



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 175 – 199

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

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

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

Periods of operation of Government bus authorities in Sydney

From 29 December 1932: Department of Road Transport & Tramways

From 27 October 1952: Department of Government Transport

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

From 1 July 1980: Urban Transit Authority of NSW

From 16 January 1989: State Transit Authority of NSW

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

Summary of routes 175 – 199

175	City-Warringah Mall, etc
175X	City-Warringah Mall
E75	City-Warringah Mall
176	City-Dee Why, etc
176X	City-Dee Why
E76	City-Dee Why
177	City-Dee Why, etc
177X	City-Dee Why
E77	City-Dee Why
178	City-Taylors Point
178	City-Dee Why, etc
178	City-Cromer Heights
178	Warringah Mall-Cromer Hts
178X	City-Cromer Heights
E78	City-Dee Why
E78	City-Cromer Heights
L78	City-Dee Why, etc
179	City-Church Point
179	City-Dee Why (South Ck Rd)
179	City-War Veterans Home
179	Warringah Mall-War Vets Hm
179X	City-War Veterans Home
E79	City-War Veterans Home
180	City-Collaroy Plateau, etc
180	Warringah Mall-Collaroy Plat
180X	City-Collaroy Plateau
E80	City-Collaroy Plateau

L80	City-Collaroy Plateau
181	City-Collaroy
181	Kings Cross-City
181	City-Dee Why
181X	City-Narrabeen
182	City-Narrabeen, etc
182	Narrabeen-Mona Vale
183	City-North Narrabeen
183	City-Narrabeen, etc
183X	City-Narrabeen-Elanora Hts
E83	City-Narrabeen-Elanora Hts
L83	City-Narrabeen
184	City-Mona Vale, etc
E84	City-Mona Vale
L84	Milsons Point-Mona Vale
185	City-Mona Vale, etc
185	Warringah Mall-Mona Vale
185X	City-Mona Vale
E85	City-Mona Vale
L85	City-Mona Vale
186	City-McCarrs Creek
E86	City-McCarrs Creek
187	City-Newport
E87	City-Newport
L87	Milsons Point-Newport
188	City-Avalon
188X	City-North Avalon

E88	City-North Avalon
L88	City-Avalon
189	City-Avalon-Taylors Pt, etc
189X	City-Taylors Point-Avalon
E89	City-Taylors Point-Avalon
190	City-Palm Beach, etc
190X	City-Palm Beach
190X	City-Avalon
L90	City-Palm Beach
191	Avalon-Bilgola Plateau, etc
192	Avalon-Stokes Point
193	Avalon-Whale Beach
193	Warringah Mall-Austlink
194	City-St Ives
194X	City-St Ives
195	Pymble-Mona Vale
195	Pymble-Narrabeen
195	Gordon-St Ives Chase, etc
196	Narrabeen-Elanora Hts, etc
196	Gordon-Mona Vale, etc
E196	Pymble-Mona Vale
M196	Macquarie Uni-Mona Vale
197	Macquarie Uni-Mona Vale
199	Pymble-Mona Vale
199	Manly-Palm Beach

Route 175

CITY (various termini) – WARRINGAH MALL ■

- **Extended from Warringah Mall to Brookvale Shire Hall, later Brookvale shops (until 1983)**

Also:

- **Milsons Point – Warringah Mall (1994-2017)**

Route 175X

Route E75

CITY (Wynyard) – WARRINGAH MALL (EXPRESS) ■

(Brookvale Shire Hall was located in Pittwater Rd between Winbourne Rd & Mitchell Rd, opposite Brookvale Oval.)

Timeline

3 August 1953:

- City (Wynyard) – Brookvale Depot, peak hour route & supplementary short-working of City-Palm Beach trunk route 190, renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

July 1954: Extended in Brookvale from Depot to Shire Hall

By 17 April 1971: Selected peak hour trips rerouted via Warringah Fwy.

8 December 1974: Curtailed to run City (Wynyard) – Brookvale shops.

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

- Curtailed to run City (Wynyard) – Warringah Mall.
- Morning peak hour trips on 248 starting from points between Brookvale depot & Balgowlah (Wanganella St) to City (Wynyard) renumbered 175.
- Most peak hour trips ran express.

23 May 1994: Weekday daytime route, Milsons Point-Warringah Mall, commenced, replacing part of 247 when it was rerouted via Warringah Freeway on weekdays. First regular off-peak service to Milsons Point business precinct.

By 24 September 1995: Milsons Point – Warringah Mall reduced to a peak hour route. All stops service replaced by 178 & 180. Service between Spit Junction & Milsons Point business precinct replaced by existing 227-230, which had commenced on 15 January 1995.

10 March 1997:

- Weekday off-peak service City (Queen Victoria Building) – Warringah Mall commenced (shared with 178), being a regular short-working of trunk route L90.
- Existing limited peak hour express trip from Warringah Mall to City (Wynyard) renumbered E75, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

1 January 2005: Became part of Contract Region 8.

19 June 2006: E75 renumbered 179. 175 continued as day service City (Queen Victoria Building – Warringah Mall).

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

- 175 weekday daytime service, City (Queen Victoria Building) – Warringah Mall replaced by new 178 & 179 plus existing L80 (renumbered 180 at the same time). Ceased to be a regular short-working of trunk route L90.
- 175 remained as Milsons Point – Warringah Mall (peak hours *from* Milsons Point only).

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

- E75 reinstated as City (Wynyard) – Warringah Mall (peak hours).
- 175 Milsons Point – Warringah Mall ceased. (Replaced by new E54.)

3 May 2020: E75 renumbered 175X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Replaced by 173X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

CITY – BROOKVALE**Route 175****City (Wynyard) – Brookvale Depot**

From 3 August 1953 (based on 1958 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**), Pittwater Rd to Brookvale Depot.

From Brookvale Depot (Pittwater Rd) via Pittwater Rd, Condamine St, 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) – Brookvale Shire Hall**Alterations**

- *From July 1954:* Extended in Brookvale from Depot via Pittwater Rd to Shire Hall. Reverse on return.
- *From 29 June 1958 (coincident with replacement of tram services in the North Sydney area with buses):* Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- *From 19 November 1958 (opening of new Spit Bridge & Manly Rd):* Ex Brookvale (Shire Hall) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- *From 18 June 1968:* Ex Brookvale (Shire Hall) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- *By 17 April 1971 (selected peak hour trips via Warringah Fwy):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

City (Wynyard) – Brookvale shops**Alteration**

By 8 December 1974: Brookvale terminus altered from Shire Hall to shops.

City (Wynyard) – Warringah Mall**Alterations**

From 26 April 1983:

- Brookvale terminus altered from shops to Warringah Mall (Pittwater Rd).
- *(Express trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.

By October 1985: Ex Warringah Mall from Pacific Hwy via Arthur St, Mount St.

City (Queen Victoria Building) – Warringah Mall

From 10 March 1997

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Routes E75, later 175X**City (Wynyard) – Warringah Mall**

From 10 March 1997

From Warringah Mall to City (Wynyard) only

From Warringah Mall (Pittwater Rd) via Pittwater Rd, Condamine St (**Manly Vale**), Sydney Rd (**Balgowlah, Seaforth**), Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

From 26 November 2017

From City (Wynyard) (Clarence St at Erskine St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St, Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

MILSONS POINT – WARRINGAH MALL

Route 175

From 23 May 1994

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd to Warringah Mall.

From Warringah Mall (Pittwater Rd) via reverse route to Sydney Rd, then Manly Rd, Spit Bridge, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Alteration

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

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)- Brookvale Shire Hall	43	M-F	Brookvale	7.10am	Wynyard	10.40pm	A	
		Sat	Wynyard	10.10am	Brookvale	10.53pm	B	
		Sun	Brookvale	5.58am	Wynyard	12.30am	C	

Ran either to/from Brookvale Depot or Brookvale Shire Hall.

A – 24 trips from City (Wynyard), 8 trips from Brookvale.

B – 5 trips from City (Wynyard), 4 trips from Brookvale.

C – 7 trips from City (Wynyard), 8 trips from from Brookvale.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)- Brookvale Shire Hall	44	M-F	Brookvale	7.25am	Wynyard	9.05pm	A	
		Sat	Wynyard	5.45am		11.20pm	B	
		Sun	Brookvale	5.51am	Brookvale	9.31pm	C	

A – 25 trips from City (Wynyard), 14 trips from Brookvale Shire Hall.

B – 8 trips from City (Wynyard), 2 trips from Brookvale Shire Hall.

C – 8 trips from City (Wynyard), 8 trips from from Brookvale Shire Hall.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)- Warringah Mall	34	M-F	Warr Mall	7.24am	Wynyard	6.50pm	A	
		Sat	Wynyard	6.00pm		8.00pm	B	
		Sun	Warr Mall	6.50am		11.15pm	C	

A – 16 trips from City (Wynyard), 10 trips from Warringah Mall.

B – 2 trips from City (Wynyard).

C – 3 trips from City (Wynyard), 6 trips from Warringah Mall.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Wynyard)-Warringah Mall		M-F	Warr Mall	8.43am	Wynyard	5.45pm	A	
		Sat						
		Sun						

A – 6 trips from City (Wynyard), 1 trip from Warringah Mall.

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: Milsons Point-Warringah Mall	40	M-F	Milsons Point	8.39am	Milsons Point	3.44pm	15	
		Sat						
		Sun						

10 March 1997

City or Milsons Point – Warringah Mall routes

175, E75

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: City (Queen Victoria Building)-Warringah Mall	38†	M-F	Warr Mall	9.25amQ	Q Vic Bldg	1.55pmW	A	
					Wynyard	6.50pmW		
		Sat						
175: Milsons Point-Warringah Mall	40	M-F	Milsons Point	8.52am	Warr Mall	4.26pm	Ph1	
		Sat						
		Sun						
E75: City (Wynyard)-Warringah Mall	35	M-F	Warr Mall	8.43am			Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

† Trip time to Wynyard (extra time to/from Queen Victoria Building).

A – Peak hours, City (Wynyard)-Warringah Mall. Off-peak, City (Queen Victoria Building)-Warringah Mall 30.

Plus short-working/sbefore first trip shown.

Ph1 – Peak hours only (morning from Milsons Point, afternoon from Warringah Mall).

Ph2 – Morning peak hour only (from Warringah Mall only).

Q – To City (Queen Victoria Building).

W – To Warringah Mall.

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
175: Milsons Point-Warringah Mall	44	M-F	Milsons Point	8.11am	Milsons Point	6.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (all *from* Milsons Point).

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E75: City (Wynyard)- Warringah Mall	28	M-F	Warr Mall	5.15am	Wynyard	8.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Warringah Mall, afternoon from City (Wynyard)).

Route 176

CITY (Wynyard) – NORTH CURL CURL – DEE WHY via Griffin Rd (some trips EXPRESS) ■

Also:

- **Milsons Point – Dee Why (Avon Rd) (peak hours, 1987-91)**

Route 176X

Route E76

CITY (Wynyard) – DEE WHY (Avon Rd) via Griffin Rd (EXPRESS)

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

Timeline

3 December 1956: 176 City (Wynyard) – North Curl Curl peak hour service commenced by Department of Government Transport.

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

- Extended from North Curl Curl to Dee Why (Howard Av).
- Some morning trips & all afternoon trips rerouted via Warringah Fwy.

6 September 1987:

- Most trips ran express.
- New peak hour route, 176 Milsons Point – Dee Why (Avon Rd), commenced.

3 March 1991: Milsons Point – Dee Why (Avon Rd) ceased without direct replacement, as part of a general reorganisation of Manly-Warringah routes.

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

- Express trips renumbered E76.
- Limited morning peak hour all stops service remained as 176.

1 January 2005: Became part of Contract Region 8.

23 October 2016: Remaining morning trips on 176 altered to express & renumbered E76.

3 May 2020: Renumbered 176X as part of further renumbering of express routes with the suffix “X”.

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

CITY – DEE WHY

Route 176

City (Wynyard) – North Curl Curl

From 3 December 1956 (based on 17 April 1971 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**), Pittwater Rd (**Brookvale**), Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**) to Griffin Rd (North Curl Curl)

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

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex North Curl Curl from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 5 September 1966**: Ex City (Wynyard) from Abbott Rd via Pitt Rd, Playfair Rd (**Wingala**), Parr Av, Headland Rd, Griffin Rd, Pitt Rd to Reid Av (North Curl Curl). Reverse on return.
- **From 18 June 1968**: Ex North Curl Curl from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 8 December 1974**: Ex City (Wynyard) from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.
- **By August 1979**: Ex City (Wynyard) from Abbott Rd via Pitt Rd, Griffin Rd, Headland Rd, Parr Av, Playfair Rd to Pitt Rd (North Curl Curl). From North Curl Curl (Pitt Rd at Reid Av) via Pitt Rd, Griffin Rd, Headland Rd, Parr Av, Playfair Rd, Pitt Rd, Abbott Rd.

City (Wynyard) – Dee Why (Howard Av)

From 26 April 1983

All stops

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Griffin Rd, The Strand (**Dee Why Beach**), Howard Av to Pittwater Rd (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Express

From Dee Why (Howard Av) (at Pittwater Rd) via Howard Av, The Strand (**Dee Why Beach**), Griffin Rd, Pitt Rd (**Wingala**), Abbott Rd, Harbord Rd, Winbourne Rd (**Brookvale**), Pittwater Rd, Condamine St (**Manly Vale**), Sydney Rd (**Balgowlah, Seaforth**), Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alteration

By 13 October 1985: Ex Dee Why (Howard Av) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Dee Why (Avon Rd)

Alterations

- **From 6 September 1987**: Curtailed Approached Dee Why from Howard Av to Avon Rd (*not* to Pittwater Rd). Reverse on return.
- **From 6 September 1987**: Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.
- **By 24 September 1995**: Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.
- **From 16 October 2005** (remaining morning peak hour alo stops trips): Ex Dee Why (Avon Rd) from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Routes E76, later 176X

City (Wynyard) – Dee Why (Avon Rd)

From 6 September 1987

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Griffin Rd, The Strand (**Dee Why Beach**), Howard Av to Avon Rd (Dee Why).

From Dee Why (Avon Rd) (at Howard Av) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **By 24 September 1995:** Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.
- **From 10 March 1997:** From City (Wynyard) (Carrington St) via Margaret St, Clarence St. Unaltered on return.

MILSONS POINT – DEE WHY

Route 176

From 6 September 1987

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Griffin Rd, The Strand (**Dee Why Beach**), Howard Av to Avon Rd (Dee Why).

From Dee Why (Avon Rd) (at Howard Av) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station..

Alteration

By 24 September 1995: Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.

Timetable Summary

1958

City – Wingala – Dee Why routes 176, 177

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)- North Curl Curl	50	M-F	Nth Curl Curl	5.57am	Wynyard	6.10pm	Ph1	
		Sat						
		Sun						
177: City (Wynyard)- Dee Why (Pacific Pde)	48	M-F	Pacific Pde	6.16am	Wynyard	5.50pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from North Curl Curl, afternoon from City (Wynyard)). Plus short-working/s after last trip shown.

Ph2 – Peak hours only (morning from Dee Why (Pacific Pde), afternoon from City (Wynyard)).

26 April 1983

City – Wingala – Dee Why routes 176, 177

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)- Dee Why (Howard Av)	52	M-F	Howard Av	6.04am	Wynyard	5.30pm	Ph1	
		Sat						
		Sun						
177: City (Wynyard)- Dee Why (Howard Av)	53	M-F	Howard Av	6.44am	Wynyard	6.00pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from North Curl Curl, afternoon from City (Wynyard)). Some trips express.

Ph2 – Peak hours only (morning from Dee Why (Howard Av), afternoon from City (Wynyard)). Some trips express.

6 September 1987

City or Milsons Point – Wingala – Dee Why routes

176, 177

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)-Dee Why (Avon Rd)	55	M-F	Avon Rd	6.00am	Wynyard	5.48pm	Ph1	
		Sat						
		Sun						
176: Milsons Point-Dee Why (Avon Rd)	47	M-F	Avon Rd	7.25am	Milsons Point	5.45pm	Ph2	
		Sat						
		Sun						
177: City (Wynyard)-Dee Why (Avon Rd)	42	M-F	Avon Rd	6.50am	Wynyard	6.10pm	Ph3	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)). Most trips ran express.

