sundays, except in early morning & at night, when 134 continued to run.
- Provided a service to South Curl Curl at that time.

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

#### **Streets**

*From 3 June 1984*

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

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

#### **Timetable Summary**

*See 136*

## Route 139

### **MANLY WHARF – QUEENSLIFFE – HARBORD via North Steyne**

- **Post 31 October 1931 feeder: MANLY WHARF – QUEENSLIFFE**

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

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

#### **Timeline**

##### ***Unnumbered period 1924-25 (& 1924 route number)***

**date of Govt Gazette of 7 March 1924:**

- Manly Wharf – Queenscliffe Bridge commenced prior to the allocation of route numbers.
- 138 Manly Wharf – Queenscliffe Bridge ran via a similar route.

**As at date of Govt Gazette of 19 December 1924:** Numbered 115 [1924 route number].

**By 15 June 1925 (Doran Report):** Being operated by Herbert F Slocombe (then or later incorporated as Diggers Motor Service).

**By date of Govt Gazette 13 November 1925:** Extended from Queenscliffe Bridge to Queenscliffe (Bridge St).

**As at date of Govt Gazette 13 November 1925:** Renumbered 139 [1925 route number] in the general renumbering of routes.

**1926:** May have been operated by Manly Warringah Tourist & Bus Co (possibly an amalgamation of several Manly operators).

**By date of Govt Gazette 22 February 1929:** Extended to run Manly Wharf – Queenscliffe – Harbord. Competed with Manly – Harbord Beach tram service.

**31 October 1931:** Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Manly – Harbord Beach tram service continued to provide service.

*Suspended until relicensed.*

**January 1932:** Relicensed to run Manly Wharf – Queenscliffe, operated by North Steyne Bus Co.

**29 May 1934:** Taken over by Department of Road Transport & Tramways & merged into its 136.

## Streets

### Manly Wharf – Queenscliffe Bridge

1924 (Source: Govt Gazette of 7 March 1924):

**From Manly Wharf** (The Corso at Belgrave St) via Whistler St, Pine St, North Steyne to south side of Queenscliffe Bridge.

**From Queenscliffe Bridge** (south side) via North Steyne, Pine St, Pittwater Rd, Belgrave St to Manly Wharf.

### Manly Wharf – Queenscliffe (Bridge St)

1925 (Source: Govt Gazette of 13 November 1925)

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Pine St, North Steyne, Queenscliffe Bridge, Bridge St, Queenscliff Rd, Pavilion St, Bridge St to Crown Rd (Queenscliffe).

**From Queenscliffe** (Bridge St at Crown Rd) via reverse route to Pine St, then Pittwater Rd, Belgrave St, The Corso to Manly Wharf.

### Manly Wharf – Queenscliff – Harbord

#### Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Bridge St/Crown Rd via Crown Rd, Dowling St, Lawrence St, Oliver Rd to Johnston St (Harbord). 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-Queenscliffe	7	M-F	Queenscliffe	6.10am	Manly Wharf	12.17am	30	
		Sat		6.10am		12.17am	30	
		Sun		10.00am		11.10pm	30	

## Route 139

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

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

*(Harbord was renamed Freshwater on 12 January 2008.)*

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

## Timeline

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

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

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

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

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

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

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

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

**1 January 2005:** Became part of Contract Region 8.

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

## Streets

### Manly Wharf – Harbord Beach

*From October 1939*

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

### Manly Wharf – South Curl Curl

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

**From Manly Wharf** via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St (**Harbord**), Charles St, Evans St, The Drive, Carrington Pde to Gardere Av (South Curl Curl). Reverse on return.

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

### Alterations

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

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

*From 26 April 1983*

**From Manly Wharf** via Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Pavilion St, Bridge Rd, Crown Rd, Dowling St, Lawrence St, Albert St, Moore St (**Harbord**), Charles St, Evans St, Lumsdaine Dr, Carrington Pde, Gardere Av (**South Curl Curl**), Farnell St, Adams St, Bennett St, Oliver St, Wyadra Av, Foam St, Wyndora Av, Oliver St, Wyuna Av, Harbord Rd, Wyadra Av, Corrie Rd, Sterland Av, Pittwater Rd (**Warringah Mall**), Chard Rd (**Brookvale**), Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd (**Wingala**), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand (**Dee Why Beach**), Howard Av, Avon Rd, Dee Why Pde, Pittwater Rd, Howard Av to Pittwater Rd (Dee Why).

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

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

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

### Alterations

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

## Manly Wharf – South Curl Curl – Warringah Mall

### Alterations

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

### Timetable Summary

#### October 1939

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

\* More frequent in peak hours.

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

#### 8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Harbord Beach	16	M-F	Harbord Beach	5.34am	Manly Wharf	12.44am	30*	
		Sat		5.34am		12.23am	30	
		Sun		6.49am		11.58pm	30	

\* More frequent in peak hours.

#### 18 June 1972 - 3 June 1984

See 136

#### 3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-South Curl Curl-Warringah Mall	Fr Manly 19S 30W	M-F	Manly Wharf	7.32am	Warr Mall	11.53pm	60*	A
		Sat	Warr Mall	7.27am		12.02am	60	
		Sun	Manly Wharf	7.58am	Manly Wharf	11.38pm	60	

\* More frequent in peak hours.

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

M – To Manly Wharf.

S – To South Curl Curl.

W – To Warringah Mall.

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-South Curl Curl-Warringah Mall	35	M-F	Warr Mall	6.26am	Warr Mall	11.44pm	30	
		Sat	Manly Wharf	7.20am		11.44pm	30	
		Sun	Warr Mall	8.13am	Manly Wharf	11.23pm	60	

23 October 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-South Curl Curl-Warringah Mall	33	M-F	Warr Mall	5.32am	Manly Wharf	12.25am	30	
		Sat		7.25am		12.25am	30	
		Sun		7.25am	Warr Mall	11.47pm	30	

## Route 140

### **MANLY WHARF – BALGOWLAH – MANLY VALE (Osborne Rd) via Balgowlah Rd**■

- **Post 31 October 1931 feeder: MANLY WHARF – BALGOWLAH – MANLY DISTRICT PARK**

### **MANLY WHARF – MANLY WEST – SEAFORTH shops**■

**Also:**

- **Manly Wharf – Manly Vale (Osborne Rd) (extended to Manly District Park on Saturday afternoons & Sunday mornings) (1937-38)**  
(*Manly West has been known as North Balgowlah since about 1957.*)

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 7 March 1924:** Manly Wharf – Manly Vale commenced prior to the allocation of route numbers.

**As at date of Govt Gazette of 19 December 1924:** Numbered 116 [1924 route number].

**By 15 June 1925 (Doran Report):** Being operated by Sparks & Turner. Operator incorporated in 1926 as Manly West Bus Co (William G & Gordon B Sparks and Douglas T & Cecil G Wilson).

**As at date Govt Gazette 13 November 1925:** Renumbered 140 [1925 route number] in the general renumbering of routes.

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

**Service suspended until relicensed.**

**January 1932:** Relicensed as Manly Wharf – Manly Vale (? location).

**18 October 1936:** Extended within Manly Vale from (? location) to Manly District Park.

**1 March 1937:**

- Taken over by Department of Road Transport & Tramways.
- Route then Manly Wharf – Manly Vale (Osborne Rd) (extended to Manly District Park on Saturday afternoons & Sunday mornings) via Balgowlah Rd
- Then or later a full time service.

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

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

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

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

**By 9 January 1978:** Sunday service ceased apart from limited night trips. 141 continued to provide service between Manly Wharf & North Balgowlah.

**26 April 1983:** Ceased as part of the Manly-Warringah Bus Service Improvement Programme:

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

## Streets

### Manly Wharf – Manly Vale

*1921 (Source: Govt Gazette of 8 July 1921)*

**From Manly Wharf** (The Corso at Belgrave St) via Belgrave St, Pittwater Rd, (?), Smith St, Alexander St, Balgowlah Rd, Condamine St [part now Campbell Pde] to Osborne Rd [now Sloane Cr] (Manly Vale). Reverse on return.

*1924 (Source: Govt Gazette of 7 March 1924)*

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, (?), Smith St, Alexander St, Balgowlah Rd, Condamine St [part now Campbell Pde] to Osborne Rd [now Sloane Cr] (Manly Vale).

**From Manly Vale** (Condamine St [now Campbell Pde] at Osborne Rd [now Sloane Cr]) via reverse route to Belgrave St, then The Corso to Manly Wharf.

*1925 (Source: Govt Gazette of 13 November 1925)*

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, (?), Smith St, Alexander St, Balgowlah Rd to West St, then Balgowlah Rd, Condamine St [part now Campbell Pde] to Osborne Rd [now Sloane Cr] (Manly Vale).

**From Manly Vale** (Condamine St [now Campbell Pde] at Osborne Rd [now Sloane Cr]) via reverse route to Belgrave St, then The Corso to Manly Wharf.

### Alteration

*1929 (Source: Govt Gazette of 22 February 1929):* Ex Manly Wharf from Pittwater Rd via Alexander St (**not** via Smith St). Reverse on return.

### Manly Wharf – Manly District Park

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

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

### Manly Wharf – Manly West (Kitchener St)

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

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

### Manly Wharf – Manly West (Bangaroo St)

#### Alterations

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

### Manly Wharf – Manly West – Seaforth shops

*From 21 December 1953 (based on August 1966 timetable)*

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

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

### Alterations

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

### Timetable Summary

#### 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 Vale (Osborne Rd)		M-F	Manly Vale	6.45am	Manly Wharf	10.40pm	30-60	
		Sat		6.45am		11.40pm	30-60	
		Sun		7.00pm		10.14pm	60	

#### 23 September 1937

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

\* More frequent in peak hours.

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

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

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

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

K – To Manly Vale (King St).

M – To Manly Wharf.

O – To Manly Vale (Osborne Rd).

P – To Manly District Park.

#### October 1939

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

\* More frequent in peak hours.

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

#### 8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Manly West (Bangaroo St)	18	M-F	Bangaroo St	5.31am	Manly Wharf	12.44am	30*	
		Sat		5.33am		12.44am	30	
		Sun		7.48am		11.58pm	30	

\* More frequent in peak hours.

13 June 1957

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

\* More frequent in peak hours.

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

B – Early morning, Manly Wharf – North Balgowlah, Day, Manly Wharf – Seaforth shops 30.

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

M – To Manly Wharf.

S – To Seaforth shops.

January 1966

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

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

#Average day frequencies along common route:

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

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

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

Sun Manly Wharf-North Balgowlah (140) 30.

\* More frequent in peak hours.