Ph2 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from Milsons Point).

Ph3 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)). All trips ran express.

10 March 1997

City – Wingala – Dee Why routes

176, E76, E77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176: City (Wynyard)-Dee Why (Avon Rd)	53	M-F	Avon Rd	6.00am	Avon Rd	6.30am	Ph1	
		Sat						
		Sun						
E76: City (Wynyard)-Dee Why (Avon Rd)	41	M-F	Avon Rd	7.05am	Wynyard	6.40pm	Ph2	
		Sat						
		Sun						
E77: City (Wynyard)-Dee Why (Pacific Pde)	45	M-F	Pacific Pde	6.52am	Wynyard	6.10pm	Ph3	
		Sat						
		Sun						

Ph1 – Morning peak hour only.

Ph2 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)).

Ph3 – Peak hours only (morning from Dee Why (Pacific Pde), afternoon from City (Wynyard)).

23 October 2016

City – Wingala – Dee Why routes

E76, E77

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E76: City (Wynyard)-Dee Why (Avon Rd)	40	M-F	Avon Rd	5.45am	Wynyard	7.30pm	Ph1	
		Sat						
		Sun						
E77: City (Wynyard)-Dee Why (Pacific Pde)	40	M-F	Pacific Pde	6.15am	Wynyard	7.40pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Dee Why (Avon Rd), afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from Dee Why (Pacific Pde), afternoon from City (Wynyard)).

Route 177

CITY (Wynyard) – DEE WHY via various routes (some trips EXPRESS) ■

Route 177X

Route E77

CITY (Wynyard) – DEE WHY (Pacific Pde) via Wheeler Pde (EXPRESS) ■

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

Timeline

3 August 1953:

- 177 City (Wynyard) – Dee Why (Pacific Pde/Avon Rd) via Howard Av peak hour service renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

18 July 1960: Some trips ran express.

26 April 1983: Altered to City (Wynyard) – Dee Why (Howard Av) via Wheeler Pde, as part of the Manly-Warringah Bus Service Improvement Programme. Replaced 159 in peak hours.

6 September 1987: All trips altered to express.

10 March 1997: Renumbered E77, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

1 January 2005: Became part of Contract Region 8.

3 May 2020: Renumbered 177X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Rearranged as part of introduction of Northern Beaches/Lower North Shore all-day frequent network (*see next entry*).

Streets

Route 177

City (Wynyard) – Dee Why (Pacific Pde) via Howard Av

From 3 August 1953 (based on 7 July 1962 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**), Pittwater Rd (**Brookvale**), Howard Av, The Strand (**Dee Why Beach**), Pacific Pde to Avon Rd (Dee Why).

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

Alterations

- **From 29 June 1958** (*coincident with replacement of tram services in the North Sydney area with buses*): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (*opening of new Spit Bridge & Manly Rd*): Ex Dee Why (Pacific Pde) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966:** Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968:** Ex Dee Why (Pacific Pde) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 17 April 1971** (*selected trips*): Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- **By 8 December 1974:** Ex City (Wynyard) from Pittwater Rd via Chard Rd, Mitchell Rd, Winbourne Rd. Unaltered on return.
- **By August 1980** (*afternoon trips*): Extended in Dee Why from Pacific Pde/Avon Rd via Pacific Pde to The Crescent. Morning trips unaltered.

City (Wynyard) – Dee Why (Howard Av) via Wheeler Pde

From 26 April 1983

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly**

Vale), Pittwater Rd (**Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Playfair Rd (**Wingala**), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand (**Dee Why Beach**), Howard Av to Pittwater Rd (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Trips via Warringah Fwy: Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

Alteration

By October 1985: Ex Dee Why (Howard Av) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Dee Why (Avon Rd) via Wheeler Pde

From 6 September 1987

From City (Wynyard) (York St) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Sydenham Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Playfair Rd, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde, The Strand (**Dee Why Beach**), Howard Av to Avon Rd (Dee Why).

From Dee Why (Avon Rd) (at Howard Av) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Wynyard) – Dee Why (Pacific Pde) via Wheeler Pde

Alterations

- **From 3 March 1991:** Approached Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd. Reverse on return.
- **From February 1993:** Curtailed Approached Dee Why from Wheeler Pde via Pacific Pde to Sturdee Pde. Reverse on return.
- **By 24 September 1995:** Ex City (Wynyard) from Pittwater Rd via Sydenham Rd, Mitchell Rd. Unaltered on return.

Routes E77, later 177X

City (Wynyard) – Dee Why (Pacific Pde) via Wheeler Pde

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Sydenham Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Playfair Rd, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Sturdee Pde (Dee Why).

From Dee Why (Pacific Pde) (at Sturdee Pde) via reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alteration

By 2 August 2009 (afternoon trips): Approached Dee Why from Wheeler Pde via Pacific Pde to Pittwater Rd. Starting point for morning trips continued to be Pacific Pde/Sturdee Pde.

Timetable Summary

See 176

Route 177

WARRINGAH MALL – DEE WHY (Pacific Pde) via Wheeler Pde

Route 177X

CITY (Wynyard) – DEE WHY (Sturdee Pde or Pacific Pde) via Wheeler Pde (EXPRESS)

Timeline

20 December 2020:

- New services commenced, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:
 - 177 Warringah Mall – Dee Why (Pacific Pde) (daily daytime)
 - 177X City (Wynyard) – Dee Why (Sturdee Pde or Pacific Pde) (peak hours)
- Replaced equivalent parts of 177 & 177X in previous entry.
- 177 became a feeder to 199 & B1.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 8.

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

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

Streets

Route 177

From 20 December 2020

From Warringah Mall (Pittwater Rd) via Pittwater Rd (**Brookvale**), Chard Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd, Playfair Rd (**Wingala**), Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Pittwater Rd (Dee Why).

From Dee Why (Pacific Pde) (at Pittwater Rd) via reverse route to Winbourne Rd, then Pittwater Rd to Warringah Mall.

Route 177X

City (Wynyard) – Dee Why (Pacific Pde) via Wheeler Pde

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Sydenham Rd, Mitchell Rd, Winbourne Rd, Harbord Rd, Abbott Rd, Pitt Rd (**Wingala**), Playfair Rd, Parr Av, Headland Rd, Wheeler Pde, Pacific Pde to Pittwater Rd (Dee Why).

From Dee Why (Sturdee Pde) (at Pittwater Rd) via Sturdee Pde, Pacific Pde, then reverse route to Winbourne Rd, then Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Timetable Summary

20 December 2020

City – Wingala – Dee Why routes

176X, 177, 177X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
176X: City (W'yard)-Dee Why (Pacific Pde) (<i>express</i>)	50	M-F	Howard Av	5.50am	Wynyard	7.20pm	Ph1	
		Sat						
		Sun						
177: Warringah Mall-Dee Why (Pacific Pde)	16	M-F	Pacific Pde	9.20am	Pacific Pde	5.16pm	60*	A
		Sat		8.24am	Warr Mall	5.55pm	60	
		Sun		8.15am		5.55pm	60	
177X: City (W'yard)-DY (Sturdee Pde or Pacific Pde) (<i>express</i>)	50	M-F	Sturdee Pde	6.19am	Wynyard	7.30pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

A – Morning peak hour service from Dee Why (Pacific Pde) & afternoon peak hour service from Warringah Mall provided by 177X.

Ph1 – Peak hours only (morning from Dee Why (Howard Av), afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from Dee Why (Sturdee Pde), afternoon from City (Wynyard)).

Route 178

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – TAYLORS POINT via Wakehurst Pkwy direct ■

Timeline

30 March 1952: Limited peak hour service commenced by Department of Road Transport & Tramways, as part of the Manly bus/ferry Co-ordination Scheme, replacing part of 158.

5 October 1952: Replaced by restored 158, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful.

Streets

From 30 March 1952 (based on April 1952 timetable)

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

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

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Taylors Point†	94	M-F	Taylors Point	7.13am	Wynyard	5.07pm	Ph	
		Sat						
		Sun						

† Via Wakehurst Pkwy direct.

Ph – Peak hours only (morning from Taylors Point, afternoon from City (Wynyard)).

Route 178

CITY (various termini) – DEE WHY ■

Also:

- **Milsons Point – Dee Why (Howard Av) (peak hours, from 1991)**

Route E78

CITY (Wynyard) – DEE WHY (Howard Av) (EXPRESS) ■

Route L78

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

- **Extended from North Sydney to Milsons Point (selected trips from 2009)**

Timeline

3 August 1953:

- 178 City (Wynyard) – Dee Why (Howard Av) peak hour route, supplementary to 190 City-Palm Beach trunk route, renumbered from part of 150 as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

26 April 1983: Reduced to a limited service, as part of the Manly-Warringah Bus Service Improvement Programme.

By 6 December 1986: Express trips (limited service), City (Wynyard) – Dee Why (Howard Av), commenced.

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

- Times of operation extended to all day Mondays-Saturdays.
- Weekday daytime trips extended in City from Wynyard to Queen Victoria Building.
- Peak hour route, Milsons Point – Dee Why (Howard Av), commenced.
- Routes were:

City (Wynyard) – Dee Why (Howard Av) (peak hour express).

City (Queen Victoria Building) – Dee Why (Howard Av) (weekday day service, replacing 240 City (Queen Victoria Building) – Spit Junction (“Citylink”)), a regular short-working of trunk route L90.

City (Wynyard) – Dee Why (Howard Av) (Saturday day service).

Milsons Point – Dee Why (Howard Av) (peak hour service).

By 23 May 1994: City (Queen Victoria Building) – Dee Why extended in Dee Why from Howard Av to Lismore Av & rerouted via Warringah Fwy.

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

- Peak hour express trips renumbered E78.
- Saturday service also extended to run City (Queen Victoria Building) – Dee Why (Lismore Av).

24 June 2001: Day service on weekdays & selected peak hour trips:

- Altered to limited stops & renumbered L78 North Sydney – Dee Why (Lismore Av) & was a regular short-working of trunk route L90.
- Partly replaced 100.

1 January 2005: Became part of Contract Region 8.

By 13 August 2006: Weekday day service L78 North Sydney – Dee Why (Lismore Av) altered from limited stops to all stops & renumbered 178, leaving L78 as a peak hour only route. Day service then shared between 175 & 178.

2 August 2009: As part of reorganisation of Dee Why/Narrabeena/Cromer area routes (which included the extension of 178 as City (Wynyard or Queen Victoria Building) – Cromer Heights):

- 178 Milsons Point – Dee Why (peak hours) renumbered part of 183.
- Hours of service of L78 reduced to peak hours, but extended from North Sydney to Milsons Point. Ceased to be a regular short-working of trunk route L90.
- Weekday daytime service on 178 & L78, City (Queen Victoria Building) – Dee Why replaced by new 178 (*see next entry*), existing 179 (with extended hours) & 180 (renumbered from L80 at the same time).

Circa 2011: Limited service L78 Milsons Point – Dee Why (Lismore Av) ran for a short period.

26 November 2017: L78 replaced by new E54 as part of rearrangement of routes on introduction of B-Line (B1).

CITY – DEE WHY**Route 178****City (Wynyard) – Dee Why (Howard Av)**

From 3 August 1953 (based on August 1966 timetable)

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

From Dee Why (Howard Av) (at Pittwater Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex Dee Why from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **From 18 June 1968**: Ex Dee Why (Howard Av) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 13 October 1985**: Ex Dee Why (Howard Av) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Dee Why (Howard Av)

From 3 March 1991

Express

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**) to Lismore Av (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Queen Victoria Building) – Dee Why (Howard Av)

From 3 March 1991

All stops

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

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Pacific Hwy, then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building) – Dee Why (Lismore Av)

By 23 May 1994

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**) to Lismore Av (Dee Why).

From Dee Why (Lismore Av) (at Pittwater Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Route E78

City (Wynyard) – Dee Why (Howard Av)

From 10 March 1997

From Dee Why (Howard Av) (at Pittwater Rd) via Pittwater Rd (**Brookvale**), Condamine St (**Manly Vale**), Burnt Bridge Creek Deviation, Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

MILSONS POINT – DEE WHY

Route 178

Milsons Point – Dee Why (Howard Av)

From 3 March 1991

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), to Howard Av (Dee Why).

From Dee Why (Howard Av) (at Pittwater Rd) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Route L78

North Sydney – Dee Why (Lismore Av)

From 24 June 2001

From North Sydney (Blue St at Station) via Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale**), Lismore Av to near Pittwater Rd (Dee Why).

From Dee Why (Lismore Av) (at Pittwater Rd) via Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Miller St, then Pacific Hwy, Blue St to North Sydney Station.

North Sydney – Dee Why (Lismore Av) (selected trips extended to Milsons Point)

From 2 August 2009

Milsons Point extension: From North Sydney (Miller St) via Blues Point Rd, Lavender St, Alfred St to Milsons Point Station. Return from Alfred St via Alfred St, Pacific Hwy, Blue St, Miller St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)- Dee Why (Howard Av)	45	M-F						
		Sat	Wynyard	5.24pm			A	
		Sun						

A – 1 trip from City (Wynyard) only.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)- Dee Why (Howard Av)	48	M-F	Wynyard	6.26am	Howard Av	3.47pm	2 trips	
		Sat		11.30am		12.33pm	1 trip	
		Sun		2.00pm	Wynyard	3.30pm	A	

A – 4 trips from City (Wynyard) only.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)-Dee Why (Howard Av)	50	M-F	Howard Av	7.43am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Dee Why (Howard Av)).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Wynyard)-Dee Why (Howard Av)	41	M-F	Howard Av	7.04am	Howard Av	8.55am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Dee Why (Howard Av)), mostly express trips.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Queen Victoria Building)-Dee Why (Howard Av)	42†	M-F	Howard Av	7.13amY 9.03amQ	Q Vic Bldg Howard Av	2.48pmH 4.18pmY	15*	A
		Sat		8.07amY	Wynyard	6.07pmH	30	
		Sun						
178: Milsons Point-Dee Why (Howard Av)	47	M-F	Howard Av	7.34am	Howard Av	7.58am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Trip time to Wynyard (extra time to/from Queen Victoria Building).

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

H – To Dee Why (Howard Av).

Ph – Morning peak hour only (from Dee Why (Howard Av)).

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

10 March 1997

See 180

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L78: North Sydney-Dee Why (Lismore Av)	38	M-F	Lismore Av	7.15am	North Sydney	7.05pm	30	
		Sat						
		Sun						

May 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L78: North Sydney-Dee Why (Lismore Av)	38	M-F	Lismore Av	6.45am	North Sydney	7.05pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

2 August 2009

See 180

Route 178

CITY (various termini) – BALGOWLAH – CROMER HEIGHTS ■

Route 178X

Route E78

CITY (Wynyard) – CROMER HEIGHTS (EXPRESS) ■

Timeline

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

- New routes commenced by State Transit Authority of NSW:
 - 178 City (Queen Victoria Building) – Cromer Heights (full time service), a regular short-working of trunk route L90.
 - E78 City (Wynyard) – Cromer Heights (peak hour express).
- These routes together replaced 152 & part of 173, providing a full time service between the City & Cromer Heights, but running via Balgowlah instead of Wakehurst Pkwy.
- 178 & E78 shared most of route.
- Part of Contract Region 8.

4 October 2015: City terminus altered to Wynyard at all times, as a result of light rail line construction in George St, City/new CBD bus network.

3 May 2020: E78 renumbered 178X as part of further renumbering of express routes with the suffix “X”.

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

- 178 curtailed to run Warringah Mall – Cromer Heights, becoming a feeder to B1 (*see next entry*).
- 178X replaced by new 178, becoming a feeder to B1.

Streets

Route 178

City (Queen Victoria Building) – Cromer Heights

From 2 August 2009

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), St David Av, Fisher Rd, McIntosh Rd (**Narraweena**), Willandra Rd, Carawa Rd (**Cromer**), Carcoola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Howse Cr (Cromer Heights).