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

April 1970

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

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

# Average day frequencies along common route:

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

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

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

\* More frequent in peak hours.

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

## Route 140

### **WARRINGAH MALL – HARBORD (Foam St) ■**

*(Harbord was renamed Freshwater on 12 January 2008.)*

#### **Timeline**

**3 March 1991:** Weekday off-peak service commenced by State Transit Authority of NSW, replacing part of 139 when 139 ceased to run via Foam St Loop, as part of general reorganisation of Manly-Warringah routes.

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

#### **Streets**

*From 3 March 1991*

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

#### **Timetable Summary**

*3 March 1991*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Harbord (Foam St)	9	M-F	Foam St	9.11am	Warr Mall	3.02pm	120	
		Sat						
		Sun						

## Route 140

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

#### **Timeline**

**3 March 1992:**

- Limited stop service, Manly Wharf – Macquarie University, commenced by State Transit Authority of NSW, as part of a move by the University to provide more direct transport to the campus.
- Ran in university term time only,
- Shared Manly Wharf – Lane Cove area with 144.
- Shared Lane Cove – Macquarie University with other Epping Rd routes, particularly 290.

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

**22 July 1996:**

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

**1 January 2005:** Became part of Contract Region 7.

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

#### **Streets**

#### **Manly Wharf – Macquarie University**

*From 3 March 1992*

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

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

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

### Alteration

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

### **Manly Wharf – Macquarie University – Epping**

**From 22 July 1996**

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

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

### Alteration

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

### **Timetable Summary**

**3 March 1992**

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

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

**22 July 1996**

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

A – Morning from Manly Wharf, afternoon from Epping.

### **Combined Routes 140/137**

See under Combined Routes 137/140

## Route 141

### **MANLY WHARF – BALGOWLAH – MANLY VALE (King St) via Griffiths St**

*(The suburb in which the Thornton St/Sydney Rd terminus was located is not listed in the Government Gazette. It may have then been in Manly or Balgowlah. It is in current Fairlight.)*

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 7 March 1924:** Manly Wharf – Manly/Balgowlah (Sydney Rd/Thornton St) commenced prior to the allocation of route numbers. At least by 1925 operated in afternoon peak hour (weekdays) & late afternoon Saturdays. Competed indirectly with Manly – The Spit tram service.

**As at date of Govt Gazette of 19 December 1924:** Numbered 117 [1924 route number].

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

**By date of Govt Gazette 13 November 1925:** Extended to run Manly Wharf – Balgowlah (Hill St/Griffiths St).

**As at date Govt Gazette 13 November 1925:** Renumbered 141 [1925 route number] in the general renumbering of routes.

**By date of Govt Gazette 27 May 1927:** Extended to run Manly Wharf – Balgowlah (Condamine St/Griffiths St).

**By date of Govt Gazette 22 June 1928:** Extended to run Manly Wharf – Balgowlah – Manly Vale (Condamine St/King St).

**By date of Govt Gazette 22 February 1929:** Selected trips extended from Condamine St/Griffiths St to Kitchener St/Wanganella St, Balgowlah.

**31 October 1931:** Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Trams continued to provide service.

#### **Streets**

##### **Manly Wharf – Manly/Balgowlah (Thornton St/Sydney Rd)**

*1924 (Source: Govt Gazette of 7 March 1924)*

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Raglan St, Quinton St, Augusta Rd, Parkview Rd, Griffiths St, Thornton St to Sydney Rd (Balgowlah).

**From Balgowlah** (Thornton St at Sydney Rd) via reverse route to Raglan St, then Belgrave St, The Corso to Manly Wharf.

##### **Manly Wharf – Balgowlah (Hill St/Griffiths St)**

*1925 (Source: Govt Gazette of 13 November 1925)*

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Raglan St, Quinton St, Augusta Rd, Parkview Rd, Griffiths St, Hill St to near Griffiths St (Balgowlah).

**From Balgowlah** (Hill St at Griffiths St) via reverse route to Raglan St, then Belgrave St, The Corso to Manly Wharf.

##### **Manly Wharf – Balgowlah (Condamine St/Griffiths St)**

###### **Alteration**

*1927 (Source: Govt Gazette of 27 May 1927):* Extended in Balgowlah from Hill St/Griffiths St via Griffiths St to Condamine St. Reverse on return.

##### **Manly Wharf – Balgowlah – Manly Vale (King St)**

###### **Alteration**

*1928 (Source: Govt Gazette of 22 June 1928):* Extended from Griffiths St/Condamine St via Condamine St, King St to near Condamine St (Manly Vale). Reverse on return.

##### **Manly Wharf – Balgowlah (Kitchener St/Wanganella St)**

*1929 (Source: Govt Gazette of 22 February 1929)*

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Raglan St, Quinton St, Augusta Rd, Parkview Rd, Griffiths St, Woodland St, Lombard St, Brighton St, Wanganella St, Kitchener St to near Wanganella St (Balgowlah).

**From Balgowlah** (Kitchener St at Wanganella St) via reverse route to Raglan St, then Belgrave St, The Corso to Manly Wharf.

### 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		
Many Wharf-Manly (Sydney Rd†)	5	M-F	Manly Wharf	4.44pm	Manly Wharf	6.59pm	Ph	
		Sat		4.44pm		6.59pm	Ph	
		Sun						

† Probably at Thornton St.

Ph – Afternoon peak hour (M-F)/late afternoon (Sats) only.

### Route 141

#### **CHATSWOOD – FRENCHS FOREST – DEE WHY – NARRABEEN PENINSULA (Summer Sundays)**

#### Timeline

**21 October 1934:** Summer Sunday service commenced by Department of Road Transport & Tramways.

**25 April 1935:** Ceased.

**Summer 1935/6:** Recommended & ceased.

#### Streets

*From 21 October 1934 (Source: Sydney Morning Herald, per Trove)*

**From Chatswood** (Station) via Victoria Av, Macquarie St, Boundary St (**East Roseville**), Roseville Bridge, Roseville Rd [now Warringah Rd]\* (**Forestville, Frenchs Forest, Beacon Hill, Brookvale**), Pittwater Rd\* (**Dee Why, Collaroy, Narrabeen**), Waterloo St\*, Ocean St\* to Narrabeen Peninsula.

\* Likely route.

### Timetable Summary

21 October 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Narrabeen Peninsula	52	M-F						
		Sat						
		Sun	Chatswood	9.10am	N'been Penin	5.25pm	1 trip	A

A – Summer Sundays only.

### Route 141

#### **RYDE Station – LANE COVE – MANLY WHARF (Summer Sundays)**

*(Ryde Station was renamed West Ryde in October 1945.)*

#### Timeline

**19 December 1937:**

- Fine Summer Sunday service commenced by Department of Road Transport & Tramways.
- Replaced Summer Sunday extension of 144 from St Leonards – Lane Cove. Shared Manly Wharf – St Leonards with 144
- May have been briefly numbered part of 144, based on wording in *Sydney Morning Herald* of 16 December 1937. But route numbered 141 at least by time of publication of DRTT network map in circa January 1938.

**17 April 1938:** Ceased. Replaced in the following Summer by extension of 94 from Ryde to Manly, as from 2 October 1938.

## Streets

From 19 December 1937

From **Manly Wharf** via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St (**Balgowlah**), Sydney Rd (**Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Laycock St, Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards**), Longueville Rd (**Lane Cove**), Burns Bay Rd, Fig Tree Bridge, Joubert St, Gladesville Rd (**Hunters Hill**), Ryde Rd, Pittwater Rd, Victoria Rd (**Gladesville**), Blaxland Rd, Devlin St, Victoria Rd, Ryedale Rd to Ryde Station.

## Timetable Summary

19 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Station-Lane Cove-Manly Wharf		M-F						
		Sat						
		Sun	Ryde Station	8.38am	Manly	6.30pm	30	A

A – Ran on fine Summer Sundays.

## Route 141

### **MANLY WHARF – SEAFORTH Loop – THE SPIT** ■

- **Extended from Manly Wharf to Narrabeen (late night service)**

**Also:**

- **Manly Depot – Manly Wharf – The Spit (all-night service)**

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

## Timeline

**9 January 1939:**

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

**1 October 1939:**

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

**9 September 1941:** Midnight-to-dawn service extended from Manly Wharf to Narrabeen (via ?) (when ceased?).

**12 October 1942:**

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

**12 April 1943:**

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

**By 1944:** Midnight-to-dawn service curtailed to run Manly Wharf – Spit Junction (?).

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

## Streets

### Manly Wharf – Seaforth Loop – The Spit

From October 1939

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

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

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

## Timetable Summary

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Seaforth Loop-The Spit	21	M-F	Manly Wharf	4.50am	The Spit	1.07am	15*	
		Sat		4.50am		1.07am	AM 15 PM 20	
		Sun		6.38am		12.46am	10	A
		Hols		4.50am		1.08am	10	
Manly Depot-Spit Junction ( <i>all-night service</i> )	28	M-F	Manly Depot	1.00am	Spit Junction	4.29am	MDs1	
		Sat		1.00am		6.38am	MDs2	
		Sun		12.00mn		4.29am	MDs3	

\* More frequent in peak hours.

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

MDs1 – Midnight-to-dawn service, early morning Tuesday-Saturday. Connected with Wynyard trams at Spit Junction.

MDs2 – Midnight-to-dawn service, early morning Sunday. Connected with Wynyard trams at Spit Junction.

MDs3 – Midnight-to-dawn service, early morning Monday. Connected with Wynyard trams at Spit Junction.

1944

**Manly Wharf – The Spit routes**

**141, 147**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
141: Manly Wharf-The Spit†		M-F	Manly Wharf	4.47am	The Spit	1.04am	A	
		Sat		4.47am		1.03am	B	
		Sun		6.38am		12.28am	B	
147: From Manly Wharf to The Spit‡		M-F	Manly Wharf	5.48am	Manly Wharf	11.40pm	30	
		Sat		6.35am		11.41pm	30	
		Sun		7.08am		11.28pm	30	
147: Manly Wharf-Spit Jun (midnight-to-dawn service)		M-F	Manly Wharf	1.00am	Spit Junction	5.33am	MDs1	
		Sat		1.00am		5.33am	MDs2	
		Sun		12.00mn		6.38am	MDs3	

# Average day frequencies along common route:

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

\* More frequent in peak hours.

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

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

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

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

MDs1 – Midnight-to-dawn service, early morning Tuesday-Saturday. Connected with Wynyard trams at Spit Junction.

MDs2 – Midnight-to-dawn service, early morning Sunday. Connected with Wynyard trams at Spit Junction.

MDs3 – Midnight-to-dawn service, early morning Monday. Connected with Wynyard trams at Spit Junction.

**Route 141**

**CITY (Wynyard) – BANTRY BAY – NARRAWEENA ■**

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

**Timeline**

**27 February 1950:** City (Wynyard) – Bantry Bay (Burnt St) peak hour service commenced by Department of Road Transport & Tramways.

**30 March 1952:** Replaced by new routes 138, 150, 151, 158, 159, 170, 171, 178 & 179, when not subject to travelling restrictions, running from City (Wynyard) via Wakehurst Pwy to destinations north of Narrabeen, as part of the Manly bus/ferry Co-ordination Scheme.

*Service suspended during period of Manly Co-ordination Scheme.*

**5 October 1952:** Peak hour service recommenced & extended from Bantry Bay to Narraweena (new suburb), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful. Replaced City (Wynyard) – Roseville [now Warringah] Rd part of 138, 150, 151, 158, 159, 170, 171, 178 & 179. These routes had all served Bantry Bay (& some also Narraweena) between 30 March & 5 October 1952, when not subject to travelling restrictions.

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

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

173 City (Wynyard) – Narraweena

## Streets

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

*From 27 February 1950 (based on later timetables)*

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

**From Bantry Bay (Burnt St)** (at Wakehurst Pkwy) via Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

### City (Wynyard) – Bantry Bay – Narraweena

#### Alteration

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

## Timetable Summary

*27 February 1950*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Bantry Bay (Burnt St)	39	M-F	Burnt St	6.35am	Wynyard	5.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

## Route 141

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

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

- **Extended from Bantry Bay to Seaforth shops via Wakehurst Pkwy (1991-95)**

**Also:**

- **Bantry Bay – Warringah Mall – Dee Why (limited service, 1976-91)**  
*(Bantry Bay is a locality in the northern end of Seaforth.)*

## Timeline

**15 February 1965:**

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

**15 December 1974:**

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

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

**By 9 January 1978:**

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

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

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

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

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

**24 September 1995:**

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

**1 January 2005:** Became part of Contract Region 8.

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

## Streets

### **MANLY WHARF – BANTRY BAY – SEAFORTH**

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

*From 15 February 1965 (based on January 1966 timetable)*

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

#### Alteration

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

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

*From 3 March 1991*

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

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

*From 24 September 1995*

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

### **BANTRY BAY – WARRINGAH MALL – DEE WHY**

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

*By March 1976*

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

### Alterations

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

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

#### Alterations

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

### **Timetable Summary**

*January 1966*

*April 1970*

*See 140*

*26 April 1983*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Balgowlah-Bantry Bay (Burnt St)‡	22	M-F	Manly Wharf	6.28am	Burnt St	11.08pm	A	
		Sat		7.08am		11.18pm	B	
		Sun	Burnt St	8.16am	Manly Wharf	11.00pm	B	
Bantry Bay (Burnt St)-Dee Why	30	M-F	Burnt St	9.32am	Dee Why	1.24pm	1 trip	
		Sat						
		Sun						

\* More frequent in peak hours.

‡ Via Balgowlah Rd, Balgowlah.

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

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

*3 March 1991*

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

\* More frequent in peak hours.

† Via Fairlight St, Fairlight.

*24 September 1995*

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

\* More frequent in peak hours.

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

## Route 141

### **MANLY WHARF – SEAFORTH – BELROSE (Austlink)**

#### **Timeline**

##### **30 September 2018:**

- New full time route commenced in anticipation of the opening of Northern Beaches Hospital.
- Operated by CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia,
- Traded as & buses branded as Forest Coach Lines (a company taken over by ComfortDelGro Corporation Ltd earlier in 2018).
- Shares parts of route with 144, 169 (until 20 December 2020), 283 & 271.
- Part of Contract Region 14.

##### **21 May 2023:**

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Operator’s incorporated name altered to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW R14 & buses branded as CDC NSW.

#### **Streets**

##### **From 30 September 2018**

**From Manly Wharf** (Belgrave St at Gilbert Park) via Sydney Rd (**Balgowlah, Seaforth**), Frenchs Forest Rd, Clontarf St, Wakehurst Pkwy, Frenchs Forest Rd (**Northern Beaches Hospital**), Naree Rd (**Frenchs Forest**), Forest Way, Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av (**Belrose**), Cotentin Rd, Wyatt Av, Forest Way, Garigal Rd, Narabang Way to Minna Cl (Austlink, Belrose).

**From Belrose (Austlink)** (Narabang Way at Minna Cl) via reverse route to Sydney Rd, then West Prom to Gilbert Park (Manly Wharf).

#### **Timetable Summary**

##### **30 September 2018**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf- Belrose-Austlink	40	M-F	Austlink	5.20am	Manly Wharf	10.55pm	60	
		Sat		5.25am		10.55pm	60	
		Sun		5.25am		10.55pm	60	

## Route E41

### **MANLY WHARF – NORTH BALGOWLAH shops (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.

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

#### **Streets**

##### **From 29 July 2013**

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

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

## Timetable Summary

29 July 2013

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

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

## Route 142

### **MANLY WHARF – SEAFORTH (Panorama Pde) via Fairlight St**

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 7 March 1924:** Commenced prior to the allocation of route numbers. Competed with part of Manly – The Spit tram service.

**As at date of Govt Gazette of 19 December 1924:** Numbered 117 [1924 route number].

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

**As at date Govt Gazette 13 November 1925:** Renumbered 142 [1925 route number] in the general renumbering of routes.

**By date of Govt Gazette 27 May 1927:** Ceased.

## Streets

1925 (Source: Govt Gazette of 13 November 1925)

**From Manly Wharf** (West Esplanade) via West Esplanade, The Crescent, Margaret St, Fairlight St (**Fairlight**), Hilltop Cr, Rosedale Av, Sydney Rd (**Balgowlah**), Ponsonby Pde to Panorama Pde (Seaforth). 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-Seaforth (Panorama Pde)	15	M-F	Panorama Pde	6.45am	Manly Wharf	12.10am	60	
		Sat		6.45am		12.10am	60	
		Sun		8.45am		11.10pm	60	

## Route 142

### **MANLY WHARF – PALM BEACH via various routes**■

**Also:**

- **Manly Wharf – Taylors Point (limited service, 1968-83)**
- **St Leonards – Palm Beach (Summer Sundays, 1935-?)**

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

## Timeline

**31 December 1932:** Manly Wharf – Narrabeen Peninsula via Pittwater Rd commenced by Department of Road Transport & Tramways. Competed with Many-Narrabeen tram service.

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

**28 May 1933:** Level of service reduced.

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

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

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

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

**2 June 1940:** Discontinued during winter months.

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

**30 March 1952:** Trips via Harbord Rd renumbered 146 (?), leaving route as Manly Wharf – Palm Beach via Pittwater Rd.

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

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

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

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

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

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

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

## Streets

### **Manly Wharf – Narrabeen Peninsula via Pittwater Rd**

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

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

### **Manly Wharf – Narrabeen Peninsula via Harbord Rd**

#### Alterations

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

### **Manly Wharf – Narrabeen Peninsula – Palm Beach via Harbord Rd**

#### Alterations

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

### **Manly Wharf – Palm Beach via Harbord Rd**

*From October 1939*

**From Manly Wharf** via East Esplanade, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliffe**), Queenscliffe Bridge, Greycliffe St, Queenscliffe Rd, Dalley St, Cavill St, Lawrence St (**Harbord**), Harbord Rd (**Brookvale**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, Mona Vale**), [Barrenjoey Rd,] Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Barrenjoey Rd, Beach Rd, Ocean Rd to Palm Beach. Reverse on return.

### **Manly Wharf – Palm Beach via Pittwater Rd**

*By 9 October 1950*

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

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

## Manly Wharf – Taylors Point via Pittwater Rd

By February 1973

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

### Alteration

**From 3 March 1980:** Extended in Taylors Point from Hudson Pde/Taylors Point Rd via Hudson Pde, Wandeen Rd to Lower Plateau Rd. Reverse on return

### Timetable Summary

31 December 1932 (SMH per Trove)

Frequency 30. First bus 7.16am.

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-Narrabeen Peninsula via Harbord Rd		M-F	Manly Wharf	7.07am	N'been Penin	8.23pm	5 trips	
		Sat		7.12am		6.32pm	5 trips	
		Sun		10.08am		6.40pm	5 trips	

October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach via Harbord Rd	61	M-F						A
		Sat	Manly Wharf	7.40am	Palm Beach	12.08am	B	
		Sun		8.06am		10.35pm	60	C
		Hols		7.36am		12.25am	30	

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

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

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

30 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Manly Wharf-Palm Beach via Pittwater Rd	Fr Manly 37B 54N 75P	M-F	Manly Depot	4.34amB	Manly Wharf	5.55pmP	A		
				5.08amP		Newport			2.27amD
		Sat	Manly Depot	Palm Beach	6.20amM	Nth Narrabeen	2.41amD	C	
				Manly Wharf	4.50amB				
		Sun							

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

B – To North Narrabeen.

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

D – To Manly Depot.

M – To Manly Wharf.

N – To Newport.

P – To Palm Beach.

## February 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach via Pittwater Rd	76	M-F	Manly Wharf	7.38amP	Manly Wharf	5.10pmN	A	
		Sat						
		Sun						
Manly Wharf-Taylors Point via Pittwater Rd	74	M-F	Manly Wharf	2.40pm	Taylors Point	4.00pm	1 trip	
		Sat						
		Sun						

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

N – To Newport.

P – To Palm Beach.

## Route 142

### **MANLY WHARF – ALLAMBIE HEIGHTS – SKYLINE SHOPS via Balgowlah Rd**

#### **Timeline**

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

- Monday-Saturday service renumbered from 145, but rerouted via Balgowlah Rd instead of Fairlight St.
- Sunday service replaced 147, which already ran via Balgowlah Rd.
- Weekday off-peak & Saturday trips through-routed with 169 from Aquatic Centre/Skyline shops to Dee Why & Manly Wharf (through-routing ceased by 13 August 2006).
- Operated by Urban Transit Authority of NSW.

**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 26 April 1983*

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

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

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

#### **Alterations**

- From 3 March 1991:** Ex Manly Wharf via Allambie Rd direct through Allambie Heights (*not* via Inglebar Av, Flers St). Ex Skyline shops via Allambie Rd direct through Allambie Heights (*not* via Darmour Av, Inglebar Av, Flers St).
- By 20 December 2020:** Approached Skyline shops from Allambie Rd via Warringah Rd, Frenchs Forest Rd, Allambie Rd to near Frenchs Forest Rd. Unaltered on return.

## Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf- Allambie Heights- Skyline shops	Fr Manly 22A 31S	M-F	Manly Wharf	6.28amS	Skyline shops	7.03pmM	B	
					Manly Wharf	11.30pmA		
		Sat	Allambie Hts	6.43amM		6.50pmS	C	
			Manly Wharf	7.55amS		11.40pmA		
Sun		7.55amS		6.12pmS	D			
						11.40pmA		

\* More frequent in peak hours.

A – To Allambie Heights.

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

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

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

M – To Manly Wharf.

S – To Skyline shops.

21 May 1992

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

\* More frequent in peak hours.

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf- Allambie Heights- Skyline shops	27	M-F	Skyline shops	5.49am	Manly Wharf	12.20am	60*	A
		Sat		7.08am		3.10am	60	
		Sun		7.08am		11.20pm	60	

\* More frequent in peak hours.

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

## Route 143

### **MANLY WHARF – FRESHWATER (varous termini) – SOUTH CURL CURL via Queenscliffe Bridge**

*(The original suburb name, Freshwater, was renamed Harbord in 1923, then reverted to Freshwater on 12 January 2008.)*

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 8 July 1921:** Manly Wharf – Freshwater (Moore St) commenced prior to the allocation of route numbers. Competed with Manly – Harbord Beach tram service.

**By date of Govt Gazette of 19 December 1924:** Extended in Harbord from Moore St to Beach (Evans St).

**As at date of Govt Gazette of 19 December 1924:** Numbered 120 [1924 route number].

**By 15 June 1925 (Doran Report):** Being operated by Diggers Motor Service (Herbert F Slocombe).

**As at date Govt Gazette 13 November 1925:** Renumbered 143 [1925 route number] in the general renumbering of routes,

**Before 31 October 1931:** Extended from Harbord to South Curl Curl.

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

#### **Streets**

##### **Manly Wharf – Freshwater (Moore St)**

*1921 (Source: Govt Gazette of 8 July 1921)*

**From Manly Wharf** (The Corso at Belgrave St) via Belgrave St, Pittwater Rd, Queenscliffe Rd (**Queenscliffe**), Dalley Rd, Curl Curl [now Cavill] St, Crown Rd, Dowling St, Lawrence St, Albert St to Moore St (Freshwater). Reverse on return.

##### **Manly Wharf – Harbord Beach (Evans St)**

*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, Queenscliffe Rd (**Queenscliffe**), Dalley Rd, Curl Curl [now Cavill] St, Crown Rd, Dowling St, Lawrence St, Albert St, Evans St to Harbord Beach.

**From Harbord Beach** (at Evans St) via reverse route to Pittwater Rd, then Belgrave St to Manly Wharf.

*1925 (Source: Govt Gazette of 13 November 1925)*

**From Manly Wharf** (The Corso at Belgrave St) via The Corso, Whistler St, Sydney Rd, Belgrave St, Pittwater Rd, Harbord Rd, Lawrence St, Albert St, Evans St to The Drive (near Harbord Beach).

**From Harbord** (Evans St at The Drive, near Harbord Beach) via reverse route to Pittwater Rd, then The Corso to Manly Wharf.

#### **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-Harbord	30	M-F	Harbord	7.15am	Manly Wharf	12.15am	30	
		Sat		7.15am		12.15am	30	
		Sun		10.15am		12.15am	30	

## Route 143

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

#### **Timeline**

**7 October 1934:**

- Cremorne Junction – Palm Beach Summer Sunday service commenced by Department of Road Transport & Tramways.
- Ran via Manly Wharf & beaches at Harbord, Curl Curl, Dee Why, Collaroy, Narrabeen Peninsula, Mona Vale Newport & Avalon.
- News item in *Sydney Morning Herald* (per Trove) suggests there was only 1 trip.

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

**14 April 1935:** Renumbered part of 142.

#### **Streets**

##### Alteration

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

#### **Timetable Summary**

*7 October 1934* (*Sydney Morning Herald* per Trove)

From Cremorne Junction at 9.15am Sundays. (Other details?)

## Route 143

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

- **Extended from Manly District Park to Dee Why (Delmar Pde) (1952)**

**Also:**

- **Manly Wharf – Balgowlah (Kitchener St) via Lauderdale Av (1936-38)**  
*(Brookvale Shire Hall was located in Pittwater Rd opposite Brookvale Oval.)*

#### **Timeline**

**24 May 1936:** Manly Wharf – Balgowlah (Kitchener St) via Lauderdale Av, commenced by Department of Road Transport & Tramways. Then or later a full time service.

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

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

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

**30 March 1952:** Extended from Manly District Park to Dee Why (Delmar Pde), as part of the Manly bus/ferry Co-ordination Scheme, to provide a connection between the Balgowlah area & routes from City (Wynyard) to destinations north of Dee Why (mainly 150), which had been rerouted via Wakehurst Pkwy & Roseville [now Warringah] Rd instead of Condamine St.

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

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

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

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

**By 9 January 1978:** Days of service reduced to Mondays to Saturdays.

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

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

## Streets

### Manly Wharf – Balgowlah (Kitchener St)

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

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

#### Alterations

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

### Manly Wharf – Balgowlah – Manly District Park

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

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

### Manly Wharf – Balgowlah – Brookvale

Circa 1946

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

### Manly Wharf – Balgowlah – Brookvale Depot

By 27 January 1970

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

#### Alterations

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

## Timetable Summary

23 September 1937

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

\* More frequent in peak hours.

October 1939

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

\* More frequent in peak hours.

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

### 8 August 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Manly District Park†	Fr Manly 18D 21B	M-F	Manly Dist Pk	5.31amM	Brookvale	8.13pmM	A	
			Manly Wharf	8.43amB	Manly Wharf	12.44amD		
		Sat	Manly Dist Pk	5.33amM		12.44amD	30	
		Sun		7.43amM	Brookvale	6.13pmM	C	
Manly Wharf	10.08amB		Manly Wharf	11.58pmD				

\* More frequent in peak hours.

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

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

Night similar service.

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

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

Night similar service.

D – To Manly District Park.

M – To Manly Wharf.

### 20 July 1962

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

### 9 January 1978

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

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

B – Service to part of route provided by 147.

## Route 143

### **BROOKVALE DEPOT – WEST BROOKVALE – WARRINGAH MALL**

#### **Timeline**

##### 26 April 1983:

- Part of 143 in West Brookvale in previous entry continued as a limited off-peak service, as part of the Manly-Warringah Bus Service Improvement Programme.
- Operated by Urban Transit Authority of NSW.

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

- Route slightly altered.
- Renumbered 149.

#### **Streets**

##### *From 26 April 1983*

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

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

## Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brookvale Depot- West Brookvale- Warringah Mall	7	M-F	Brookvale Dep	9.12am	Warr Mall	12.30pm	2 trips	
		Sat						
		Sun						

## Route 143

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

## Route E43

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

## Timeline

**24 September 1995:**

- 144 daytime trips Monday-Sunday not diverting from Pacific Hwy to Royal North Shore Hospital renumbered 143.
- 144 express peak hour trips (which also did not divert from Pacific Hwy to Royal North Shore Hospital) renumbered 143.
- 143 & 144 (& E43 when operational) shared most of route between Manly Wharf & Chatswood.
- Operated by State Transit Authority of NSW.

**16 November 1997:** Peak hour express trips renumbered E43.

**1 January 2005:** Became part of Contract Region 8.

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

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

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

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

## Streets

*From 24 September 1995*

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

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

## Alteration

**From 12 July 2008** (*opening of new Chatswood Interchange*): Approached Chatswood from Pacific Hwy via Brown St, Railway St to Chatswood Station. Return via Victoria Av, Pacific Hwy.

## Timetable Summary

See 144.

## Route 144

### MANLY WHARF – ST LEONARDS – CHATSWOOD

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

## Route 144N

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

#### **Timeline**

**By date of Govt Gazette 17 December 1926:** Manly Wharf – Seaforth – Spit Bridge commenced by (1) White Transit Co (Charles H Hicks) & (2) Cook’s Motor Service/Cook’s Garage (Charles WB Cook).

**By date of Govt Gazette 22 June 1928:** Extended from Spit Bridge to Spit Junction.

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

*Service suspended until recommenced by DRTT.*

**25 December 1932:**

- Manly Wharf – Cremorne Junction full time service commenced by Department of Road Transport & Tramways.
- Extended from Spit Junction to Cremorne Junction compared with route until 31 October 1931.
- First Government motor bus service in Sydney.

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

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

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

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

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

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

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

**9 January 1939:** Reverted to “original” route via Lauderdale Av. Service direct along Sydney Rd replaced by 141, which commenced on that date.

**1 October 1939:** 144 (& 141) replaced Manly – The Spit tram service at all times when the tram service was fully discontinued, as part of the replacement of all Manly-based tram services by buses.

**27 September 1942:** Due to wartime conditions, coincident with the introduction of Sunday feeder bus services on routes elsewhere throughout Sydney, where buses duplicated tram services:

- Sunday service ceased. Replaced between The Spit & St Leonards by extra tram service, The Spit – Gore Hill.
- Sunday service replaced between Manly Wharf & The Spit by 141 (which operated *either* via Seaforth Loop *or* via Sydney Rd direct).

**12 October 1942:** Coincident with the extension to weekdays of feeder bus services elsewhere throughout Sydney:

- Monday-Saturday service also ceased.
- Monday-Saturday service also replaced between Manly Wharf & The Spit by 141 (which operated *either* via Seaforth Loop *or* via Sydney Rd direct). (Manly Wharf – The Spit via Sydney Rd direct renumbered 147 from 12 April 1943.)
- Monday-Saturday service also replaced between The Spit & St Leonards by extra tram service, The Spit – Gore Hill, which ran until 16 November 1947.

*Service suspended as a wartime measure.*

**16 November 1947:**

- Recommenced as Manly Wharf – St Leonards, replacing The Spit – Gore Hill tram service.
- Between Manly Wharf & The Spit, 144 replaced 141 & 147, when they ceased on 7 August 1948.

**8 August 1948:** Replaced 141 & 147 all-night trips Manly Wharf – Spit Junction.

**November 1952:** Summer Sunday express trips St Leonards – Manly Wharf commenced under the banner of “Ocean Spray Express” (when ceased?)

**3 November 1963:** All-night trips Manly Wharf – Spit Junction extended to run City (Wynyard) – Manly Wharf & renumbered 150.