From Cromer Heights (Howse Cr at Truman Av) via McNamara Rd, Badcoe Rd, Truman Av, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Maybrook Manor, Cromer Heights extension (*daytime*): From Cromer Heights (Truman Av) via Maybrook Av to Maybrook Manor retirement village. Return via Maybrook Av, Truman Av, Howse Cr.

City (Wynyard) – Cromer Heights

Alterations

- **From 4 October 2015** (*commencement of light rail line construction in George St, City/new CBD bus network*): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.
- **From 23 October 2016** (*all trips*): Extended in Cromer Heights from Truman Av via Maybrook Av to Maybrook Manor retirement village. Return via Maybrook Av, Truman Av, Howse Cr.

Routes E78, later 178X

City (Wynyard) – Cromer Heights

From 2 August 2009

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), then same route to Cromer Heights.

From Cromer Heights (Howse Cr at Truman Av) via McNamara Rd, Badcoe Rd, Truman Av, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration

From 23 October 2016: Extended in Cromer Heights from Truman Av via Maybrook Av to Maybrook Manor retirement village. Return via Maybrook Av, Truman Av, Howse Cr.

Timetable Summary

See 180

Route 178

WARRINGAH MALL – CROMER HEIGHTS

Timeline

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

- Full time service curtailed from 178 in previous entry, becoming a feeder to 199 & B1.
- Replaced 178X.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 8.

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

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

Streets

From 20 December 2020

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale, Dee Why**), St David Av, Fisher Rd, McIntosh Rd (**Narrabeena**), Willandra Rd, Carawa Rd (**Cromer**), Caroola Rd, Grover Av, Carrington Av, Toronto Av, Truman Av, Maybrook Av to Maybrook Manor retirement village (Cromer Heights).

From Cromer Heights (Maybrook Av at Maybrook Manor retirement village) via Maybrook Av, Truman Av, Howse Cr, McNamara Rd, Badcoe Rd, Truman Av, then reverse route to Pittwater Rd, then Cross St, Dale St to Warringah Mall.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-Cromer Heights	27	M-F	Cromer Hts	5.24am	Warr Mall	11.50pm	20*	
		Sat		5.24am		11.50pm	20	
		Sun		5.54am		11.50pm	20	

* More frequent in peak hours.

Route 179

[Manly bus/ferry Co-ordination Scheme route]

CITY (Wynyard) – CHURCH POINT via Wakehurst Pkwy direct

Timeline

30 March 1952:

- Peak hour trip on 159 rerouted via entire length of Wakehurst Pkwy & renumbered, as part of the Manly bus/ferry Co-ordination Scheme.
- Operated by Department of Road Transport & Tramways.

5 October 1952: Ceased, when the Manly bus/ferry Co-ordination Scheme was declared unsuccessful. All City (Wynyard) – Church Point trips via Pittwater Rd direct between Narrabeen & Mona Vale reverted to 159.

Streets

From 30 March 1952 (based on April 1952 timetable)

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

Frenchs Forest Rd, [Clontarf St,] Wakehurst Pkwy (**Oxford Falls**), Pittwater Rd (**North Narrabeen, Mona Vale**), Bayview [now Pittwater] Rd (**Bayview**) to Church Point wharf.

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

Timetable Summary

April 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Church Point†	78	M-F	Church Point	7.28am	Wynyard	5.07pm	1 trip	
		Sat						
		Sun						

† Via Wakehurst Pkwy direct.

Route 179

CITY (Wynyard) – DEE WHY (South Creek Rd)■

Timeline

3 August 1953:

- Peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

By 3 March 1991: Ceased as part of a general reorganisation of Manly-Warringah routes. All service provided by 182-190.

Streets

From 3 August 1953 (based on August 1966 timetable)

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

From Dee Why (South Creek Rd) (at Pittwater Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (when North Sydney system tram services replaced by buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex Dee Why (South Creek Rd) from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968**: Ex Dee Why (South Creek Rd) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 13 October 1985**: Ex Dee Why (South Creek Rd) from Pacific Hwy via Arthur St, Mount St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Dee Why (South Creek Rd)	50	M-F	Sth Creek Rd	5.51am	Sth Creek Rd	10.00pm	A	
		Sat						
		Sun						

A – 12 trips from City (Wynyard), 8 trips from Dee Why (South Creek Rd).

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Dee Why (South Creek Rd)	51	M-F	Sth Creek Rd	6.33am	Wynyard	10.10pm	A	
		Sat		6.06am	Sth Creek Rd	5.42pm	B	
		Sun	Wynyard	7.50pm			C	

A – 12 trips from City (Wynyard), 7 trips from Dee Why (South Creek Rd).

B – 4 trips from City (Wynyard), 8 trips from Dee Why (South Creek Rd).

C – 1 trip from City (Wynyard) only.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Dee Why (South Creek Rd)	56	M-F	Sth Creek Rd	6.39am	Sth Creek Rd	8.18am	Ph	
		Sat		6.48am		7.18am	A	
		Sun						

A – 2 trips from Dee Why (South Creek Rd) only.

Ph – Morning peak hour only (both directions).

Route 179

CITY (various termini) – BALGOWLAH – WAR VETERANS HOME ■

Route 179X

Route E79

CITY (Wynyard) – BALGOWLAH – WAR VETERANS HOME (EXPRESS) ■

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

Timeline

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

- New peak hour route, 179 City (Wynyard) – Balgowlah – War Veterans Home commenced by State Transit Authority of NSW.
- Most trips ran express via Warringah Fwy, but a limited service ran via North Sydney Station.
- Replaced parts of 173 & 174 as the peak hour route between the City (Wynyard) & Wheeler Heights shops, but ran via Balgowlah instead of Wakehurst Pkwy & extended from Wheeler Heights shops to War Veterans Home.
- Shared Warringah Mall – War Veterans Home with 146 until 2 August 2009.
- Operated by State Transit Authority of NSW.

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

- Express trips renumbered E79.
- 179 remained as War Veterans Home – City (Wynyard) (limited morning peak hour service).
- 179 & E79 shared most of route.

1 January 2005: Became part of Contract Region 8.

19 June 2006: Limited service on E75 peak hour express renumbered E79.

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

- Times of operation expanded to run full time, replacing 146.
- 179 extended in City from Wynyard to Queen Victoria Building.
- Routes were:
 - 179 City (Queen Victoria Building) – War Veterans Home (full time), a regular short-working of trunk route L90.
 - E79 City (Wynyard) – War Veterans Home (peak hour express)
- All trips ran via Warringah Fwy.

4 October 2015: City terminus altered to Wynyard at all times as a result of light rail line construction in George St, City/new CBD bus network.

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

- 179 replaced by new 146 & B1.
- E79 remained as a peak hour express route.

3 May 2020: Renumbered 179X as part of further renumbering of express routes with the suffix "X".

20 December 2020: 179X ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Warringah Mall – War Veterans Home replaced by 179 (*see next entry*).
- 179 became a feeder to B1.

Streets

Route 179

City (Wynyard) – War Veterans Home

From 3 March 1991

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), Fisher Rd, McIntosh St (**Narraweena**), Alfred St, Carawa Rd (**Cromer**), 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 Miller St, then Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Trips via North Sydney Station (*limited service*): Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St. Return from Falcon St via Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 24 September 1995:** Ex City (Wynyard) from Carawa Rd via Tennyson Rd, Fisher Rd. Reverse on return.
- **By April 1996:** Ex City (Wynyard) from Pittwater Rd, Dee Why via St David Av, Fisher Rd. Reverse on return.

Routes E79, later 179X

City (Wynyard) – War Veterans Home

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), St David Av, Fisher Rd, McIntosh St (**Narraweena**), Alfred St, Carawa Rd (**Cromer**), Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).

From War Veterans Home (Lantana Av at end) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration

- **By May 2008:** Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

Route 179

City (Queen Victoria Building) – War Veterans Home

From 2 August 2009

From City (Queen Victoria Building) (York St) via Druiett St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), St David Av, Fisher Rd, McIntosh St (**Narraweena**), Alfred St, Carawa Rd (**Cromer**), Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St, Heather St, Kirkstone Rd, Rose Av, Veterans Pde, Lantana Av to end (War Veterans Home).

From War Veterans Home (Lantana Av at end) via reverse route to Miller St, then Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

City (Wynyard) – War Veterans Home

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network):
 Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

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		
179: City (Wynyard)- War Veterans Home	57	M-F	W/Vets Home	6.05am	Wynyard	6.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

10 March 1997

2 August 2009

4 October 2015

26 November 2017

See 180

Route 179

WARRINGAH MALL – WAR VETERANS HOME

Timeline

20 December 2020: Full time service commenced by State Transit Authority of NSW, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- Replaced equivalent parts of 179 & 179X in previous entry.
- Became a feeder to 199 & B1.
- Part of Contract Region 8.

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

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

Streets

From 20 December 2020

From Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale, Dee Why**), St David Av, Fisher Rd, McIntosh St (**Narrabeena**), Alfred St, Carawa Rd (**Cromer**), Tennyson Rd, Fisher Rd, South Creek Rd, Ambleside St (**Wheeler Heights**), 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 Pittwater Rd, then Cross St, Dale St to Warringah Mall.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warringah Mall-War Veterans Home	29	M-F	W/Vets Home	6.10am	Warr Mall	11.30pm	30*	
		Sat		6.04am		11.30pm	30	
		Sun		6.34am		11.30pm	30	

* More frequent in peak hours.

Route 180

CITY (various termini) – COLLAROY PLATEAU ■

Also:

- **Milsons Point – Collaroy Plateau** (*peak hours, 1984-91*)

Route 180X

Route E80

CITY (Wynyard) – COLLAROY PLATEAU (EXPRESS) ■

Route L80

CITY (Wynyard) – COLLAROY PLATEAU (LIMITED STOPS) ■

Timeline

15 June 1954: Peak hour 180 City (Wynyard) – Collaroy Plateau (Colooli Av, War Veterans Home) commenced by Department of Government Transport. Shared Brookvale – Collaroy Plateau with 160.

28 March 1960: Extended in Collaroy Plateau from War Veterans Home (Colooli Av) to Hall Av.

8 July 1960: Peak hour express trips via normal route commenced.

By August 1966: Times of service extended to off-peak & Saturday mornings (limited service).

By June 1972:

- Some (later most) peak hour trips rerouted via Warringah Fwy.
- Days of service extended to Sundays (limited service).

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

- Most Saturday & all Sunday trips ceased. Service at those times replaced by 148 (to Manly Wharf).
- Shared Dee Why – Collaroy Plateau with 148 (until 23 May 1994) instead of 160.

By June 1984: Peak hour service 180 Milsons Point – Collaroy Plateau commenced.

By 6 September 1987:

- City (Wynyard) – Collaroy Plateau reduced to weekday peak hours only (most trips express).
- Off-peak & weekend day service provided by 148 (to Manly Wharf).
- Night service provided by 133 (to Manly Wharf).

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

- Milsons Point – Collaroy Plateau ceased.
- Night service on 133 to Manly Wharf replaced by 148.

23 May 1994:

- Hours of service of 180 increased to full time service, replacing 148. Also replaced alternate trips on 178 on weekdays.
- Extended in City from Wynyard to Queen Victoria Building in off-peak Mondays-Fridays & all day Saturdays.
- Night & Sunday trips, Warringah Mall – Collaroy Plateau, renumbered from 148 to 180 (streets unaltered).
- Services on 180 then were:

City (Wynyard) – Collaroy Plateau (peak hour expresses & early morning).

City (Queen Victoria Building) – Collaroy Plateau (weekday off-peak & Saturdays), a regular short-working of trunk route L90.

Warringah Mall – Collaroy Plateau (nights & Sundays)

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

- Express trips renumbered E80 & limited stops trips introduced as L80.
- Night trips extended as City (Wynyard) – Collaroy Plateau.
- Services rearranged as:

180 City (Wynyard) – Collaroy Plateau (early morning & night Monday-Saturday & all Sunday).
Sunday service was a regular short-working of trunk route L90.

180 City (Queen Victoria Building) – Collaroy Plateau (Saturday daytime), a regular short-working of trunk route L90.

E80 City (Wynyard) – Collaroy Plateau (selected peak hour express).

L80 City (Wynyard) – Collaroy Plateau (selected peak hour & weekday daytime limited stops).

Weekday daytime service was a regular short-working of trunk route L90.

21 September 1997: Sunday daytime trips extended in City from Wynyard to Queen Victoria Building.

1 September 1999: Peak hour express trips (E80) altered to limited stops (L80), so that all peak hour (& weekday daytime) trips ran as L80.

1 January 2005: Became part of Contract Region 8.

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

- Weekday daytime trips altered from limited stops to all stops & renumbered 180.
- Peak hour trips continued as L80, but all other trips altered to run as 180:
City (Wynyard) – Collaroy Plateau (early morning & nights Monday-Sunday)
City (Queen Victoria Building) – Collaroy Plateau (daytime Monday-Sunday).

4 October 2015: City terminus altered to Wynyard at all times, as a result of light rail line construction in George St, City/new CBD bus network.

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

- L80 peak hour trips altered to express & renumbered E80.
- 180 remained for trips at all other times.

3 May 2020: E80 renumbered 180X as part of further renumbering of express routes with the suffix “X”.

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

- 180 curtailed to run Warringah Mall – Collaroy Plateau (*see next entry*), becoming a feeder to B1.
- Also replaced 180X.

Streets

CITY – COLLAROY PLATEAU

Route 180

City (Wynyard) – Collaroy Plateau (Colooli Rd)

From 15 June 1954 (based on later timetables & Guide to Bus Services dated 1959)

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**), Pittwater Rd (**Brookvale, Dee Why**), South Creek Rd, Parkes Rd, Anzac Av, Plateau Rd, Aubreen St, Telopea St, Hilma St, Edgecliffe Blvd, Wetherill St [now part of Edgecliff Blvd], Veterans Pde to Colooli Rd (War Veterans Home, Collaroy Plateau).

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

Alterations

- **From 29 June 1958** (*coincident with replacement of tram services in the North Sydney area with buses*): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (*opening of new Spit Bridge & Manly Rd*): Ex Collaroy Plateau from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By 1959** (*possibly from 29 June 1958, when various routes were moved away from York St & Carrington St to provide for additional routes being terminated at Wynyard when North Sydney tram routes were replaced by buses*): Approached City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St, Barrack St. Return via Clarence St.

City (Wynyard) – Collaroy Plateau

Alterations

- **From 28 March 1960** (*selected trips*): Extended from Veterans Pde/Colooli Rd via Veterans Pde, Telopea St, Fuller St, Hall Av to Veterans Pde (Collaroy Plateau). Return via Veterans Pde.
- **From 28 March 1960** (*selected trips*): Ex Manly Wharf from Wetherill St [now part of Edgecliffe Blvd] via Veterans Pde (*not* via Colooli Rd intersection). Reverse on return.
- **By February 1966**: Approached City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return via Erskine St, Clarence St.
- **By August 1966** (*selected, later most, trips*): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **By May 1967**: Approached City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return via Erskine St, Clarence St.
- **From 18 June 1968** (*opening of Warringah Fwy*): Ex Collaroy Plateau from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By July 1970** (*daytime*): From City (Wynyard) (Carrington St) via Margaret St, Clarence St. Unaltered in afternoon peak hour.
- **By June 1972** (*express trips*): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.

- **By June 1972 (express trips):** Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

From 26 April 1983

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, 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 reverse route to Lismore Av, then Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Pacific Hwy, then Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Express or via Warringah Fwy trips (peak hours): Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

Alterations

- **By 13 October 1985 (non-Freeway trips):** Ex Collaroy Plateau from Pacific Hwy via Arthur St, Mount St.
- **From 6 September 1987:** Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

City (Wynyard) – Collaroy Plateau

From 23 May 1994

Peak hour express trips

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), 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 Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building) – Collaroy Plateau

From 23 May 1994

Off-peak & weekend trips

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**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 Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Trips from Collaroy Plateau terminating at Warringah Mall (Sundays): Ex Collaroy Plateau from Pittwater Rd via Cross St, Dale St to Warringah Mall (bus terminal inside). Return via Green St, Cross St, Pittwater Rd.

Night trips at Collaroy Plateau: From Warringah Mall via normal route to Veterans Pde, then Telopea St, Aubreen St, Plateau Rd, then return to Warringah Mall.

Alterations

- **From 25 September 1995:** Ex City (Wynyard or Queen Victoria Building) from Lismore Av via Westminster Av, Regent St, Fisher Rd. Unaltered on return.
- **From 10 March 1997:** Night trips reverted to normal route at Collaroy Plateau.

City (Wynyard) – Collaroy Plateau

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network):
Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Route L80

Routes E80, later 180X

City (Wynyard) – Collaroy Plateau

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), Lismore Av, Westminster Av, Regent St, 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 Fisher Rd, then Lismore Av, Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Weekend trips: Ex City (Wynyard) from Manly Rd via Sydney Rd (**Balgowlah**), Condamine St. Reverse on return.

Saturday trips: Extended from City (Wynyard) via York St to Queen Victoria Building. Return via DrUITT St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.

MILSONS POINT – COLLAROY PLATEAU

Route 180

By June 1984

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

Timetable Summary

13 October 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)- Collaroy Plateau (Colooli Rd)	65	M-F	Collaroy Plat	6.06am	Wynyard	5.40pm	A	
		Sat		7.30am		12.10pm	1 trip	
		Sun						

A – 8 trips from Collaroy Plateau, 4 trips from City (Wynyard).

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)- Collaroy Plateau		M-F	Collaroy Plat	6.05am	Collaroy Plat	6.47pm	A	
		Sat		7.32am	Wynyard	12.15pm	2 trips	
		Sun						

A – 10 trips from Collaroy Plateau, 4 trips from City (Wynyard).

June 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)- Collaroy Plateau	62	M-F	Collaroy Plat	6.03am	Wynyard	7.42pm	A	
		Sat		7.33am	Collaroy Plat	12.23pm	2 trips	
		Sun	Wynyard	8.30am		11.06am	2 trips	

A – 12 trips from Collaroy Plateau, 9 trips from City (Wynyard).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Wynyard)- Collaroy Plateau	64	M-F	Collaroy Plat	5.37am	Wynyard	7.43pm	Ph1	
		Sat						
		Sun						
180: Milsons Point- Collaroy Plateau	64	M-F	Collaroy Plat	7.11am	Milsons Point	5.35pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Collaroy Plateau, afternoon from City (Wynyard)), mainly express trips.

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

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: City (Queen Victoria Building)- Collaroy Plateau	Fr C Plat 19W 66†	M-F	Collaroy Plat	6.07amY	Wynyard	6.25pmC	A	
					Warr Mall	11.51pmC		
		Sat		7.50amQ	Q Vic Bldg	6.02pmC	B	
					Warr Mall	11.51pmC		
Sun	Warr Mall	8.29amC		10.51pmC	60	D		

* More frequent in peak hours.

† Trip time to Wynyard (extra time to/from Queen Victoria Building).

A – Peak hours, City (Wynyard)-Collaroy Plateau. Day, Queen Victoria Building-Collaroy Plateau (Hall Av) 30*. Night, Warringah Mall-Collaroy Plateau. Plus short-working/s before first trip shown.

B – Day, Queen Victoria Building-Collaroy Plateau 30. Night, Warringah Mall-Collaroy Plateau. Plus short-working/s before first trip shown.

C – To Collaroy Plateau.

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

Q – To City (Queen Victoria Building).

W – To Warringah Mall.

Y – To City (Wynyard).

10 March 1997

City – Dee Why – Collaroy Plateau & related routes

178, E78, 179, E79, 180, E80, L80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
178: City (Queen Victoria Bldg)-Dee Why (Lismore Av)	50	M-F	Lismore Av	9.01am	Lismore Av	4.01pm	30	A
		Sat	Q Vic Bldg	8.02am	Q Vic Bldg	6.02pm	30	B
		Sun						
E78: Dee Why (Howard Av)-City (Wynyard)	39	M-F	Howard Av	7.13am	Howard Av	8.55am	Ph1	
		Sat						
		Sun						
179: City (Wynyard)-War Veterans Home	65	M-F	W/Vets Home	6.02am			Ph2	
		Sat						
		Sun						
E79: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.43am	Wynyard	6.25pm	Ph3	
		Sat						
		Sun						
180: City (Wynyard)-Collaroy Plateau†	59	M-F	Collaroy Plat	6.00amY	Wynyard	10.53pmC	MNs	
		Sat		7.45amQ	Q Vic Bldg	6.17pmC	D	
		Sun		8.48amY	Wynyard	10.53pmC	60	
E80: City (Wynyard)-Collaroy Plateau	46	M-F	Collaroy Plat	6.40am	Wynyard	6.10pm	Ph4	
		Sat						
		Sun						
L80: City (Wynyard)-Collaroy Plateau	55	M-F	Collaroy Plat	6.30am	Wynyard	7.32pm	E	
		Sat						
		Sun						

* More frequent in peak hours.

† Extended to City (Queen Victoria Building) on Saturdays.

A – Plus 1 trip from Dee Why (Howard Av) to City (Wynyard) at 5.23am.

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

C – To Collaroy Plateau.

D – Early morning & night, City (Wynyard)-Collaroy Plateau. Day, City (Queen Victoria Building)-Collaroy Plateau. 30. Plus short-working/s before first & after last trip shown.

E – Peak hours, selected trips (morning from Collaroy Plateau, afternoon from City (Wynyard)). Day, City (Wynyard)-Collaroy Plateau 30.

MNs – Early morning & night service, City (Wynyard)-Collaroy Plateau. Plus short-working/s before first & after last trip shown.

Ph1 – Morning peak hour only (from Dee Why (Howard Av)).

Ph2 – Morning peak hour only (from War Veterans Home).

Ph3 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

Ph4 – Peak hours only, selected trips (morning from Collaroy Plateau, afternoon from City (Wynyard)).

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

2 August 2009

City – Dee Why – Collaroy Plateau & related routes

178, E78, L78, 179, E79, 180, L80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
178: City (Queen Victoria Building)-Balgowlah-Cromer Heights	66†	M-F	Cromer Hts	5.33amY	Q Vic Bldg	2.41pmC	A	
				8.12amQ	Wynyard	10.55pmC		
		Sat		6.27amY	Q Vic Bldg	5.41pmC	B	
				8.23amQ	Wynyard	10.55pmC		
Sun		8.23amQ	Q Vic Bldg	5.41pmC	B			
					Wynyard	10.55pmC		
E78: City (Wynyard)-Cromer Heights	48	M-F	Cromer Hts	6.07am	Wynyard	6.45pm	Ph1	
		Sat						
		Sun						
L78: North Sydney-Dee Why (Lismore Av)‡	40	M-F	Lismore Av	6.35amN	Milsons Point	6.21pmL	Ph2	
				7.05amM	North Sydney	6.35pmH		
		Sat						
		Sun						
179: City (Queen Victoria Building)-Balgowlah-War Veterans Home	Fr W/VH 31W 66†	M-F	W/Vets Home	5.58amY	Q Vic Bldg	3.11pmV	D	
				8.43amQ	Wynyard	7.20pmV		
		Sat		6.57amY	Q Vic Bldg	6.11pmV	E	
				8.47amQ	Wynyard	7.25pmV		
Sun		Warr Mall	7.09am	W/Vets Home	8.33pm	60		
E79: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.43am	Wynyard	6.25pm	Ph3	
		Sat						
		Sun						
180: City (Queen Victoria Building)-Balgowlah-Collaroy Plateau	66†	M-F	Wynyard	6.36amP	Wynyard	11.15pmC	F	
				7.13amY	Q Vic Bldg	6.11pmP		
		Sat	Collaroy Plat	8.09amQ	Wynyard	11.15pmP	F	
				7.54amY	Q Vic Bldg	5.41pmP		
Sun		8.46amQ	Wynyard	11.15pmP	G			
L80: City (Wynyard)-Collaroy Plateau	65	M-F	Collaroy Plat	5.52am	Wynyard	7.05pm	Ph4	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Queen Victoria Building)-Balgowlah-Dee Why (178-180) 15.
- Sat City (Queen Victoria Building)-Balgowlah-Dee Why (178-180) 15.
- Sun City (Queen Victoria Building)-Balgowlah-Dee Why (178, 180) 30.

* More frequent in peak hours.

† Trip time to Wynyard (extra time to/from Queen Victoria Building).

‡ Selected trips extended to Milsons Point.

A – Early morning & night, City (Wynyard)-Cromer Heights. Day, City (Queen Victoria Building)-Cromer Heights 60. Morning peak hour service from Cromer Heights & afternoon peak hour service from City (Wynyard) provided by E78.

B – Early morning & night, City (Wynyard)-Cromer Heights. Day, City (Queen Victoria Building)-Cromer Heights 60. Plus short-working/s before first trip & after last trip shown.

C – To Cromer Heights.

D – Early morning & night, City (Wynyard)-War Veterans Home. Day, City (Queen Victoria Building)-War Veterans Home 60. Morning peak hour service from War Veterans Home & afternoon peak hour service from City (Wynyard) provided by E79. Plus short-working/s after trip last trip shown.

E – Early morning & night, City (Wynyard)-War Veterans Home. Day, City (Queen Victoria Building)-War Veterans Home 60. Plus short-working/s before first trip & after trip last trip shown.

F – Early morning & night, City (Wynyard)-Collaroy Plateau. Day, City (Queen Victoria Building)-Collaroy Plateau 30.

G – Early morning & night, City (Wynyard)-Collaroy Plateau. Day, City (Queen Victoria Building)-Collaroy Plateau 60.

H – To Dee Why (Howard Av).

L – To Dee Why (Lismore Av).

M – To Milsons Point.

N – To North Sydney.

P – To Collaroy Plateau.

Ph1 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).

Ph2 – Peak hours only (both directions).

Ph3 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

Ph4 – Peak hours only (morning from Collaroy Plateau, afternoon both directions).

Q – To City (Queen Victoria Building).

V – To War Veterans Home.

W – To Warringah Mall.

Y – To City (Wynyard).

4 October 2015

City – Dee Why – Collaroy Plateau & related routes

178, E78, 179, E79, 180, L80

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
178: City (Wynyard)-Balgowlah-Cromer Heights	64	M-F	Cromer Hts	5.33am	Wynyard	10.55pm	60	A
		Sat		6.30am		10.55pm	60	B
		Sun		8.33am		10.55pm	60	B
E78: City (Wynyard)-Cromer Heights	48	M-F	Cromer Hts	6.07am	Wynyard	6.55pm	Ph1	
		Sat						
		Sun						
179: City (Wynyard)-Balgowlah-War Veterans Home	70	M-F	W/Vets Home	5.58am	Wynyard	4.04pm	60	C
		Sat		6.57am		7.27pm	60	D
		Sun	Warr Mall	7.09am	W/Vets Home	8.33pm	60	
E79: City (Wynyard)-War Veterans Home	57	M-F	W/Vets Home	6.36am	Wynyard	7.10pm	Ph2	
		Sat						
		Sun						
180: City (Wynyard)-Balgowlah-Collaroy Plateau	67	M-F	Wynyard	6.36am	Wynyard	11.21pm	30	E
		Sat	Collaroy Plat	7.13am		11.21pm	30	
		Sun		8.04am		11.21pm	60	
L80: City (Wynyard)-Collaroy Plateau	55	M-F	Collaroy Plat	5.52am	Wynyard	7.03pm	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Wynyard)-Balgowlah-Dee Why (178-180) 15.

Sat City (Wynyard)-Balgowlah-Dee Why (178-180) 15.

Sun City (Wynyard)-Balgowlah-Dee Why (178, 180) 30.

A – Morning peak hour service from Cromer Heights & afternoon peak hour service from City (Wynyard) provided by E78.

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

C – Morning peak hour service from War Veterans Home & afternoon peak hour service from City (Wynyard) provided by E79. Plus short-working/s after trip last trip shown.

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

E – Morning peak hour service from Collaroy Plateau & afternoon peak hour service from City (Wynyard) provided by L80. Plus short-working/s after last trip shown.

Ph1 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

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

26 November 2017

**City – Dee Why – Collaroy Plateau & related routes
178, E78, E79, 180, E80**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
178: City (Wynyard)-Balgowlah-Cromer Heights	68	M-F	Wynyard	6.46am	Wynyard	10.55pm	30	A
		Sat	Cromer Hts	6.44am		10.55pm	30	
		Sun		7.41am		10.55pm	30	B
E78: City (Wynyard)-Cromer Heights	48	M-F	Cromer Hts	5.35am	Wynyard	7.55pm	Ph1	
		Sat						
		Sun						
E79: City (Wynyard)-War Veterans Home	51	M-F	W/Vets Home	6.06am	Wynyard	7.40pm	Ph2	
		Sat						
		Sun						
180: City (Wynyard)-Balgowlah-Collaroy Plateau	68	M-F	Wynyard	5.31am	Wynyard	12.05am	30	C
		Sat	Collaroy Plat	6.31am		11.50pm	30	D
		Sun		7.29am		11.50pm	30	B
E80: City (Wynyard)-Collaroy Plateau	46	M-F	Collaroy Plat	5.24am	Wynyard	8.12pm	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Wynyard)-Balgowlah-Dee Why (178, 180) 15.
- Sat City (Wynyard)-Balgowlah-Dee Why (178, 180) 15.
- Sun City (Wynyard)-Balgowlah-Dee Why (178, 180) 15.

A – Morning peak hour service from Cromer Heights & afternoon peak hour service from City (Wynyard) provided by E78.

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

C – Morning peak hour service from Collaroy Plateau & afternoon peak hour service from City (Wynyard) provided by L80. Plus short-working/s after last trip shown.

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

Ph1 – Peak hours only (morning from Cromer Heights, afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from War Veterans Home, afternoon from City (Wynyard)).

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

Route 180

WARRINGAH MALL – COLLAROY PATEAU

Route 180X

CITY (Wynyard) – COLLAROY PLATEAU (EXPRESS)

Timeline

20 December 2020: New services commenced by State Transit Authority of NSW, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network:

- 180 Warringah Mall – Collaroy Plateau (full time)
- 180X City (Wynyard) – Collaroy Plateau (peak hours)
- Replaced equivalent parts of 180 & 180X in previous entry.
- 180 became a feeder to 199 & B1.
- Part of Contract Region 8.

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

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

Streets

Route 180

Warringah Mall – Collaroy Plateau

From 20 December 2020

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.

Route 180X

City (Wynyard) – Collaroy Plateau

From 20 December 2020

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why**), Lismore Av, Westminster Av, Regent St, 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 Fisher Rd, then Lismore Av, Westminster Av, Hawkesbury Av, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Timetable Summary

20 December 2020

Warringah Mall – Collaroy Plateau routes 180, 180X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
180: Warringah Mall-Collaroy Plateau	27	M-F	Warr Mall	6.10am	Warr Mall	12.45am	20	A
		Sat	Collaroy Plat	5.43am		12.45am	20	
		Sun			6.13am		12.45am	20
180X: City (W'yard)-Balgowlah-Collaroy Plateau	58	M-F	Collaroy Plat	5.35am	Wynyard	7.16pm	Ph	
		Sat						
		Sun						

A – Morning peak hour service from Collaroy Plateau & afternoon peak hour service from Warringah Mall provided by 180X.

Ph – Peak hours only (morning from Collaroy Plateau, afternoon from City (Wynyard)).

Route 181

CITY (Wynyard) – COLLAROY

Timeline

3 August 1953: Peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).

By December 1984: Ceased. All service provided by 182-190.

Streets

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex Collaroy from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968**: Ex Collaroy from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 8 December 1974**: Ex Collaroy from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Collaroy	56	M-F	Collaroy	5.30am	Wynyard	11.12pm	A	
		Sat	Wynyard	7.57am		5.06pm	B	
		Sun						

A – 2 trips from City (Wynyard), 5 trips from Collaroy.

B – 8 trips from City (Wynyard), 7 trips from Collaroy.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Collaroy	53	M-F	Collaroy	5.23am	Collaroy	5.03pm	A	
		Sat		7.23am	Wynyard	7.00pm	B	
		Sun						

A – 2 trips from City (Wynyard), 4 trips from Collaroy.