**15 June 1965:** Extended from St Leonards Station to Royal North Shore Hospital.

**11 September 1988:**

- Extended from St Leonards to Chatswood & rearranged as:
  - Manly Wharf – St Leonards – Royal North Shore Hospital (full time service) (extended to Chatswood at night)
  - Manly Wharf – St Leonards – Chatswood direct via Pacific Hwy at St Leonards (*not* via Royal North Shore Hospital) (day service Monday-Sunday).
- Peak hour express trips commenced (morning from Manly Wharf, afternoon from Chatswood), running via Pacific Hwy at St Leonards.
- These routes together replaced most of 250 between Spit Junction & Longueville Rd/Pacific Hwy, Lane Cove, when 250 was reduced to a peak hour service at the same time.

**24 September 1995:** Manly Wharf – St Leonards – Chatswood direct via Pacific Hwy at St Leonards (*not* via Royal North Shore Hospital), including express trips, renumbered 143. 143 & 144 (& E43 between 16 November 1997 & 19 May 2008) share/d route between Manly Wharf & Chatswood (other than Royal North Shore Hospital).

**1 January 2005:** Became part of Contract Region 8.

**23 October 2016:** All 143 trips on Saturday & Sunday rerouted via Royal North Shore Hospital & renumbered 144. Weekday trips unaltered.

**26 November 2017:** Off-peak trips on 143 rerouted via Royal North Shore Hospital & renumbered 144 (when 143 became a peak-hour only route).

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

- Service on 144 improved to be “frequent”, replacing 143 altogether.
- 144 rerouted via Pacific Hwy direct at St Leonards. St Leonards – Royal North Shore Hospital replaced by new 114.
- 144N commenced. 144 & 144N share most of Manly Wharf – North Sydney (Miller St/Falcon St).

**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.

**19 January 2025:**

- 144 hours of service extended to continuous daily.
- 144N ceased. Replaced by midnight-to-dawn trips on 144 and extension of hours of 230.

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

## Streets

### Route 144

#### Manly Wharf – Seaforth – Spit Bridge

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

**From Manly Wharf** (West Esplanade) via West Esplanade, The Crescent, Margaret St, Fairlight St, Hilltop Cr, Rosedale Av, Sydney Rd (**Balgowlah, Seaforth**) [between Seaforth & Spit Bridge, old formation, on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr] to Spit Bridge.

**From Spit Bridge** via Sydney Rd, Battle Blvd, Edgecliffe Esp, Panorama Pde, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

#### Manly Wharf – Seaforth – Spit Bridge – Spit Junction

*1928 (Source: Govt Gazette of 22 June 1928)*

**From Manly Wharf** (West Esplanade) via West Esplanade, [The Crescent, Lauderdale Av (?)], Rosedale Av, Hill St, Sydney Rd (**Balgowlah, Seaforth**) [between Seaforth & Spit Bridge, old formation on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Upper Spit [now Spit] Rd, Spit Rd, Military Rd, Clifford Lane, Clifford St to Spit Rd (Spit Junction).

**From Spit Junction** (Clifford St at Spit Rd) via Clifford St, Spit Rd, [Spit Bridge, Battle Blvd, Edgecliffe Esp, Panorama Pde, Ponsonby Pde], Sydney Rd, then reverse route to Manly Wharf.

## **Manly Wharf – Cremorne Junction**

*From 25 December 1932 (likely route)*

**From Manly Wharf** via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), Rosedale Av, Hill St, Sydney Rd (**Balgowlah, Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction**) to Cremorne Junction.

**From Cremorne Junction** via Military Rd, Spit Rd, Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

## **Manly Wharf – Neutral Bay Junction**

### Alteration

*From 19 February 1933 (as per DRTT annual report for year ended 30 June 1933):* Extended from Cremorne Junction via Macpherson St, Gerard St, Benelong Rd, (?) to Waters Rd/Military Rd (Neutral Bay Junction).

## **Manly Wharf – St Leonards**

*From 7 May 1933 (based on October 1939 timetable)*

**From Manly Wharf** via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av (**Fairlight**), White St, Woodland St (**Balgowlah**), Sydney Rd (**Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Laycock St, Falcon St (**Crows Nest**), Pacific Hwy to St Leonards Station.

**From St Leonards** (Pacific Hwy at Station) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Manly Wharf.

### Alterations

- *From 2 November 1938 (when Manly-The Spit tram service was discontinued during the weekday off-peak & on weeknights):* From Manly Wharf via Belgrave St, Sydney Rd.
- *From 9 January 1939 (commencement of 141):* From Manly Wharf via West Esplanade, Commonwealth Pde, The Crescent, Lauderdale Av, White St, Woodland St, Sydney Rd (or from Lauderdale Av via Rosedale Av, Hill St, Sydney Rd?).

*From 16 November 1947 (when re-commenced after World War II, based on 8 August 1948 timetable)*

**From Manly Wharf** via West Esplanade, Belgrave St, Sydney Rd (**Seaforth**) [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy to St Leonards Station.

**From St Leonards** (Pacific Hwy at Station) via reverse route to Spit Bridge, then Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd, then reverse route to Belgrave St, then Gilbert St, bus parking area, Wrst Esplanade to Manly Wharf.

### Alterations

- *From 19 November 1958 (when new Spit Bridge & Manly Rd opened):* Ex Manly Wharf from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- *By 4 November 1963:* From Manly Wharf via West Esplanade, bus parking area, Gilbert St, Belgrave St.

## **Manly Wharf – St Leonards – Royal North Shore Hospital**

### Alterations

- *From 15 June 1965:* Extended from St Leonards Station via Reserve Rd to Royal North Shore Hospital. Reverse on return.
- *By October 1976:* Approached Manly Wharf from Sydney Rd via Belgrave St to Manly Wharf.
- *By 26 April 1983:* From Manly Wharf via Belgrave St. Unaltered on return.

## **Manly Wharf – St Leonards – Chatswood**

*From 11 September 1988*

### **Via Royal North Shore Hospital**

**From Manly Wharf** via Belgrave St, Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St (**Crows Nest**), Pacific Hwy (**St Leonards, Gore Hill**), Reserve Rd to **Royal North Shore Hospital**, then Reserve Rd, Pacific Hwy, Mowbray Rd, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood (old Interchange).

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

**Via Pacific Hwy direct at St Leonards**

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

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

**Alteration**

**By 3 March 1991:** Approached Chatswood from Pacific Hwy via Victoria Av, Railway St, Help St, Orchard Rd to old Interchange. Reverse on return.

**Manly Wharf – St Leonards – Royal North Shore Hospital – Chatswood**

**Alterations**

- **From 24 September 1995:** All 144 trips ran via Royal North Shore Hospital when trips via Pacific Hwy direct at St Leonards renumbered 143.
- **From 12 July 2008 (opening of new Chatswood Interchange):** Approached Chatswood from Pacific Hwy via Brown St, Railway St to Chatswood Station. Return via Victoria Av, Pacific Hwy.

**Manly Wharf – St Leonards – Chatswood (via Pacific Hwy direct at St Leonards)**

**Alteration**

**From 20 December 2020 (introduction of Northern Beaches/Lower North Shore all-day frequent network):** Ex Manly Wharf from Falcon St via Pacific Hwy, Brown St (**not** via Royal North Shore Hospital).

**Route 144N**

**Manly Wharf – North Sydney**

**From Manly Wharf** (Belgrave St at Gilbert Park) via Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Miller St, Blue St to North Sydney Station.

**From North Sydney** (Blue St at Station) via Pacific Hwy, Miller St, then reverse route to Sydney Rd, then West Prom to Gilbert Park (Manly Wharf).

**Timetable Summary**

*Circa 1930*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-Spit Junction	23	M-F	Manly Wharf	7.15am	Manly Wharf	11.45pm	30*	
		Sat		7.15am		12.15am	AM 30 PM 15	
		Sun		8.45am		11.45pm	15	

\* More frequent in afternoon peak hour.

*25 December 1932*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-Cremorne Junction		M-F	Cremorne Jun	6.41am	Manly Whf	?	15	
		Sat		6.41am		?	15	
		Sun		8.15am		12.00mn	15	A

A – These times applied on Public Holidays. Applied also on Sundays?

**October 1939**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	FromA	Time		
144: Manly Wharf-St Leonards	35	M-F	Manly Wharf	6.37am	St Leonards	12.40am	30	
		Sat		6.39am		12.40am	AM 30 PM 20	A
		Sun		7.37am		12.17am	20	A
		Hols		7.09am		12.40am	10	

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

**8 August 1948**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards	40	M-F	Manly Wharf	4.47amJ 6.23amS	St Leonards	12.50amM	A	
		Sat		4.49amJ 6.38amS		12.52amM	B	
		Sun		6.38amS		12.22amM	C	
144: Manly Wharf-Spitt Junction ( <i>all-night service</i> )	26	M-F	Manly Wharf	1.08am	Spitt Junction	4.33am	Ns1	
		Sat		1.08am		6.38am	Ns2	
		Sun		1.00am		4.33am	Ns3	

\* More frequent in peak hours.

A – Early morning, Manly Wharf – Spitt Junction. Peak hours & day, Manly Wharf-St Leonards 15\*. Plus extra trips Manly Wharf-Balgowlah (mostly 15 frequency) during the day. Plus short-working/s after last trip shown.

B – Early morning, Manly Wharf – Spitt Junction. Peak hours & day, Manly Wharf-St Leonards 15. Plus extra trips Manly Wharf-Balgowlah or Manly Wharf-Seaforth shops (mostly 15 frequency) during the day. Plus short-working/s after last trip shown.

C – Manly Wharf-St Leonards 15. Plus extra trips Manly Wharf-The Spitt (mostly 15 frequency) during the day. Plus short-working/s after last trip shown.

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

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

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

J – To Spitt Junction.

M – To Manly Wharf.

S – To St Leonards.

**4 November 1963**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards	39	M-F	Manly Wharf	5.51am	St Leonards	12.48am	15*	A
		Sat		6.36am		12.20am	15	B
		Sun		6.54am		11.53pm	15	A

\* More frequent in peak hours.

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

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

**11 September 1988**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>144:</b> Manly Wharf-St Leonards-Chatswood†	53	M-F	Manly Wharf	5.56am	Chatswood	6.40pm	30*	
		Sat		7.10am		6.40pm	30	
		Sun		7.03am		6.25pm	30	
<b>144:</b> Manly Wharf-St Leonards-Royal North Shore Hospital‡	Fr Manly 41R 53C	M-F	RNS Hospital	6.09amM	Chatswood	11.18pmM	A	
			Manly Wharf	6.30pmC				
		Sat		6.18amR		11.28pmM	B	
				6.50pmC				
		Sun	RNS Hospital	7.15amM		11.39pmM	B	
Manly Wharf	6.50pmC							

# Average day frequencies along common route:

M-F Manly Wharf-St Leonards 15.

Sat Manly Wharf-St Leonards 15.

Sun Manly Wharf-St Leonards 15.

\* More frequent in peak hours.

† Via Pacific Hwy direct at St Leonards.

‡ Extended to Chatswood at night.

A – Day, Manly Wharf-Royal North Shore Hospital 30\*. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-Royal North Shore Hospital 30. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

C – To Chatswood.

M – To Manly Wharf.

R – To Royal North Shore Hospital.

24 September 1995

**Manly Wharf – St Leonards routes**

**143, E43, 144**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
143: Manly Wharf-St Leonards-Chatswood†	53	M-F	Manly Wharf	5.56am	Chatswood	6.37pm	30*	
		Sat		7.10am		7.22pm	30	
		Sun		7.03am		6.25pm	30	
E43: Manly Wharf-St Leonards-Chatswood†	45	M-F	Manly Wharf	7.23am	Chatswood	5.33pm	Ph	
		Sat						
		Sun						
144: Manly Wharf-St Leonards-Royal North Shore Hospital‡	Fr Manly 41R 53C	M-F	RNS Hospital	6.17amM	Chatswood	11.20pmM	A	
			Manly Wharf	6.30pmC				
		Sat		6.18amR		11.20pmM	B	
				6.50pmC	RNS Hospital	12.47amM		
		Sun	RNS Hospital	6.55amM	Chatswood	11.20pmM	D	
			Manly Wharf	6.30pmC				

# Average day frequencies along common route:

- M-F Manly Wharf-St Leonards (143, 144) 15.
- Sat Manly Wharf-St Leonards (143, 144) 15.
- Sun Manly Wharf-St Leonards (143, 144) 15.

\* More frequent in peak hours.

† Via Pacific Hwy direct at St Leonards.

‡ Extended to Chatswood at night.

A – Day, Manly Wharf-Royal North Shore Hospital 30\*. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

B – Day, Manly Wharf-Royal North Shore Hospital 30. Night, Manly Wharf-Chatswood. Late night, Manly Wharf-Royal North Shore Hospital. Plus short-working/s before first trip & after last trip shown.

C – To Chatswood.

D – Day, Manly Wharf-Royal North Shore Hospital 30. Night, Manly Wharf-Chatswood. Plus short-working/s before first trip & after last trip shown.

M – To Manly Wharf.

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

R – To Royal North Shore Hospital.

26 November 2017

**Manly Wharf – St Leonards routes**

**143, 144**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
143: Manly Wharf-St Leonards-Chatswood†	53	M-F	Chatswood	6.29am	Manly Wharf	6.28pm	Ph	
		Sat						
		Sun						
144: Manly Wharf-St Leonards-RNS Hospital-Chatswood	57	M-F	Chatswood	5.09am	Manly Wharf	12.25am	15*	A
		Sat	Manly Wharf	4.50am	Chatswood	12.29am	15	
		Sun		4.50am		12.29am	15	

\* More frequent in peak hours.

† Via Pacific Hwy direct at St Leonards.

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

Ph – Peak hours only (both directions).

**20 December 2020**  
**144, 144N**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards-Chatswood	55	M-F	Manly Wharf	5.02am	Chatswood	12.21am	10*	A
		Sat		5.02am		12.21am	10	A
		Sun		5.02am		12.21am	10	A
144N: Manly Wharf-North Sydney	25	M-F	North Sydney	12.50am	North Sydney	4.50am	MDs	
		Sat		12.50am		4.50am	MDs	
		Sun		12.50am		4.50am	MDs	

\* More frequent in peak hours.

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

MDs – Midnight-to-dawn service.

**19 January 2025**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
144: Manly Wharf-St Leonards-Chatswood	51	M-F	Manly Wharf	4.20am	Manly Wharf	3.50am	10	A
		Sat	Chatswood	4.00am		3.50am	8	A
		Sun		5.00am		3.50am	8	A

A – Service continuous daily.

**Route 145**

**MANLY WHARF – BALGOWLAH – ALLAMBIE HEIGHTS – SKYLINE SHOPS via Fairlight St**

*(Allambie Rd, North Manly terminus is in current Allambie Heights.)*

**Timeline**

**10 December 1951:**

- Infrequent Monday to Saturday service, Manly Wharf – North Manly (Allambie Rd) via Fairlight St, Manly commenced by Department of Road Transport & Tramway.
- Service was initially provided by selected 143 trips extended from Manly District Park & renumbered.
- Service gradually improved until daily by 1960s.
- Shared Manly Wharf – Manly Vale with 143.
- From March 1972 shared service along Allambie Rd with private 56 [1925 route number] (renumbered 280 as from 27 July 1992).

**5 September 1960:** Extended from North Manly (Allambie Rd/Kirra Rd) to Allambie Heights (Flers St).

**26 July 1965:** Extended from Allambie Heights (Flers St) to Skyline shops (originally limited service).

**15 December 1974:** Sunday service provided by 147 Manly Wharf – Allambie Heights – Skyline shops via Balgowlah Rd.

**23 February 1981:** Selected trips rerouted via Warringah Aquatic Centre.

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

- Rerouted via Balgowlah Rd Monday-Sunday.
- Renumbered 142.

## Streets

### Manly Wharf – North Manly (Allambie Rd)

*From 10 December 1951 (based on 31 March 1952 timetable)*

**From Manly Wharf** via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Sloane Cr, Cornwell Rd, Kentwell Rd, Allambie Rd to Kirra Rd (North Manly). Reverse on return.

### Manly Wharf – Allambie Heights

#### Alteration

*From 5 September 1960 (based on later timetables):* Extended from North Manly (Allambie Rd/Kirra Rd) via Allambie Rd, Inglebar Av, Flers St (Allambie Heights). Return via Allambie Rd.

### Manly Wharf – Allambie Heights – Skyline shops

*By 27 January 1970*

**From Manly Wharf** via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Kentwell Rd, Allambie Rd, Inglebar Av, Flers St (**Allambie Heights**), Allambie Rd to Frenchs Forest Rd (Skyline shops, Frenchs Forest).

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

(Allambie Heights terminus in Flers St.)

*From 23 February 1981*

**Trips to/via Warringah Aquatic Centre** (*selected trips*): From Allambie Rd/Fitzpatrick Av [now Aquatic Dr] via Fitzpatrick Av to Warringah Aquatic Centre. Reverse on return.

## Timetable Summary

*10 December 1951*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Manly (Allambie Rd)	22	M-F	Manly Wharf	6.23am	Allambie Rd	4.11pm	4 trips	
		Sat		8.10am		12.41pm	2 trips	
		Sun						

*January 1966*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Manly (Allambie Rd)†	25	M-F	Allambie Rd	6.43am	Manly Wharf	11.28pm	60*	A
		Sat		7.10am		10.58pm	60	B
		Sun	Manly Wharf	8.30am	Allambie Rd	6.40pm	60	

\* More frequent in peak hours.

† Selected trips extended to Skyline shops.

A – Day, Manly Wharf-North Manly (Allambie Rd) 60\*. Night, Manly Wharf-North Manly (Allambie Rd). Trips extended to Skyline shops: morning, 1 trip from Brookvale shops, 1 trip from Skyline shops to Manly Wharf; afternoon, reverse trips. Plus short-working/s after last trip shown.

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

27 January 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf- Allambie Heights- Skyline shops	Fr Manly 25A 31S	M-F	Allambie Hts	6.28amM	Manly Wharf	6.00pmS	B	
			Skyline shops	7.58amM		11.28pmA		
		Sat	Allambie Hts	7.10amM		10.58pmA	60	
		Sun		9.11amM		6.10pmA	60	C

\* More frequent in peak hours.

A – To Allambie Heights.

B – Early morning & night, Manly Wharf-Allambie Heights. Day, Manly Wharf-Allambie Heights 60\*, 10 trips extended *to* Skyline shops, 8 trips extended *from* Skyline shops.

C – 2 trips extended to Skyline shops.

M – To Manly Wharf.

S – To Skyline shops.

## Route 145

### **WARRINGAH MALL – MANLY VALE WEST – SEAFORTH (The Bluff)**

#### **Timeline**

**4 December 1984:** Off-peak service on Tuesdays, Thursdays & Fridays, Warringah Mall – Manly Vale West, commenced by Urban Transit Authority of NSW.

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

- Days of operation extended to every weekday.
- Extended from Manly Vale West to Seaforth (The Bluff), replacing part of 131 in The Bluff/Seaforth area.

**1 January 2005:** Became part of Contract Region 8.

**20 November 2006:** Selected trips diverted via North Balgowlah to replace 133, which had ceased on 13 August 2006.

**26 November 2017:** Diversion via North Balgowlah ceased as part of rearrangement of routes on introduction of B-Line (B1). Service in North Balgowlah partly replaced by existing 132.

**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**

##### **Warringah Mall – Manly Vale West**

*From 4 December 1984*

**From Warringah Mall** (bus terminal inside) via White St, Cross St, Pittwater Rd, Condamine St (**Manly Vale**), King St, Gibbs St, Arana St (**Manly Vale West**), King St, Quinlan Pde, Campbell Pde, Condamine St, Pittwater Rd, Cross St, Dale St to Warringah Mall.

##### **Warringah Mall – Manly Vale West – Seaforth (The Bluff)**

*From 3 March 1991*

**From Warringah Mall** (bus terminal inside) via White St, Cross St, Pittwater Rd, Condamine St (**Manly Vale**), King St, Seebrees St, Sunshine St, Gibbs St, Arana St (**Manly Vale West**), King St, Condamine St (**Balgowlah**), Sydney Rd (**Seaforth**), Ross St, Panorama Pde, Ponsonby Pde, Palmerston Pl, Alan Av, Salisbury Sq, Ponsonby Pde, Seaforth Cr, Princes Prom (**The Bluff**), Edgecliffe Espl, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Condamine St (**Balgowlah**), King St, Seebrees St, Sunshine St, Gibbs St, Arana St (**Manly Vale West**), King St, Condamine St (**Manly Vale**), Pittwater Rd, Cross St, Dale St to Warringah Mall.

##### **Warringah Mall – Manly Vale West – Seaforth (The Bluff) (selected trips diverted via North Balgowlah)**

*From 20 November 2006*

**North Balgowlah diversion** (selected trips): Ex Warringah Mall from Sydney Rd/Frenchs Forest Rd via Frenchs Forest Rd, Brook Rd, Bangaroo St, St Pauls Rd, Hunter St, Woodbine St, Bardoo Av, Manning St, Clontarf St, Judith St, Wakehurst Pkwy, Clontarf St, Frenchs Forest Rd to Sydney Rd.