B – 10 trips from City (Wynyard), 8 trips from Collaroy.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Collaroy	54	M-F	Collaroy	5.29am	Collaroy	8.20am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Collaroy).

Route 181

KINGS CROSS – DARLINGHURST – CITY (Town Hall) ■

Timeline

21 December 1990: New early Saturday & Sunday morning midnight-to-dawn service commenced by State Transit Authority of NSW, providing a service after the Eastern Suburbs Railway train service 324 had ceased on those nights.

2 March 1991: Ceased.

Streets

From 21 December 1990

From Kings Cross (Kings Cross Rd) via Surrey St, Crigend St, Victoria St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Park St, George St (**Sydney Town Hall**), Bathurst St, Elizabeth St, Park St, William St, Kings Cross Rd (Kings Cross).

21 December 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kings Cross-City (Town Hall)		M-F						
		Sat	Service ran 12.00mn – 6.00am				MDs	
		Sun	Service ran 12.00mn – 6.00am				MDs	

MDs - Midnight-to-dawn service

Route 181

DEE WHY (Howard Av) – CITY (Wynyard) (EXPRESS) ■

Timeline

9 May 1994: New morning peak hour express *from* Dee Why (Howard Av) only commenced by State Transit Authority of NSW on trial.

25 September 1995: Some trips replaced by new 100.

16 November 1997: Remaining trips replaced by existing E80 & L80.

Streets

From 9 May 1994

Likely route

From Dee Why (Howard Av) (at Pittwater Rd) via Pittwater Rd (**Brookvale**), Condamine St (**Manly Vale**), Burnt Bridge Creek Deviation, Manly Rd, Spit Bridge, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Route 181X

CITY (Wynyard) – NARRABEEN

Timeline

20 December 2020: Peak hour service commenced by State Transit Authority of NSW, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, supplementary to B1. **Part of Contract Region 8.**

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

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

Streets

From 20 December 2020

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy**), Ocean St, Waterloo St to Pittwater Rd (Narrabeen).

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

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Narrabeen	44	M-F	Narrabeen	5.47am	Wynyard	7.31pm	Ph	
		Sat						
		Sun						

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

Route 182

CITY (Wynyard) – NARRABEEN ■

Also:

- **Milsons Point – Narrabeen (peak hours, from 1983)**
- **Narrabeen – Leichhardt Bus Workshops (INDUSTRIAL, 1953-59)**

Timeline

3 August 1953:

- City (Wynyard) – Narrabeen peak hour short-working, supplementary to 190, renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Narrabeen – Leichhardt Bus Workshops industrial service also renumbered from 150.

By 1959 (believed): Narrabeen – Leichhardt Bus Workshops industrial service ceased.

By August 1979: Some trips rerouted via Warringah Fwy.

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

- Hours of service of City (Wynyard) – Narrabeen extended to become a regular daily daytime short-working of 190.
- Limited service of express trips via Warringah Fwy commenced.
- Peak hour route, Milsons Point – Narrabeen, commenced.

3 March 1991: Times of service reduced to peak hours, weeknights & weekends daytime. Continued as a daytime short-working of 190 at weekends only.

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

- City (Wynyard) – Narrabeen all stops trips renumbered 183.
- Milsons Point – Narrabeen trips renumbered 183.
- City (Wynyard) – Narrabeen express trips renumbered E83.
- 182 was renumbered 183 & E83 (& L83 - *see Note below*) to avoid a possible duplication of L82 with existing L82 City (Circular Quay) – Dover Heights – Watsons Bay limited stops.
- **Note re Route L83:** L83 was listed as a route on the cover of and elsewhere in timetable dated March 1997 (although not in subsequent timetables), but no trips were listed therein.

Streets

City (Wynyard) – Narrabeen

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- ***From 29 June 1958 (coincident with replacement of tram services in the North Sydney area with buses):*** Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- ***From 19 November 1958 (opening of new Spit Bridge & Manly Rd):*** Ex Narrabeen from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- ***By August 1966 (selected, later most, trips):*** Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- ***From 18 June 1968:*** Ex Narrabeen from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- ***By August 1979 (selected trips):*** Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***By 13 October 1985:*** Ex Narrabeen from Pacific Hwy via Arthur St, Mount St.
- ***From 23 July 1979 (daytime trips):*** Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- ***After March 1985 (by 3 March 1991) (selected trips):*** Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

Milsons Point – Narrabeen

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy**) to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Alfred St to Milsons Point Station.

Alteration

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

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Narrabeen	61	M-F	Narrabeen	6.23am	Wynyard	8.01pm	A	
		Sat						
		Sun						

A – 18 trips from City (Wynyard), 10 trips from Narrabeen.

B – 11 trips from City (Wynyard), 7 trips from Narrabeen.

C – 14 trips from City (Wynyard), 15 trips from Narrabeen.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Narrabeen	61	M-F	Narrabeen	7.32am	Wynyard	11.20pm	A	
		Sat		5.31am		11.30pm	B	
		Sun		4.56am	Narrabeen	12.14am	C	

A – 21 trips from City (Wynyard), 10 trips from Narrabeen.

B – 9 trips from City (Wynyard), 11 trips from Narrabeen.

C – 12 trips from City (Wynyard), 14 trips from Narrabeen.

Route 182

NARRABEEN – ELANORA HEIGHTS – MONA VALE

Timeline

24 November 2008: As a result of the Ministry of Transport review of Contract Region 14:

- Monday-Saturday daytime service replaced equivalent parts of Forest Coach Lines' 285 (Contract Region 14).
- Peak hour service over part of route provided by E83.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 8.

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

- Rerouted via Mona Vale West, replacing equivalent part of 185 & L85.
- Times of service increased to full time.

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

Narrabeen – Elanora Heights – Mona Vale

From 24 November 2008

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Rickard Rd, Anana Rd, Elanora Rd, Kalang Rd (**Elanora Heights**), Powder Works Rd, Garden St (**North Narrabeen**), Pittwater Rd, Jacksons Rd, Garden St (**Warriewood**), Macpherson St, Ponderosa Pde, Mona Vale Rd, Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale).

From Mona Vale (Park St at Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route to Rickard Rd, then Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

Narrabeen – Elanora Heights – Mona Vale West – Mona Vale

Alteration

From 26 November 2017: Ex Narrabeen from Ponderosa Pde via Samuel St (**Mona Vale West**), Parkland Rd, Maxwell St, Waratah St, Barrenjoey Rd to Village Park (Mona Vale). Return from Barrenjoey Rd opposite Village Park via Pittwater Rd, Mona Vale Rd, Bunguan St, Waratah St, then reverse route.

Timetable Summary

24 November 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights-Mona Vale	24	M-F	Narrabeen	7.20am	Narrabeen	6.50pm	60*	A
		Sat	Mona Vale	8.54am		5.25pm	120	
		Sun						

* More frequent in peak hours.

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

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights-Mona Vale West-Mona Vale	29	M-F	Mona Vale	5.07am	Narrabeen	10.18pm	60	A
		Sat		6.12am	Mona Vale	8.12pm	60	
		Sun		6.12am		8.12pm	60	

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

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights-Mona Vale West-Mona Vale	30	M-F	Mona Vale	5.14am	Narrabeen	9.57pm	60*	A
		Sat		6.18am		7.57pm	60	
		Sun		7.18am		7.57pm	60	

A – Peak hours, extra trips, Narrabeen-Elanora Heights (morning from Elanora Heights, afternoon, from Narrabeen).

Route 183

CITY (Wynyard) – NORTH NARRABEEN ■

Timeline

3 August 1953:

- Peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

By 3 March 1991: Ceased as part of general reorganisation of Manly-Warringah routes. All service provided by 184-190.

Streets

From 3 August 1953 (based on August 1966 timetable)

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

From North Narrabeen (Pittwater Rd at Berry Av) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex North Narrabeen from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968**: Ex North Narrabeen from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 13 October 1985**: Ex North Narrabeen from Pacific Hwy via Arthur St, Mount St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Narrabeen	65	M-F	Nth Narrabeen	4.19am	Nth Narrabeen	10.13pm	A	
		Sat		4.21am	Wynyard	10.46pm	B	
		Sun		5.57am			C	

A – 3 trips from City (Wynyard), 9 trips from North Narrabeen.

B – 8 trips from City (Wynyard), 11 trips from North Narrabeen.

C – 1 trip from North Narrabeen.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Narrabeen	65	M-F	Nth Narrabeen	4.52am	Wynyard	6.07pm	A	
		Sat	Wynyard	7.37am		8.45pm	B	
		Sun	Nth Narrabeen	5.57am	Nth Narrabeen	7.51am	C	

A – 2 trips from City (Wynyard), 6 trips from North Narrabeen.

B – 4 trips from City (Wynyard), 4 trips from North Narrabeen.

C – 1 trip from City (Wynyard), 2 trips from North Narrabeen.

Route 183

CITY (various termini) – NARRABEEN ■

Also:

- **Milsons Point – Narrabeen (peak hours)**

Route 183X

Route E83

CITY (Wynyard) – NARRABEEN – ELANORA HEIGHTS (EXPRESS) ■

Route L83

CITY (Wynyard) – NARRABEEN [see Note below] ■

(Elanora Heights termini are located at Garden St/Powder Works Rd, North Narrabeen (morning) & at Rickard Rd/Bristol Lane, North Narrabeen (afternoon).)

Timeline

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

- Renumbered from 182:
 - 183 City (Wynyard) – Narrabeen (peak hours)
 - 183 City (Queen Victoria Building) – Narrabeen (Sunday daytime) (compared with 182, extended from City (Wynyard)). Sunday service was a daily daytime short-working of trunk route L90.
 - 183 Milsons Point – Narrabeen (peak hours).
 - E83 City (Wynyard) – Narrabeen express peak hour trips.
- 182 was renumbered 183 & E83 (& L83 - *see Note below*) to avoid a possible duplication of L82 with the same numbered service, City (Circular Quay) – Dover Heights.
- Operated by State Transit Authority of NSW.
- **Note re Route L83:** L83 was listed as a route on the cover of and elsewhere in timetable dated March 1997 (although not in subsequent timetables), but no trips were listed therein.

1 January 2005: Became part of Contract Region 8.

24 November 2008: E83 extended from Narrabeen to Elanora Heights, replacing part of Forest Coach Lines 285, as a result of the Ministry of Transport review of Contract Region 14. Off-peak & Saturday (full time from 26 November 2017) service Narrabeen – Elanora Heights provided by new 182.

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

- Sunday service on 183 replaced by improved service on L85, leaving 183 as:
 - City (Wynyard) – Narrabeen (peak hours)
 - Milsons Point – Narrabeen (peak hours).
- 178 Milsons Point – Dee Why renumbered part of 183.

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

- 183 City (Wynyard) – Narrabeen replaced by B1.
- 183 Milsons Point – Narrabeen replaced by E54.
- E83 continued as City (Wynyard) – Narrabeen – Elanora Heights (peak hours).

3 May 2020: Renumbered 183X as part of further renumbering of express routes with the suffix “X”.

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

- City (Wynyard) – Narrabeen replaced by existing B1 & new peak hour 181X.
- Narrabeen – Elanora Heights replaced by existing 182.

Streets

CITY – NARRABEEN

Route 183

City (Queen Victoria Building) – Narrabeen

From 10 March 1997

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

Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy**) to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Wynyard) – Narrabeen

Alteration

From 2 August 2009: Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St.

Route E83

City (Wynyard) – Narrabeen

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy**) to Waterloo St (Narrabeen).

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

Routes E83, later 183X

City (Wynyard) – Narrabeen – Elanora Heights

From 24 November 2008

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen**), Garden St, Powder Works Rd, Kalang Rd (**Elanora Heights**), Elanora Rd, Anana Rd, Rickard Rd to Bristol Lane (North Narrabeen).

From North Narrabeen (Garden St/Powder Works Rd) via Powder Works Rd, Kalang Rd, Elanora Rd, Anana Rd, Rickard Rd, Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route 183

From 10 March 1997

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy**) to Waterloo St (Narrabeen).

From Narrabeen (Pittwater Rd at Waterloo St) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Timetable Summary

10 March 1997

City – Narrabeen routes

183, E83

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
183: City (Queen Victoria Building)- Narrabeen	62†	M-F	Wynyard	6.06amN	Narrabeen	5.59pmY	Ph1	
		Sat						
		Sun	Q Vic Bldg	9.57amN	Q Vic Bldg	5.57pmN	60	A
183: Milsons Point- Narrabeen	63	M-F	Narrabeen	7.39am	Milsons Point	4.02pm	Ph2	
		Sat						
		Sun						
E83: City (Wynyard)- Narrabeen		M-F	Narrabeen	7.17am	Wynyard	5.25pm	Ph3	
		Sat						
		Sun						

† Trip time extra Wynyard (more from Queen Victoria Building).

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

N – To Narrabeen.

Ph1 – Peak hours only (morning from City (Wynyard), afternoon from Narraben).

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

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

Y – To City (Wynyard).

24 November 2008

Timetables for 183 at this date are not available.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E83: City (Wynyard)- Narrabeen-Elanora Heights	58	M-F	Elanora Hts	5.56am	Wynyard	7.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Elanora Heights or from Narrabeen, afternoon from City (Wynyard) to Elanora Heights or to Narrabeen).

Route 184

CITY (various termini) – MONA VALE ■

- Extended from Mona Vale to Bayview Garden Village (1983-91)
- Extended from City (Wynyard) to Showground (Easter, early 1990s)

Also:

- Mona Vale – Leichhardt Bus Workshops (INDUSTRIAL, 1950s)
- Milsons Point – Mona Vale (peak hours, 1983-2005)

Route E84

CITY (various termini) – MONA VALE (EXPRESS) ■

- Extended to Mona Vale Depot via Mona Vale Beach (1997-2007)

Route L84

MILSONS POINT – MONA VALE (LIMITED STOPS) ■

Timeline

3 August 1953:

- 184 City (Wynyard) – Mona Vale peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Then or later Mona Vale – Leichhardt Bus Workshops industrial service also renumbered from 150 or commenced (?).
- Operated by Department of Government Transport.

1950s (?): Mona Vale – Leichhardt Bus Workshops industrial service ceased.

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

- Times of service expanded to be a daily daytime regular short-working of trunk route 190, except on Summer Sundays (when replaced by 188).
- Peak hour route, Milsons Point – Mona Vale, commenced,

8 August 1983: Selected trips on 184 extended from Mona Vale to Bayview Garden Village in off-peak.

Easter 1990: Extended to Showground at Easter until 1993 (?).

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

- Extension from Mona Vale to Bayview Garden Village of 184 replaced by rerouted 157.
- Weekday daytime trips altered to limited stops & continued as a weekday daytime regular short-working of trunk route 190.

By 23 May 1994: Late night trips extended in City from Wynyard to Queen Victoria Building.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”:

- Limited stop trips in weekday daytime (regular short-working of trunk route 190) replaced by L88.
- Express trips City (Wynyard) – Mona Vale renumbered E84, which was extended/rerouted via Mona Vale Beach.
- Some (by 2005, all) Milsons Point – Mona Vale trips altered to limited stops & renumbered L84. From 1997 to circa 2005, both 184 & L84 ran Milsons Point – Mona Vale.
- Routes were:
 - 184 City (Wynyard) – Mona Vale (peak hours & early mornings at weekends)
 - 184 City (Queen Victoria Building) – Mona Vale (late night & early morning trips)
 - 184 Milsons Point – Mona Vale (peak hour trips).
 - E84 City (Wynyard) – Mona Vale Beach – Mona Vale Depot (peak hours)
 - L84 Milsons Point – Mona Vale (peak hour limited stop trips).

1 January 2005: Became part of Contract Region 8.

By circa 2005: 184 Milsons Point – Mona Vale (peak hours) replaced by existing L84 Milsons Point – Mona Vale (peak hours).

2 December 2007: E84 ceased to run via Mona Vale Beach.

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

- 184 & E84 replaced by new B1 & 199 (full time services) & existing 151 & 188 (midnight-to-dawn services).
- L84 Milsons Point – Mona Vale (peak hours) replaced by new E54.

Streets

CITY – MONA VALE

Route 184

City (Wynyard) – Mona Vale

From 3 August 1953 (based on August 1966 timetable)

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

From Mona Vale (Pittwater Rd at Barrenjoey Rd) via Pittwater Rd, Condamine St, Sydney Rd [old alignment, along current Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex Mona Vale from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968** (opening of Warringah Fwy): Ex Mona Vale from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By March 1972:** Ex Mona Vale from Pacific Hwy via Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

City (Wynyard) – Mona Vale (selected trips extended to Bayview Garden Village)

From 8 August 1983 (based on 6 September 1987 timetable)

Bayview Garden Village extension: From Mona Vale (Pittwater Rd) via Bungan St, Waratah St, Maxwell St, Parkland Rd, Cabbage Tree Rd, Annam Rd (clockwise loop), Cabbage Tree Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd (Mona Vale).

Alterations

- **By 13 October 1985:** Ex Mona Vale from Pacific Hwy via Arthur St, Mount St.
- **From 3 March 1991 (off-peak trips, peak hour trips by 23 May 1994):** Ex City (Wynyard) from Spit Bridge via Manly Rd, Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

City (Queen Victoria Building) – Mona Vale

Alteration

By 23 May 1994 (late night): Extended from Wynyard via York St to Queen Victoria Building. Return via Druiett St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

Route E84

City (Wynyard) – Mona Vale Beach – Mona Vale Depot

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Bassett St, Surfview Rd (**Mona Vale Beach**), Darley St to Mona Vale Depot.

From Mona Vale (Darley St at Depot) via Darley St, Barrenjoey Rd, Bassett St, Surfview Rd, Darley St, Barrenjoey Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Mona Vale Depot

Alteration

From 2 December 2007: Ex City (Wynyard) from Pittwater Rd via Barrenjoey Rd, Darley St (*not* via Mona Vale Beach) to Mona Vale Depot. Reverse on return.

MILSONS POINT – MONA VALE

Route 184

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**) to Barrenjoey Rd (Mona Vale).

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

Route L84

From 10 March 1997

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (Manly Vale)**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**) to Barrenjoey Rd (Mona Vale).

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

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)- Mona Vale	67	M-F	Mona Vale	5.58am	Mona Vale	8.02pm	A	
		Sat		7.36am		3.42pm	B	
		Sun		4.43pm			C	

A – 8 trips from City (Wynyard), 7 trips from Mona Vale

B – 3 trips from City (Wynyard), 4 trips from Mona Vale

C – 1 trip from Mona Vale

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)- Mona Vale	65	M-F	Mona Vale	4.00am	Mona Vale	10.15pm	A	
		Sat		4.08am		1.02pm	B	
		Sun	Wynyard	4.30pm		10.09pm	C	

A – 5 trips from City (Wynyard), 8 trips from Mona Vale.

B – 6 trips from City (Wynyard), 5 trips from Mona Vale.

C – 1 trip from City (Wynyard), 2 trips from Mona Vale.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)- Mona Vale		M-F	Mona Vale	4.10am	Mona Vale	10.41pm	30*	
		Sat		4.09am		8.56pm	30	
		Sun		4.55am	Wynyard	12.30am	A	
184: Milsons Point- Mona Vale		M-F	Mona Vale	7.23am			Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – 7 trips from City (Wynyard), 6 trips from Mona Vale.

Ph – Morning peak hour only (from Mona Vale 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		
184: City (Wynyard)- Mona Vale		M-F	Mona Vale	4.08am	Wynyard	2.45am	30*	
		Sat		4.07am		2.45am	30	
		Sun		4.48am		12.30am	30	
184: Milsons Point- Mona Vale		M-F	Mona Vale	6.32am	Milsons Point	5.10pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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

10 March 1997

City & Milsons Point – Mona Vale routes

184, E84, L84

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
184: City (Wynyard)- Mona Vale	71	M-F	Mona Vale	4.08am	Mona Vale	5.29pm	Ph1	
		Sat		5.15am			A	
		Sun		5.15am			B	
184: Milsons Point- Mona Vale	65	M-F	Mona Vale	6.56am	Milsons Point	3.22pm	Ph1	
		Sat						
		Sun						
E84: City (Wynyard)- Mona Vale Beach- Mona Vale Depot		M-F	M/Vale Depot	6.20am	Wynyard	5.55pm	Ph2	
		Sat						
		Sun						
L84: Milsons Point- Mona Vale	59	M-F	Mona Vale	6.48am	Milsons Point	5.32pm	Ph3	
		Sat						
		Sun						

A – 5 trips trips from Mona Vale only.

B – 8 trips trips from Mona Vale only.

Ph1 – Peak hours only (both directions).

Ph2 – Peak hours only (morning from Mona Vale Depot, afternoon from City (Wynyard)).

Ph3 – Peak hours only (morning from Mona Vale, afternoon from Milsons Point).

Route 185

CITY (Wynyard) – WARRIEWOOD – MONA VALE – CHURCH POINT ■

- **Extended from Church Point to McCarrs Creek (limited service)**

Route E85

Route 185X

CITY (Wynyard) – WARRIEWOOD – MONA VALE (EXPRESS) ■

Route L85

CITY (Wynyard) – WARRIEWOOD – MONA VALE (LIMITED STOPS) ■

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

Timeline

3 August 1953:

- 185 City (Wynyard) – Warriewood – Church Point (mainly peak hour service) renumbered from 151, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Shared Brookvale – Warriewood – Church Point with 157.
- Shared City (Wynyard) – Church Point (other than between Narrabeen & Mona Vale) with 186.
- Operated by Deartment of Government Transport.

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

- Rerouted via Mona Vale West (new residential area).
- Most trips curtailed to run City (Wynyard) – Warriewood – Mona Vale (selected trips extended from Mona Vale to Church Point).
- Service between Mona Vale & Church Point at other times continued to be provided by 155, 157 & 186.

8 August 1983: Selected trips extended from Church Point to McCarrs Creek.

By 6 September 1987: Peak hour expresses commenced.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”:

- All service between Narrabeen & Mona Vale via Warriewood provided by 185 & L85, replacing 157.
- All service between Mona Vale & McCarrs Creek replaced by 155 & 156.
- Peak hour expresses ceased.
- Routes rearranged as:
 - 185 City (Wynyard) – Warriewood – Mona Vale (early morning weekdays and Monday-Sunday nights)
 - L85 City (Wynyard) – Warriewood – Mona Vale (limited stops), a regular short-working of trunk route L90 (all other times).

1 January 2005: Became part of Contract Region 8.

29 January 2014:

- Selected peak hour trips altered to express & renumbered from L85 to E85.
- Compared with L85, E85 rerouted between Warriewood & Mona Vale via Mona Vale Rd instead of Mona Vale West. 185 & L85 continued to run via Mona Vale West.
- Routes were:
 - 185 City (Wynyard) – Warriewood – Mona Vale West – Mona Vale (early morning & nights).
 - E85 City (Wynyard) – Warriewood – Mona Vale via Mona Vale Rd (peak hour express).
 - L85 City (Wynyard) – Warriewood – Mona Vale West – Mona Vale (selected peak hour trips & day service)

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

- 185 & L85 replaced by feeder service 185 Warringah Mall – Warriewood – Mona Vale (*see next entry*), which was rerouted between Warriewood & Mona Vale via Mona Vale Rd instead of Mona Vale West. Part of route in Mona Vale West replaced by rerouted 182.
- E85 City (Wynyard) – Warriewood – Mona Vale via Mona Vale Rd (peak hour express) remained unaltered.
- Service other than in peak hours between City (Wynyard) & Warringah Mall replaced by new B1 & 199.

3 May 2020: Renumbered 185X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Replaced by revised 185, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network (*see next entry*).

Streets

Route 185

City (Wynyard) – Balgowlah – Warriewood – Church Point

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- **From 29 June 1958** (*coincident with replacement of tram services in the North Sydney area with buses*): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (*opening of new Spit Bridge & Manly Rd*): Ex Church Point from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By 7 July 1962** (*selected, later most, trips*): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968**: Ex Church Point from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 9 January 1978**: Extended in Church Point from wharf via McCarrs Creek Rd to bus turning area. Reverse on return.
- **By January 1979**: From Wynyard (York St) via Erskine St, Clarence St. Unaltered on return.

City (Wynyard) – Balgowlah – Warriewood – Mona Vale (selected trips extended to Church Point)

From 26 April 1983

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Parkland Rd, Maxwell St, Waratah St, Bungan St, Mona Vale Rd (**Mona Vale**), Pittwater Rd to Barrenjoey Rd (Mona Vale).

From Mona Vale (Pittwater Rd/Barrenjoey Rd) via reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

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

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

Trips via Battle Blvd (Saturdays): Ex City (Wynyard) from Spit Bridge via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd.

City (Wynyard) – Balgowlah – Warriewood – Mona Vale (selected trips extended to McCarrs Creek)

Alterations

- **From 8 August 1983**
McCarrs Creek extension: From Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.
- **By 15 June 1985:** Ex Church Point from Pittwater Rd (north of Mona Vale) via Park St, Barrenjoey Rd, Pittwater Rd. Unaltered on return.
- **By 13 October 1985:** Ex McCarrs Creek from Pacific Hwy via Arthur St, Mount St.
- **(?):** Via Warringah Fwy.
- **From 2 September 1990:** Both directions, from Garden St/Macpherson St via Macpherson St to Forest Rd, then return via Macpherson St.

City (Wynyard) – Balgowlah – Warriewood – Mona Vale

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Parkland Rd, Maxwell St, Waratah St, Bungan St (**Mona Vale**), Pittwater Rd, Darley St to Mona Vale bus depot.

From Mona Vale (bus depot, Darley St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route L85

City (Wynyard) – Warriewood – Mona Vale

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Samuel St (**Mona Vale West**), Parkland Rd, Maxwell St, Waratah St, Bungan St (**Mona Vale**), Pittwater Rd, Darley St to Mona Vale bus depot.

From Mona Vale (bus depot, Darley St) via Darley St, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Routes E85, later 185X

City (Wynyard) – Warriewood – Mona Vale

From 29 January 2014

From City (Wynyard) (Carrington St) via Margaret, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Bungan St to Waratah St (Mona Vale).

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

Alteration

From 26 November 2017: Approached Mona Vale from Foley St via Mona Vale Rd to Bungan St. Reverse on return.

Timetable Summary

1958

See also 186

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Church Point		M-F	Church Point	5.23am	Wynyard	8.46pm	A	
		Sat		7.07am		1.25pm	2 trips	
		Sun		8.42pm			B	

A – 3 trips from City (Wynyard), 5 trips from Church Point.

B – 1 trip from Church Point only.

December 1972

See also 186

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Church Point	Fr Wyn 80M 93C	M-F	Mona Vale	5.23amY	Wynyard	2.42pmC	A	
			Church Point	8.37amY		11.00pmM		
		Sat		6.45amY		1.35pmC	2 trips	B
		Sun	Mona Vale	6.54amY			D	

A – Mainly peak hours (both directions, City (Wynyard)-Mona Vale, selected trips extended to/from Church Point).

B – Plus 10.45pm City (Wynyard) to Mona Vale.

C – To Church Point.

D – 1 trip from Mona Vale to City (Wynyard) only.

M – To Mona Vale.

Y – To City (Wynyard).

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale†	Fr Wyn 89M 102C	M-F	Mona Vale	5.22amY	Wynyard	2.40pmC	A	
			Church Point	8.37amY		11.00pmV		
		Sat		6.52amY	Church Point	8.52amY	B	
					Wynyard	10.40pmV		
Sun								

† Selected trips extended to Church Point.

A – Morning, 7 trips from Mona Vale (2 trips extended to start from Church Point). Afternoon, 5 trips from City (Wynyard) (1 trip extended to Church Point).

B – Morning, 2 trips from Church Point to City (Wynyard), 1 trip from City (Wynyard) to Church Point. Night, 1 trip from City (Wynyard) to Mona Vale.

C – To Church Point.

V – To Mona Vale.

Y – To City (Wynyard).

10 March 1997

City – Warriewood – Mona Vale routes

185, L85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.26am	Wynyard	11.28pm	MNs	
		Sat		6.00pm		11.28pm	Ns	
		Sun		6.10pm		11.28pm	Ns	
L85: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.57am	Wynyard	6.47pm	30*	
		Sat		6.25am		6.45pm	30	
		Sun		8.17am		7.45pm	60	

* More frequent in peak hours.

MNs – Early morning & night service.

Ns – Night service.

2 August 2009

City – Warriewood – Mona Vale routes

185, L85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.30am	Wynyard	11.30pm	MNs	
		Sat		6.00pm		11.30pm	Ns	
		Sun		6.10pm		11.30pm	Ns	
L85: City (Wynyard)-Warriewood-Mona Vale	74	M-F	Mona Vale	5.59am	Wynyard	6.50pm	30*	
		Sat		6.25am		7.21pm	A	
		Sun		8.28am		6.30pm	B	

* More frequent in peak hours.

A – Morning, City (Wynyard)-Mona Vale 30. Afternoon, City (Wynyard)-Narrabeen 3 trips her hour, City (Wynyard)-Mona Vale 30.

B – City (Wynyard)-Narrabeen 30, City (Wynyard)-Mona Vale 60.

MNs – Early morning & night service.

Ns – Night service.

29 January 2014

City – Warriewood – Mona Vale routes

185, E85, L85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: City (Wynyard)-Warriewood-Mona Vale	68	M-F	Mona Vale	5.30am	Wynyard	11.30pm	MNs	A
		Sat	Wynyard	7.05am		11.30pm	MNs	A
		Sun	Mona Vale	5.56pm		11.30pm	MNs	B
E85: City (Wynyard)-Warriewood-Mona Vale	63	M-F	Mona Vale	6.25am	Wynyard	6.10pm	Ph	
		Sat						
		Sun						
L85: City (Wynyard)-Warriewood-Mona Vale	67	M-F	Mona Vale	6.18am	Wynyard	7.30pm	30	
		Sat		6.20am		7.25pm	30	C
		Sun		8.28am		6.30pm	D	

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

B – Short-workings from Brookvale Depot to Mona Vale in early morning.

C – Additional afternoon trips, City (Wynyard)-Narrabeen.

D – City (Wynyard)-Narrabeen 30, City (Wynyard)-Mona Vale 60.

MNs – Early morning & night service.

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

26 November 2017

See 185 (below)

Route 185

WARRINGAH MALL – WARRIEWOOD – MONA VALE

Timeline

26 November 2017: Full time service Warringah Mall – Warriewood – Mona Vale curtailed from previous entry, as part of rearrangement of routes on introduction of B-Line (B1), becoming a feeder to B1. **Part of Contract Region 8.** Operated by State Transit Authority of NSW.

20 December 2020: Further curtailed to run Narrabeen – Warriewood – Mona Vale, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Still a feeder to B1.

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 – Mona Vale

From 26 November 2017

From Warringah Mall (Pittwater Rd) via Pittwater Rd (**Dee Why, Collaroy, Narrabeen, North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Pittwater Rd, Barrenjoey Rd to Village Park (Mona Vale).

From Mona Vale (Barrenjoey Rd opposite Village Park) via Pittwater Rd, Mona Vale Rd, then reverse route to Warringah Mall.

Narrabeen – Mona Vale

From 20 December 2020

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd (**North Narrabeen**), Jacksons Rd, Garden St, Macpherson St (**Warriewood**), Warriewood Rd, Foley St, Mona Vale Rd, Pittwater Rd, Barrenjoey Rd to Village Park (Mona Vale).

From Mona Vale (Barrenjoey Rd opposite Village Park) via Pittwater Rd, Mona Vale Rd, then reverse route to Jacksons Rd, then Pittwater Rd to Narrabeen shops.

Timetable Summary

26 November 2017

City or Warringah Mall – Warriewood – Mona Vale routes

185, E85

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
185: Warringah Mall-Warriewood-Mona Vale	43	M-F	Warr Mall	5.23am	Mona Vale	12.46am	30	A
		Sat	Mona Vale	6.16am		11.51pm	30	
		Sun		6.16am		11.51pm	30	
E85: City (Wynyard)-Warriewood-Mona Vale	63	M-F	Mona Vale	5.35am	Wynyard	7.32pm	Ph	
		Sat						
		Sun						

A – E85 provides service in morning peak hour from Mona Vale & in afternoon peak hour to Mona Vale.