## Warringah Mall – Manly Vale West – Seaforth (The Bluff)

From 26 November 2017

Same as from 3 March 1991

### Timetable Summary

4 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Manly Vale West	14 round trip	M-F	Manly Vale W	9.30am	Warr Mall	3.00pm	3 trips	A
		Sat						
		Sun						

A – Tuesdays, Thursdays & Fridays only.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Seaforth (The Bluff)	23	M-F	The Bluff	9.45am	Warr Mall	2.26pm	120	
		Sat						
		Sun						

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Seaforth (The Bluff)	23	M-F	The Bluff	9.45amW	Warr Mall	4.22pm	A	
		Sat						
		Sun						

A – From Warringah Mall 3 trips to Seaforth. From Seaforth (The Bluff) to Warringah Mall 2 trips, from Seaforth 4 trips.

## Route 146

### MANLY WHARF – PALM BEACH via Harbord Rd ■

#### Timeline

**30 March 1952:** Limited service commenced by Department of Road Transport & Tramways.

**26 April 1983:** Ceased as part of the Manly-Warringah Bus Service Improvement Programme. 156 provided limited alternative service, Manly Wharf – Palm Beach via Pittwater Rd.

#### Streets

By February 1973

**From Manly Wharf** via East Esplanade, Belgrave St, Pittwater Rd, Carlton St, North Steyne (**Queenscliff**), Queenscliff Bridge, Greycliffe St, Queenscliff Rd, Dalley St, Cavill St, Lawrence St (**Harbord**), Harbord Rd (**Brookvale**), Pittwater Rd (**Dee Why, Collaroy, Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**), Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

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

### Timetable Summary

30 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach via Harbord Rd		M-F	Manly Wharf	3.36pm			A	
		Sat						
		Sun						

A – 1 trip from Manly Wharf to Palm Beach only.

30 January 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Palm Beach via Harbord Rd	81	M-F	Palm Beach	7.25am			A	
		Sat						
		Sun						

A – 1 trip from Palm Beach to Manly Wharf only.

## Route 146

### **MANLY WHARF – BALGOWLAH – WARRINGAH MALL – WAR VETERANS HOME via Fairlight St**

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

#### **Timeline**

**26 April 1983:**

- New Monday-Saturday day route, Manly Wharf – War Veterans Home, commenced by Urban Transit Authority of NSW, as part of the Manly-Warringah Bus Service Improvement Programme.
- Replaced 102, 143, 162 & part of 136,
- Shared Manly Wharf – Balgowlah – Warringah Mall with 148.
- 134 provided early morning, night & Sunday service, mostly running Manly Wharf-Cromer Heights-Wheeler Heights via Harbord Loop & North Curl Curl.

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

- 146 & 152 rearranged so that 146 became Manly Wharf – Balgowlah – Warringah Mall (bus terminal inside) – War Veterans Home.
- 146 provided all service Manly Wharf – Balgowlah – Warringah Mall (day service Mondays to Saturdays) when 148 curtailed to run Warringah Mall – Collaroy Plateau.

**1 January 2005:** Became part of Contract Region 8.

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

- Replaced between Manly Wharf & Warringah Mall via Balgowlah by extension of 135.
- Replaced between Warringah Mall & War Veterans Home by extension of hours of 179 & limited off-peak service on new 153.

#### **Streets**

**From 26 April 1983**

**From Manly Wharf** via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Fisher Rd (**Dee Why**), McIntosh Rd (**Narrabeena**), Alfred St, Carawa Rd, Caroola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd (**Cromer Heights**), Truman Av, Toronto Av, South Creek Rd (**Wheeler Heights**), Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).

**From War Veterans Home** (Lantana Av at end) via reverse route to Ambleside St, then Crummock St, Penrith Av, South Creek Rd, Toronto Av, Truman Av, Howse Cr, (left) McNamara Rd, Badcoe Rd (**Cromer Heights**), Truman Av, Toronto Av, then reverse route to Manly Wharf.

**From 3 March 1991**

**From Manly Wharf** via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Cross St, Dale St, **Warringah Mall** bus terminal inside, Green St, Cross St, Pittwater Rd, Fisher Rd (**Dee Why**), McIntosh Rd (**Narrabeena**), Alfred St, Carawa Rd, Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).

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

**Trips from War Veterans Home terminating at Warringah Mall (Pittwater Rd) (nights):** Ex War Veterans Home from Fisher Rd via Pittwater Rd to William St (Warringah Mall). Reverse on return.

## Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Cromer Heights-War Veterans Home	50	M-F	W/Vets Home	6.38am	Manly Wharf	6.25pm	60*	A
		Sat		7.52am		6.14pm	60	B
		Sun						

\* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown. Early morning & night service provided by 134 (see 136).

B – Plus short-working/s before first trip shown. Early morning & night service provided by 134 (see 136).

C – Manly Wharf-North Curl Curl-Cromer Heights-Wheeler Heights service provided by 134 (see 136).

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Warringah Mall-War Veterans Home	Fr W Vets Home 30W 48M	M-F	W/Vets Home	8.47amM	Manly Wharf	4.12pmV	A	
					Warr Mall	11.11pmV		
		Sat		7.58amM	Manly Wharf	5.12pmV	A	
					Warr Mall	11.11pmV		
		Sun		8.26amW		11.11pmV	60	B

\* More frequent in peak hours.

A – Day, Manly Wharf-War Veterans Home 60. Night, Warringah Mall-War Veterans Home. Plus short-working/s before first trip shown.

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

M – To Manly Wharf.

V – To War Veterans Home.

W – To Warringah Mall.

## Route 146

### MANLY WHARF – WAR VETERANS HOME via Pittwater Rd

#### Timeline

26 November 2017:

- Full time service commenced by State Transit Authority of NSW, as part of rearrangement of routes on introduction of B-Line (B1), replacing 179.
- Part of Contract Region 8.

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

- Warringah Mall – War Veterans Home replaced by revised 179, becoming a feeder to 199 & B1.
- Warringah Mall – Manly Wharf replaced by existing 199.

#### Streets

From 26 November 2017

**From Manly Wharf** via Belgrave St, Pittwater Rd (North Manly, Brookvale, Dee Why), St David Av, Fisher Rd, McIntosh Rd (Narraweena), Alfred St, Carawa Rd, Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home). Reverse on return.

## Timetable Summary

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-War Veterans Home	42	M-F	Manly Wharf	6.12am	Manly Wharf	11.30pm	30	A
		Sat	W/Vets Home	6.33am		11.57pm	30	A
		Sun		6.32am		11.57pm	30	

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

## Route 147

### **MANLY WHARF – THE SPIT via Sydney Rd direct** ■

- **Extended from Manly Wharf to Narrabeen (?) (all-night service)**
- **Extended from The Spit to Spit Junction (all-night service)**

### **Timeline**

12 April 1943:

- Day service (mainly alternate trips) *from* Manly Wharf to The Spit via Sydney Rd direct (*not* via Seaforth Loop) renumbered from 141. Trips *from* The Spit to Manly Wharf continued via 141.
- All-night Manly Wharf – The Spit via Sydney Rd direct (& return via Battle Blvd?) also renumbered from 141 & extended from The Spit to Spit Junction (also extended from Manly Wharf to Narrabeen?).
- Connected at The Spit (or Spit Junction on all-night trips) with Wynyard trams.
- Operated by Department of Road Transport & Tramways.

7 August 1948:

- Replaced by 131 & reintroduction of 144 on 16 November 1947.
- All-night trips replaced by 144.

### **Streets**

#### **Manly Wharf – The Spit**

*Circa 1946*

**From Manly Wharf** via East Esplanade, Belgrave St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr] (**Balgowlah, Seaforth**), Spit Bridge to south end (The Spit).

**From The Spit** (south end, Spit Bridge) via Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Belgrave St to Manly Wharf.

### **Timetable Summary**

1944

See 141.

## Route 147

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

*(Balgowlah Heights terminus was located at Condamine St/White St, Balgowlah, except between 30 March & 5 October 1952.)*

### **Timeline**

**9 January 1950:** Peak hour & Saturday morning service City (Wynyard) – Balgowlah Heights (Condamine St/White St) commenced by Department of Road Transport & Tramways.

**30 March 1952:** Curtailed to run City (Wynyard) – Balgowlah (Ernest & Woodland Sts), as part of the Manly bus/ferry Co-ordination Scheme.

**5 October 1952:** Restored to previous route, City (Wynyard) – Balgowlah Heights (Condamine St/White St), when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

**3 August 1953:** Renumbered 171 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

## Streets

*From 9 January 1950*

**From City (Wynyard)** (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Ethel St, Maretimo St, Upper Beach St, Seaview St, Beatrice St, Ernest St, Lewis St, Abbott St (**Balgowlah Heights**), Woodland St, Ernest St, Bungaloe Av, Beach St, Woodland St, White St to Condamine St (Balgowlah).

**From Balgowlah** (White St at Condamine St) via reverse route to Ethel St, then Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

## Alterations

- **From 30 March 1952:** Balgowlah Heights terminus altered from Condamine St/White St to Ernest St/Woodland St.
- **From 30 March 1952:** Morning peak hour trips ex City (Wynyard) from Beatrice St via Ernest St to Woodland St.
- **From 30 March 1952:** Afternoon peak hour trips from Ernest St/Woodland St via Ernest St, Beatrice St.
- **From 5 October 1952:** Balgowlah Heights terminus re-extended from Ernest St/Woodland St via previous route to Condamine St/White St (Balgowlah).

## Timetable Summary

*9 January 1950*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Balgowlah Heights	43	M-F	Balgowlah Hts	6.34am	Wynyard	5.58pm	Ph	
		Sat		7.55am		12.15pm	2 trips	
		Sun						

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

## Route 147

### **WARRINGAH MALL – ALLAMBIE HEIGHTS** ■

#### Timeline

**14 October 1968:** Limited weekday off-peak service commenced by Department of Government Transport.

**30 March 1972:** Replaced by new route, (part of) private 56 [1925 route number], Chatswood – Allambie Heights – Warringah Mall (weekdays & Saturday mornings), operated by Forest Coach Lines Pty Ltd (Royle family).

## Streets

*From 14 October 1968*

**From Warringah Mall** (bus terminal inside?) via Condamine St, Pittwater Rd, Kentwell Rd, Allambie Rd, Inglebar Av, Flers St to Allambie Rd (Allambie Heights)

**From Allambie Heights** (Flers St at Allambie Rd) via Allambie Rd, then reverse route to Warringah Mall.

## Timetable Summary

*14 October 1968*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall- Allambie Heights	13	M-F	Allambie Hts	10.03am	Warr Mall	12.15pm	1 trip	
		Sat						
		Sun						

## Route 147

### MANLY WHARF – ALLAMBIE HEIGHTS – SKYLINE SHOPS via Balgowlah Rd

(Sundays) ■

#### Timeline

**15 December 1974:** Sunday service commenced by Public Transport Commission (Bus Division), replacing parts of 140 & 145.

**23 February 1981:** Selected trips rerouted to or via Warringah Aquatic Centre.

**26 April 1983:** Replaced by 142 (full time route along the same route as 147), as part of the Manly-Warringah Bus Service Improvement Programme.

#### Streets

*From 15 December 1974 (based on April 1976 timetable)*

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

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

*From 23 February 1981*

**Trips to or via Warringah Aquatic Centre (selected trips):** From Allambie Rd/Fitzpatrick Av [now Aquatic Dr] via Fitzpatrick Av to Warringah Aquatic Centre & return.

#### Timetable Summary

*April 1976*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Skyline shops via Balgowlah Rd	33	M-F						
		Sat						
		Sun	Manly Wharf	7.55am	Skyline shops	7.23pm	90	

*9 January 1978*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Skyline shops via Balgowlah Rd	Fr Manly 27A 33S	M-F						
		Sat						
		Sun	Manly Wharf	7.55am	Skyline shops	6.40pm	B	

A – To Allambie Heights.

B – Manly Wharf-Allambie Heights 60, Manly Wharf-Skyline shops 5 trips. Plus short-working/s before first trip & after last trip shown (last trip 9.25pm Manly Wharf to Brookvale Depot).

S – To Skyline shops.

## Route 148

[Manly bus/ferry Co-ordination Scheme route]

**CITY (Wynyard) – BALGOWLAH (Wanganella St) ■**

**Also:**

- **City (Wynyard) – Palm Beach via Condamine St (limited service) ■**

#### Timeline

**30 March 1952:** Commenced by Department of Road Transport & Tramways, as part of the Manly bus/ferry Co-ordination Scheme:

- Peak hour & Saturday morning service City (Wynyard) – Balgowlah (Wanganella St).
- Limited early morning & late night service City (Wynyard) – Palm Beach (or intermediate termini) via Condamine St.

**5 October 1952:** Replaced by restored 150, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

## Streets

### City (Wynyard) – Balgowlah (Wanganella St)

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

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

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

### City (Wynyard) – Palm Beach via Condamine St

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

Same as City (Wynyard) – Balgowlah (Wanganella St), then Sydney Rd, Condamine St, Kentwell Rd (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, Mona Vale**), Newport [now Barrenjoey] Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Barrenjoey Rd, Beach Rd, Ocean Rd to Palm Beach. Reverse on return to Balgowlah, then same as City (Wynyard) – Balgowlah (Wanganella St).

## Timetable Summary

*April 1952*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Balgowlah (Wanganella St)	32	M-F	Wanganella St	4.52am	Wynyard	6.20pm	Ph	
		Sat		4.54am		1.48pm	30	
		Sun						
City (Wynyard)-Palm Beach via Condamine St	103	M-F	Nth Narrabeen	4.19amY	Wynyard	12.07amN	MNs	
		Sat	Sth Creek Rd	4.36amY	Palm Beach	12.00mnY	MNs	
		Sun	Narrabeen	4.56amY	Wynyard	11.39pmP	MNs	

MNs – Early morning & night service.

N – To Newport.

P – To Palm Beach.

Ph – Peak hours only (mainly from Balgowlah (Wanganella St) in morning & from City (Wynyard) in afternoon).

Y – To City (Wynyard).

## Route 148

### **MANLY WHARF – BALGOWLAH – WARRINGAH MALL – COLLAROY PLATEAU via Fairlight St**

#### Timeline

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

- New Monday-Saturday daytime route, Manly Wharf – Collaroy Plateau, commenced by Urban Transit Authority of NSW, replacing the Dee Why-Collaroy Plateau parts of 155 & 160, but running between Manly Wharf & Dee Why via Balgowlah instead of Pittwater Rd or Harbord Rd.
- Shared Manly Wharf – Balgowlah – Warringah Mall with 146.
- Night & Sunday service between Manly Wharf & Collaroy Plateau provided by 133 (via Harbord Loop & North Curl Curl).
- Compared with 155 & 160, rerouted in Dee Why via Lismore Av & Fisher Rd instead of South Creek Rd, replacing parts of 162 & 163.
- Shared Dee Why – Collaroy Plateau with 180.

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

- Hours of service extended to nights & Sundays.
- Curtailed to run Warringah Mall – Collaroy Plateau.
- Manly Wharf – Warringah Mall via Fairlight St replaced by existing 146.

**23 May 1994:** Replaced by extended times of service on 180.

## Streets

### Manly Wharf – Balgowlah – Collaroy Plateau

*From 26 April 1983*

**From Manly Wharf** via West Esplanade, Fairlight St, Hilltop Cr (**Fairlight**), Hill St, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), Lismore Av, Fisher Rd, Campbell Av, South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau).

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

### Warringah Mall – Collaroy Plateau

*From 3 March 1991*

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

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

## Timetable Summary

*26 April 1983*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Balgowlah-Collaroy Plateau	45	M-F	Collaroy Plat	7.08am	Collaroy Plat	6.07pm	60*	A
		Sat	Manly Wharf	8.40am		6.00pm	60	A
		Sun						A

\* More frequent in peak hours.

A – Night & Sunday service provided by 133.

*3 March 1991*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Collaroy Plateau	29	M-F	Warr Mall	8.32am	Collaroy Plat	11.03pm	60	A
		Sat		8.34am		11.03pm	60	B
		Sun		8.29am		10.03pm	60	C

A – Plus Brookvale Depot-Collaroy Plateau trips before first trip shown (first trip 6.33am). Some peak hour service provided by 180.

B – Plus Brookvale Depot-Collaroy Plateau trip before first trip shown.

C – Plus Collaroy Plateau-Brookvale Depot trip after last trip shown

## Route 149

### MANLY WHARF – NEWPORT via Pittwater Rd

- *Post 31 October 1931 feeder: NARRABEEN – NEWPORT*

## Timeline

**By date of Govt Gazette 22 June 1928:** Commenced by White Transit Co (Charles H Hicks).

**By 1931:** Transferred to Pittwater Motor Tourist Co (JJ Thomas & LH Grieg).

**31 October 1931:** Manly Wharf – Narrabeen classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act and route curtailed to become a feeder, Narrabeen – Newport, feeding to Narrabeen tram.

**30 July 1935:** Ceased due to competition from Department of Road Transport & Tramways bus route (142 or 150?)

### Streets

#### Manly Wharf – Newport

1928 (Source: Govt Gazette of 22 June 1928)

**From Manly Wharf** (West Esplanade via West Esplanade, Eustace St, Sydney Rd, Pittwater Rd (**North Manly, Brookvale, Dee Why, Collaroy, Narrabeen**), [Barrenjoey Rd,] Gladstone St [probably to Kalinya St, Newport & return], Barrenjoey Rd, Neptune Rd to near Barrenjoey Rd (Newport). Reverse on return.

### Alteration

1929 (Source: Govt Gazette of 22 February 1929): Approached Manly Wharf from Sydney Rd via Belgrave St, West Esplanade to Manly Wharf.

## Route 149

### CITY (Wynyard) – NORTH CURL CURL ■

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

### Timeline

**6 March 1950:** Peak hour service commenced by Department of Road Transport & Tramways.

**30 March 1952:** Altered to Manly Wharf – North Curl Curl [by then known as Wingala], as part of the Manly bus/ferry Co-ordination Scheme (*see next entry*).

### Streets

*From 24 September 1951*

**From North Curl Curl** via Pitt Rd, Abbott Rd, Harbord Rd, Winbourne Rd (**Brookvale**), Pittwater Rd, Condamine St (**Balgowlah**), Sydney Rd, Ross St, Panorama Pde, Edgecliffe Esp, Palmerston Pl, Ponsonby Pde, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Miller St, Pacific Hwy (**North Sydney**), Bradfield Hwy [Sydney Harbour Bridge], York St, Wynyard St to Wynyard Park (City).

### Timetable Summary

*24 September 1951*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Curl Curl	51	M-F	Nth Curl Curl	6.30am	Wynyard	6.05pm	Ph	
		Sat		7.00am		12.00md	60	
		Sun						

Ph – Peak hours only (both directions).

## Route 149

### MANLY WHARF – NORTH CURL CURL – DEE WHY ■

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

### Timeline

**30 March 1952:**

- Route in previous entry changed from City (Wynyard) – North Curl Curl to Manly Wharf – Wingala (still a peak hour service, to the same terminus), as part of the Manly bus/ferry Co-ordination Scheme.
- Unlike most other route changes made in the Manly bus/ferry Co-ordination Scheme, 149 remained unaltered, when that scheme was declared unsuccessful on 5 October 1952.
- Operated by Department of Road Transport & Tramways.

**19 December 1955** (*commencement of 169*):

- Extended from Wingala to Dee Why (Pacific Pde).
- 169 provided service in off-peak & on Saturday morning over same route.

**26 April 1983:** Renumbered 159, as part of the Manly-Warringah Bus Service Improvement Programme.

## Streets

### Manly Wharf – North Curl Curl [in current Wingala]

From 31 March 1952

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale), Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd to Playfair Rd (North Curl Curl). Reverse on return.

### Manly Wharf – Wingala – Dee Why

From 19 December 1955

From Manly Wharf via Belgrave St, Pittwater Rd (North Manly, Brookvale), Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd (Wingala), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Pittwater Rd (Dee Why). Reverse on return.

### Alteration

*By September 1979:* Ex Manly Wharf from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.

## Timetable Summary

31 March 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-North Curl Curl	20	M-F	Nth Curl Curl	6.03am	Manly Wharf	6.50pm	Ph	
		Sat		6.44am		1.40pm	60	
		Sun						

Ph – Peak hours only. Plus short-working/s after last trip shown.

3 December 1956

See 169

## Route 149

### WARRINGAH MALL – WEST BROOKVALE ■

#### Timeline

24 September 1995:

- Limited weekday off-peak service renumbered from 143, with route slightly altered.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 8.

3 December 2007: Ceased without replacement.

## Streets

From 24 September 1995

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

## Timetable Summary

24 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-West Brookvale	6 round trip	M-F	Warr Mall	10.19am	Warr Mall	2.19pm	2 trips	
		Sat						
		Sun						