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

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Warriewood-Mona Vale	19	M-F	Mona Vale	5.37am	Narrabeen	12.07am	30*	
		Sat		5.42am		12.07am	30	
		Sun		6.12am		12.07am	30	

* More frequent in peak hours.

Route 186

CITY (Wynyard) – McCARRS CREEK via Pittwater Rd direct between Narrabeen & Mona Vale (some trips EXPRESS) ■

Route E86

CITY (various termini) – McCARRS CREEK via Pittwater Rd direct between Narrabeen & Mona Vale (EXPRESS) ■

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

Timeline

3 August 1953:

- 186 City (Wynyard) – Church Point, mainly peak hour service, renumbered from 171, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

17 October 1960: Selected trips ran express.

26 April 1983: For a short period, limited peak hour service ran Milsons Point – Church Point.

8 August 1983: Extended from Church Point to McCarrs Creek.

10 March 1997: All trips ran express by this date & renumbered E86, as part of renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”.

16 November 1997: E86 extended in City from Wynyard to Central Railway (Pitt St).

21 January 2000: City terminus altered to Railway Square.

1 January 2005: Became part of Contract Region 8.

5 December 2011: Rerouted via George St, City in morning peak hour.

4 October 2015: City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.

26 November 2017: Replaced by new B1 & feeder service 156 Mona Vale – McCarrs Creek, as part of rearrangement of routes on introduction of B-Line (B1).

Streets

Route 186

City (Wynyard) – Church Point via Pittwater Rd direct

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex Church Point from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968:** Ex Church Point from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By March 1972:** Ex Church Point from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- **By 9 January 1978:** Extended in Church Point from wharf via McCarrs Creek Rd to bus turning area. Reverse on return.

From 26 April 1983

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale, Bayview**), McCarrs Creek Rd to Church Point bus turning area.

From Church Point (McCarrs Creek Rd at bus turning area) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – McCarrs Creek via Pittwater Rd direct

Alterations

- **From 8 August 1983:** Extended from Church Point bus turning area via McCarrs Creek Rd to McCarrs Creek bus turning area. Reverse on return.
- **By 23 May 1994:** Ex McCarrs Creek from Pittwater Rd (north of Mona Vale) via Park St, Barrenjoey Rd, Pittwater Rd. Unaltered on return.

Route E86

City (Wynyard) – McCarrs Creek via Pittwater Rd direct

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale, Bayview, Church Point**), McCarrs Creek Rd to McCarrs Creek bus turning area.

From McCarrs Creek (McCarrs Creek Rd at bus turning area) via McCarrs Creek Rd, Pittwater Rd, Park St, Barrenjoey Rd, Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Central Railway) – McCarrs Creek via Pittwater Rd direct

Alterations

- **From 16 November 1997:** Extended in City from Wynyard Park via York St, Druiitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druiitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- **From 21 January 2000:** Approached City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- **By 5 December 2010:** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (*not* via Carrington St).
- **From 5 December 2011 (morning peak hour to City):** Approached City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Wynyard) – McCarrs Creek via Pittwater Rd direct

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

1958

See also 185

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
186: City (Wynyard)- Church Point via Pittwater Rd		M-F	Church Point	7.16am	Wynyard	5.473m	Ph	A
		Sat						
		Sun						

Ph – Mainly peak hours (both directions). Plus short-working/s before after last shown.

December 1972

See also 185

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
186: City (Wynyard)- Church Point via Pittwater Rd	73	M-F	Church Point	7.10am	Wynyard	5.47pm	Ph	
		Sat						
		Sun						

Ph – Mainly peak hours (both directions).

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E86: City (Wynyard)- McCarrs Creek via Pittwater Rd	63	M-F	McCarrs Creek	6.40am	Wynyard	5.45pm	Ph	
		Sat						
		Sun						

Ph – Mainly peak hours (morning from McCarrs Creek, afternoon from City (Wynyard)).

Route 187

CITY (Wynyard) – NEWPORT (some trips EXPRESS) ■

Also:

- **Milsons Point – Newport (peak hours)**

Route E87

CITY (Wynyard) – NEWPORT (EXPRESS) ■

Route L87

MILSONS POINT – NEWPORT (LIMITED STOPS) ■

Timeline

3 August 1953:

- 187 City (Wynyard) – Newport peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

By 9 August 1981: Selected trips ran express.

26 April 1983: Limited service peak hour route, 187 Milsons Point – Newport, commenced, as part of the Manly-Warringah Bus Service Improvement Programme.

3 March 1991: As part of a general reorganisation of Manly-Warringah routes, peak hour route, Milsons Point – Newport, altered to limited stops.

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

- Peak hour express trips, City (Wynyard) – Newport, renumbered E87.
- Peak hour limited stops trips, Milsons Point – Newport, renumbered L87.

16 November 1997: E87 extended in City from Wynyard to Central Railway (Pitt St).

21 January 2000: E87 City terminus altered to Railway Square.

1 January 2005: Became part of Contract Region 8.

5 December 2011: E87 rerouted via George St, City in morning peak hour.

4 October 2015: E87 City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.

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

- E87 replaced by existing E88 & E89.
- L87 Milsons Point – Newport replaced by new E54 & connecting services (Mona Vale – Newport).

Streets

CITY – NEWPORT

Route 187

City (Wynyard) – Newport

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- **From 29 June 1958** (when North Sydney system tram services replaced by buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (opening of new Spit Bridge & Manly Rd): Ex Newport from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (selected, later most, trips): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968**: Ex Newport from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 13 October 1985**: Ex Newport from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- **From 6 September 1993**: Approached Newport from Barrenjoey Rd via Neptune Rd, Ocean Av, Seaview Av to Bardo Rd. Reverse on return.

Route E87

City (Wynyard) – Newport

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd, Neptune Rd, Ocean Av, Seaview Av to Bardo Rd (Newport).

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

City (Central Railway) – Newport

Alterations

- **From 16 November 1997**: Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- **From 21 January 2000**: Approached City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- **By 5 December 2010**: Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (*not* via Carrington St).
- **From 5 December 2011** (morning peak hour to City): Approached City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Wynyard) – Newport

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

MILSONS POINT – NEWPORT

Route 187

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd, Neptune Rd, Ocean Av, Seaview Av to Bardo Rd (Newport).

From Newport (Seaview Av at Bardo Rd) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Route L87

From 10 March 1997

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd, Neptune Rd, Ocean Av, Seaview Av to Bardo Rd (Newport).

From Newport (Seaview Av at Bardo Rd) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport	82	M-F	Newport	6.52am	Wynyard	12.19am	A	
		Sat		6.26am		12.19am	B	
		Sun	Wynyard	9.27am		11.08pm	C	

A – 10 trips from City (Wynyard), 7 trips from Newport.

B – 15 trips from City (Wynyard), 12 trips from Newport.

C – Morning & night infrequent service, afternoon 30.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport	82	M-F	Newport	6.48am	Wynyard	12.41am	A	
		Sat		6.26am		12.40am	B	
		Sun	Wynyard	9.30am	Newport	11.03pm	C	

A – 8 trips from City (Wynyard), 6 trips from Newport.

B – 8 trips from City (Wynyard), 7 trips from Newport.

C – 9 trips from City (Wynyard), 9 trips from Newport.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: City (Wynyard)-Newport	88	M-F	Newport	6.44am	Wynyard	11.20pm	5 trips	
		Sat		6.35am	Newport	6.46pm	A	
		Sun		7.37am				
187: Milsons Point-Newport		M-F	Milsons Point	4.49pm			Ph	
		Sat						
		Sun						

A – 2 trips from Newport only.

Ph – Afternoon peak hour only (from Milsons point 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		
187: City (Wynyard)- Newport		M-F	Newport	4.46am	Wynyard	2.15am	A	
		Sat		6.40am		2.15am	B	
		Sun		8.09am	Newport	9.09am	C	
187: Milsons Point- Newport		M-F	Milsons Point	4.51pm			Ph	
		Sat						
		Sun						

A – 9 trips from City (Wynyard), 7 trips from Newport.

B – 1 trip from City (Wynyard), 1 trip from Newport.

C – 2 trips from Newport only.

Ph – Afternoon peak hour only, limited stops (from Milsons Point).

10 March 1997

City or Milsons Point – Newport routes

E87, L87

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E87: City (Wynyard)- Newport	61	M-F	Newport	6.56am	Wynyard	6.00pm	Ph1	
		Sat						
		Sun						
L87: Milsons Point- Newport		M-F	Newport	6.39am	Milsons Point	5.41pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Newport, after noon from City (Wynyard)).

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

Route 188

CITY (various termini) – AVALON ■

Route 188X

Route E88

CITY (various termini) – NORTH AVALON (EXPRESS) ■

Route L88

CITY (various termini) – AVALON (LIMITED STOPS) ■

Timeline

3 August 1953:

- 188 City (Wynyard) – Avalon peak hour route & supplementary short-working of City-Palm Beach trunk route 190 renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

By 30 January 1980: Selected peak hour trips altered to express.

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

- A regular Summer Sunday service on 188 commenced as a regular short-working of trunk route 190 (ceased by 3 March 1991).
- Hours of service at other times reduced to occasional peak hour trips.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”:

- E88 new peak hour express, City (Wynyard) – North Avalon (including previous 188 express), commenced
- L88 City (Wynyard) – Avalon replaced limited stop trips on 184 in weekday daytime as a regular short-working of trunk route L90.
- 188 continued as limited late night service.

16 November 1997: Extended in City from Wynyard to Central Railway (Pitt St).

21 January 2000: City terminus altered to Railway Sq.

By July 2001: Days of service of L88, City (Wynyard) – Avalon, extended to Saturday & Sunday daytime until 12 October 2003, when replaced by extra frequency on L90.

12 October 2003: Extra trips on Friday & Saturday midnight-to-dawn (early Saturday & Sunday mornings), City (Queen Victoria Building) – Avalon, commenced.

1 January 2005: Became part of Contract Region 8.

16 May 2008: L88 trips *from* Avalon to City (Railway Square) renumbered part of L90 (route unaltered). Trips *from* City (Railway Square) remained as L88.

5 December 2011: E88 rerouted via George St, City in morning peak hour.

4 October 2015: City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.

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

- L88 replaced by B1 & 199 (full time services).
- E88 remained as a peak hour service.

3 May 2020: E88 renumbered 188X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: 188X replaced by revised 190X City (Wynyard) – Avalon, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

Route 188

City (Wynyard) – Avalon

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- **From 29 June 1958** (*coincident with replacement of tram services in the North Sydney area with buses*): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (*opening of new Spit Bridge & Manly Rd*): Ex Avalon from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (*selected, later most, trips*): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968:** Ex Avalon from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 13 October 1985:** Ex Avalon from Pacific Hwy via Arthur St, Mount St.

City (Pitt St, Central Railway) – Avalon

Alteration

From 16 November 1997: Extended in City from York St (Wynyard) via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway). Return from Pitt St at Campbell St via Campbell St, George St, Market St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

City (Railway Sq, Lee St) – Avalon

Alteration

From 21 January 2000: Approached City from York St via Druitt St, George St, Railway Sq, Lee St. Return from Lee St via Railway Sq, George St, Druitt St, Clarence St.

City (Wynyard) – Avalon

Alteration

From 4 October 2015 (*commencement of light rail line construction in George St, City/new CBD bus network*): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Route E88

City (Wynyard) – North Avalon

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**) to Careel Head Rd (North Avalon).

From North Avalon (Barrenjoey Rd at Careel Head Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route L88

City (Wynyard) – Avalon

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**) to Avalon Pde (Avalon).

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

City (Central Railway) – Avalon

Alterations

- **From 16 November 1997:** Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- **From 21 January 2000:** Approached City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- **By 5 December 2010:** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (*not* via Carrington St).
- **From 5 December 2011 (morning peak hour to City):** Approached City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Wynyard) – Avalon

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Route E88

City (Pitt St, Central Railway) – North Avalon

Alterations

- **From 16 November 1997:** Extended in City from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- **From 21 January 2000:** Approached City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- **By 5 December 2010:** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (*not* via Carrington St).
- **From 5 December 2011 (morning peak hour to City):** Approached City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

City (Queen Victoria Building) – North Avalon

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network):
 Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Queen Victoria Building (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St.

Routes E88, later 188X

City (Wynyard) – Avalon

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network):
 Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Wynyard)-Avalon	82	M-F	Avalon	7.49am	Wynyard	3.42pm	1 trip	
		Sat						
		Sun						

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Wynyard)-Avalon	82	M-F	Wynyard	6.50am	Wynyard	3.44pm	A	
		Sat						
		Sun						

A – 2 trips from City (Wynyard) 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		
188: City (Wynyard)-Avalon		M-F	Avalon	6.28am			A	
		Sat		8.09am			B	
		Sun						

A – 1 trip from Avalon only. Plus short-working/s before first trip & after last trip shown.

B – 1 trip from Avalon only.

10 March 1997

City – Avalon routes

188, E88, L88

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
188: City (Queen Victoria Building)-Avalon	72	M-F	Avalon	4.34amY	Q Vic Bldg	12.40amA	MNs	
		Sat	Q Vic Bldg	1.00amA			Ns	
		Sun		12.40amA			Ns	
E88: City (Wynyard)-North Avalon	62	M-F	North Avalon	6.17am	Wynyard	5.35pm	Ph	
		Sat						
		Sun						
L88: City (Wynyard)-Avalon	72	M-F	Avalon	6.08am	Wynyard	9.25pm	30	
		Sat						
		Sun						

A – To Avalon.

MNs – Early morning & late night service (early morning from Avalon to City (Wynyard), late night from City (Queen Victoria Building) to Avalon).

Ns – Late night service.

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

Y – To City (Wynyard).

2 August 2009

See L90

Route 189

CITY (Wynyard) – AVALON – TAYLORS POINT (some trips EXPRESS) ■

CITY (various termini) – TAYLORS POINT – AVALON (some trips EXPRESS or LIMITED STOPS, 1986-97) ■

Also:

- **Avalon – Taylors Point – Milsons Point (morning peak hour, 1986-7)**

Route 189X

Route E89

CITY (various termini) – TAYLORS POINT – AVALON (EXPRESS) ■

Timeline

3 August 1953:

- 189 City (Wynyard) – Avalon – Taylors Point peak hour service renumbered from 158, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings).
- Operated by Department of Government Transport.

16 February 1970: Selected peak hour trips ran express.

18 May 1986: In the reorganisation that followed transfer of Pittwater Bus Lines' routes to the Urban Transit Authority of NSW on 27 December 1985.

- Rerouted as City (Wynyard) – Bilgola Plateau – Taylors Point – Avalon (opposite direction between Taylors Point & Avalon).
- Times of service increased to run in weekday off-peak and limited service at weekends. Weekday trips replaced Taylors Point part of Avalon – Stokes Point – Taylors Point part of 191.
- Selected peak hour trips continued to run express.
- Selected weekend trips ran limited stops.
- Extra route, Avalon – Taylors Point – Milsons Point, limited service in morning peak hour, commenced (ceased by 6 September 1987, when rerouted to City (Wynyard) as a standard 189).

6 September 1987:

- Weekday service reduced to peak hours, but weekend service (including selected limited stop trips) remained.
- Off-peak service partly replaced by 191 extended to run Avalon – Taylors Point – Newport.

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”:

- Renumbered E89.
- Weekend service between Avalon & Taylors Point replaced by increased service on 191, leaving E89 as a peak hour express.

16 November 1997: Extended in City from Wynyard to Central Railway (Pitt St).

21 January 2000: City terminus altered to Railway Square.

1 January 2005: Became part of Contract Region 8.

5 December 2011: Rerouted via George St, City in morning peak hour.

4 October 2015: City terminus altered to Wynyard as a result of light rail line construction in George St, City/new CBD bus network.

3 May 2020: Renumbered 189X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Replaced by revised 191, as a feeder to 199 (& 190X in peak hours), as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

CITY – AVALON – TAYLORS POINT

Route 189

City (Wynyard) – Avalon – Taylors Point (Hudson Pde)

From 3 August 1953 (based on August 1966 timetable)

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

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

Alterations

- *From 29 June 1958 (coincident with replacement of tram services in the North Sydney area with buses):* Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- *From 19 November 1958 (opening of new Spit Bridge & Manly Rd):* Ex Taylors Point from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- *By August 1966 (selected, later most, trips):* Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- *From 18 June 1968:* Ex Taylors Point from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- *By October 1985:* Ex Taylors Point from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- *From 16 February 1970 (morning peak hour express trip):* Ex Taylors Point from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]

City (Wynyard) – Avalon – Taylors Point (Wandeen Rd)

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.
- *By 26 April 1983 (afternoon peak hour express trip):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St.

CITY – TAYLORS POINT – AVALON

Route 189

City (Wynyard) – Taylors Point – Avalon

From 18 May 1986

Trips via North Sydney

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

Junction, Spit Junction), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Plateau Rd, Bilambee Av (**Bilgola Plateau**), Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde (**Taylors Point, Clareville**), Avalon Pde to Old Barrenjoey Rd (Avalon).

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

From 18 May 1986

Express & limited stop trips

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, (*limited stops trips via* Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd) (**Newport**), Plateau Rd, Bilambee Av (**Bilgola Plateau**), Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde (**Taylors Point, Clareville**), Avalon Pde to Old Barrenjoey Rd (Avalon).

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

Route E89

City (Wynyard) – Taylors Point – Avalon

From 10 March 1997

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd (**Newport**), Plateau Rd, Bilambee Av (**Bilgola Plateau**), Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde (**Taylors Point, Clareville**), Avalon Pde to Old Barrenjoey Rd (Avalon).

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

City (Central Railway) – Taylors Point – Avalon

Alterations

- **From 16 November 1997:** Extended from Wynyard Park via York St, Druitt St, George St, Rawson Pl, Pitt St to Campbell St (Central Railway, City). Return via Campbell St, George St, Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St.
- **From 21 January 2000:** Approached City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- **By 5 December 2010:** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (*not* via Carrington St).
- **From 5 December 2011 (morning peak hour to City):** Approached City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

Routes E89, later 189X

City (Wynyard) – Taylors Point – Avalon

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Avalon-Taylor's Point (Hudson Pde)	89	M-F	Hudson Pde	7.12am	Wynyard	5.07pm	A	
		Sat						
		Sun						

A – Peak hours, City (Wynyard)-Taylor's Point (Hudson Pde). Afternoon, Avalon-Taylor's Point (Hudson Pde), 1 trip. Plus short-working/s after last trip shown.

August 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Avalon-Taylor's Point (Hudson Pde)	76	M-F	Hudson Pde	7.44am	Wynyard	5.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Taylor's Point (Hudson Pde), afternoon from City (Wynyard)). Plus short-working/s before first trip shown.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Avalon-Taylor's Point (Wandeen Rd)	76	M-F	Wynyard	6.08am	Wynyard	5.20pm	A	
		Sat	Wandeen Rd	9.10am	Wandeen Rd	7.34pm	B	
		Sun		8.40am		6.08pm	C	

A – 5 trips from Taylor's Point (Wandeen Rd), 8 trips from City (Wynyard).

B – 4 trips from Taylor's Point (Wandeen Rd), 3 trips from City (Wynyard). Plus short-working/s before first trip shown.

C – 2 trips from Taylor's Point (Wandeen Rd) 1 trip from City (Wynyard). Plus short-working/s before first trip shown.

18 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)-Taylor's Point-Avalon	Fr Aval 9T 111Y	M-F	Wynyard	6.08amT	Wynyard	5.20pmA	B	
			Avalon	7.20amY				
		Sat		9.10amY	Avalon	7.34pmY	C	
		Sun		8.40amY		6.08pmY	D	
189: Avalon-Taylor's Point-Milsons Point	106	M-F	Avalon	6.23am			Ph	
		Sat						
		Sun						

A – To Avalon.

B – Avalon-Taylor's Point, 6 trips from Avalon, 9 trips from Taylor's Point. Avalon-City (Wynyard), 3 trips from Avalon, 5 trips from City (Wynyard). Plus 2 morning peak hour trips from Wynyard to Taylor's Point. Express trips, morning from Avalon, afternoon from City (Wynyard).

C – 4 trips from Avalon, 3 trips from City (Wynyard). Plus short-working, Newport to Avalon, before first trip shown. Limited stop trip, 1 trip from Avalon.

D – 2 trips from Avalon, 1 trip from City (Wynyard). Plus short-working, Newport to Avalon, before first trip shown. Limited stop trips, 1 trip from Avalon, 1 trip from City (Wynyard).

Ph – Morning peak hour only (from Avalon).

T – To Taylor's Point.

Y – To City (Wynyard).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)- Taylors Point-Avalon	108	M-F	Avalon	6.27am	Wynyard	11.00pm	A	
		Sat		9.10am	Avalon	7.37pm	B	
		Sun		8.40am		6.08pm	C	

A – Peak hours only (morning from Avalon, afternoon from City (Wynyard)). Plus 11.00pm trip from City (Wynyard). Off-peak service Avalon – Newport provided by 191.

B – 4 trips from Avalon, 3 trips from City (Wynyard). Plus short-working, Mona Vale to Avalon, before first trip shown.

C – 2 trips from Avalon, 1 trip from City (Wynyard). Plus short-working, Mona Vale to Avalon, before first trip shown.

23 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
189: City (Wynyard)- Taylors Point-Avalon	Fr Aval 21N 98Y	M-F	Avalon	6.27amY	Wynyard	11.05pmA	B	
		Sat	Wynyard	7.30amA	Avalon	7.40pmY	C	
		Sun		7.00amA		6.03pmY	D	

A – To Avalon.

B – 3 trips from Avalon, 4 trips from City (Wynyard). Plus 2 trips from City (Wynyard) to Taylors Point in early morning.

C – Morning, 1 trip from City (Wynyard). Afternoon, 1 trip from Avalon. Day, Avalon-Newport (3 trips).

D – Morning, 1 trip from City (Wynyard). Afternoon, 1 trip from Avalon. Day, Avalon-Newport (1 trip).

N – To Newport.

Y – To City (Wynyard).

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
E89: City (Wynyard)- Taylors Point-Avalon	70	M-F	Avalon	6.27am	Wynyard	5.50pm	Ph	
		Sat						
		Sun						

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

Route 190

CITY (various termini) – PALM BEACH (some trips EXPRESS or LIMITED STOPS) ■

Also:

- **Milsons Point – Palm Beach (peak hours, some trips limited stops)**

Route 190X

Route L90

CITY (various termini) – PALM BEACH (LIMITED STOPS) ■

Note about supplementary routes

Due to the length of the route, 190 & (from 10 March 1997) L90 have been supplemented by routes in the 174-189 range (or the express or limited stop versions thereof), in two categories:

- **Regular daytime short-workings**
- **Supplementary peak hour trips (often expresses)**

These supplementary routes ran in different combinations for different periods. Major changes to these routes are noted below.

Some of these routes followed the main trunk route entirely from the City to various points along it. Others followed the main trunk route from the City for certain distances and then branched off to serve suburbs on either side.

Until 26 April 1983, these supplementary routes followed a somewhat irregular pattern. From that date, however, with the implementation of the Manly-Warringah Bus Service Improvement Programme, the pattern became more standardized, particularly in the off-peak & at weekends.

These arrangements altered again from 26 November 2017, when B1 and 199 replaced L90 as the dominant routes along the main trunk route between the City & Palm Beach. Service on L90 (renumbered 190X for a short period in 2020) then continued on a reduced scale, until it ceased on 3 May 2020.

Timeline

3 August 1953:

- 190 City (Wynyard) – Palm Beach renumbered from part of 150, as part of the general renumbering of City – Northern Beaches routes (including the allocation of separate numbers for short-workings). Similarly to its predecessor 150, 190 continued to be regarded as the main trunk route between the City and the Northern Beaches.
- Operated by Department of Government Transport.

9 November 1959: Some peak hour trips ran express via normal route. Limited express Saturday service commenced 29 April 1961.

18 June 1968: Express trips rerouted via Warringah Fwy upon its opening.

February 1982: Peak hour short-working, Palm Beach – North Sydney (limited service), renumbered 191.

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

- Services rearranged (all continued to be numbered 190):
 - Daytime (Monday-Sunday):* Regular frequency limited stop trips.
 - Peak hours:* Express trips.
 - Early morning & night:* All stops trips.
- Regular daytime short-workings of limited stops 190 standardized as:
 - Daily (except Summer Sundays): 182, 184
 - Summer Sundays: 182, 188.
- 190 supplemented by peak hour routes:
 - From City (Wynyard): 175, 178, 179, 181, 185-189
 - From Milsons Point: 182, 184, 186, 187.
- Peak hour service, Milsons Point – Palm Beach, commenced, replacing 191 Palm Beach – North Sydney.

6 September 1987: Milsons Point – Palm Beach afternoon peak hour service altered to limited stops.

By 26 June 1988:

- Hours of service of limited stops service, City (Wynyard) – Palm Beach, extended to Saturday & Sunday nights, replacing all stops service.
- Hours of service of limited stop trips similarly extended to weeknights by 23 July 1989.
- Express trips continued to run in peak hours & all stops trips late at night.

3 March 1991:

- Regular daytime short-workings of limited stops 190 altered to:
 - Weekdays: 178†, 184 (limited stops)
 - Saturdays: 178†, 182
 - Sundays: 182

† 178 City (Queen Victoria Building) – Dee Why (Howard Av)
- 190 supplemented by peak hour routes:
 - From City (Wynyard): 175, 182, 185-189
 - From Milsons Point: 178, 182, 184, 187

6 December 1992: Late night trips extended in City from Wynyard to Queen Victoria Building.

23 May 1994:

- Regular daytime short-workings of limited stops 190 altered to:
 - Weekdays: 178†, 184 (limited stops)
 - Saturdays: 180, 182
 - Sundays: 182

† 178 City (Queen Victoria Building) – Dee Why (Lismore Av)
- 190 supplemented by peak hour routes:
 - From City (Wynyard): 179, 180, 185-189
 - From Milsons Point: 178, 182, 184

10 March 1997: As part of (a) rearrangement of routes north of Narrabeen & (b) renumbering of Northern Beaches express routes with prefix “E” & limited stops routes with prefix “L”:

- City (Wynyard) – Palm Beach limited stops trips renumbered L90.
- Peak hour express trips altered to limited stops & also renumbered L90 (so that City (Wynyard) – Palm Beach trips ran as limited stops L90 at all times).
- Regular daytime short-workings of L90 altered to:
 - Weekdays: 175, 178†, L80, L85, L88
 - Saturdays: 178, 180, L85
 - Sundays: 180, 183, L85
- † 178 City (Queen Victoria Building) – Dee Why (Lismore Av)
- 190 supplemented by peak hour routes:
 - From City (Wynyard): 183, E75, E78, E79, E80, E83, E84, E86-E89
 - From Milsons Point: 178, 183, 184, 187, L87
- 190 afternoon peak hour limited stops service, from Milsons Point to Palm Beach, replaced by 183, L84, L87 & E87 trips from Milsons Point.
- Number 190 out of use until 16 November 1997.

16 November 1997:

- L90 extended in City from Wynyard to Pitt St, Central Railway.
- Selected early morning & late night trips reverted to 190 City (Queen Victoria Building) – Palm Beach or City (Pitt St, Central Railway) – Palm Beach.

21 January 2000: City (Central Railway) terminus altered to Railway Square.

By March 2002:

- Regular daytime short-workings of L90 altered to:
 - Weekdays: 175, 178†, L78, L80, L85, L88
 - Saturdays: 178, 180, L85
 - Sundays: 180, 183, L85
- † 178 City (Queen Victoria Building) – Dee Why (Lismore Av)
- 190 supplemented by peak hour routes:
 - From City (Wynyard): E78, E79, E83, E84, E86-E89
 - From Milsons Point: 175, 178, 183, 187, L78, L84, L87

1 January 2005: Became part of Contract Region 8.

16 May 2008: L88 trips *from* Avalon to City (Railway Sq) renumbered L90 (route & destinations unaltered).

2 August 2009: As part of the reorganisation of Dee Why/Narraweena/Cromer routes (when 178 & 179 were altered to run as full time routes City (Queen Victoria Building) – Cromer Heights & City (Queen Victoria Building) – War Veterans Home respectively):

- Regular daytime short-workings of L90 altered to:
 - Weekdays: 178-180, L85, L88
 - Saturdays: 178-180, L85
 - Sundays: 178, 180, L85
- L90 supplemented by peak hour routes:
 - From City (Wynyard): E78, E79, E83, E84, E86-E89, L80, L85
 - From Milsons Point: 175, 183, L78, L84, L87

4 October 2015: City terminus altered to Wynyard (other than limited service in early morning & late night extended to Queen Victoria Building), as a result of light rail line construction in George St, City/new CBD bus network.

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

- Hours of service of L90 on weekdays reduced to off-peak (later extended to late night for trips *from* City (Wynyard)). Hours of service on weekends generally unaltered.
- Frequency reduced Monday-Sunday, when alternative services were provided by a combination of new B1 & 199 (both full time services).
- Regular daytime short-workings 178 & 180 continued, but others ceased.
- 190 all stops service ceased.

3 May 2020: L90 renumbered 190X as part of further renumbering of express routes with the suffix “X”.

20 December 2020: Replaced by revised 199, as a feeder to B1, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

CITY – PALM BEACH**Route 190****City (Wynyard) – Palm Beach**

From 3 August 1953 (based on 1958 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**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**) [old alignment through Avalon, incl current Avalon Pde, Old Barrenjoey Rd], Beach Rd, Ocean Rd, Florida Rd, un-named street “to appointed stand” (location?) (Palm Beach).

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

Alterations

- **Mid 1950s:** Ex City (Wynyard) direct via Barrenjoey Rd (new alignment, *not* via Avalon Pde) through Avalon. Reverse on return.
- **1950s(?):** Approached Palm Beach from Ocean Rd via Ocean Pl, Florida Rd to Palm Beach Rd. Return via Palm Beach Rd, Ocean Rd (?).
- **From 29 June 1958** (*when North Sydney system tram services replaced by buses*): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St. Unaltered on return.
- **From 19 November 1958** (*opening of new Spit Bridge & Manly Rd*): Ex Palm Beach from Sydney Rd via Manly Rd, Spit Bridge. Unaltered on return.
- **By August 1966** (*selected, later most, trips*): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd.
- **From 18 June 1968** (*other than Freeway trips*) (*opening of Warringah Fwy*): Ex Palm Beach from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **From 18 June 1968** (*Warringah Fwy trips*): Ex City from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

From 24 August 1973

All stops

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

From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Condamine St, then Sydney Rd, Manly Rd, Spit Bridge, then reverse route to Pacific Hwy, then Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Via Warringah Fwy trips (*selected trips*): Ex City (Wynyard) from Sydney Harbour Bridge via Warringah Fwy, Falcon St. Reverse on return.

Via Manly Rd trips (*selected trips*): Ex City (Wynyard) from Spit Bridge via Manly Rd, Sydney Rd. Unaltered on return.

Express

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Condamine St, then same route to Palm Beach.

From Palm Beach (Ocean Rd/Ocean Pl) via Ocean Rd, Beach Rd, Barrenjoey Rd (*not* via Gladstone St, Kalinya St, Beaconsfield St), Pittwater Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

From 26 April 1983

All stops

Unaltered

Express & limited stops

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), then same route to Palm Beach.

From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Via Barrenjoey Rd direct (*morning express trips*): From Palm Beach via Ocean Rd, Beach Rd, Barrenjoey Rd (*not* via Gladstone St, Kalinya St, Beaconsfield St), Pittwater Rd.

Alterations

- *By 13 October 1985 (all stops trips)*: Ex Palm Beach from Pacific Hwy via Arthur St, Mount St.
- *March 1985 (opening of Burnt Bridge Creek Deviation) (express & limited stops trips only)*: Ex City (Wynyard) from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.

Route L90

City (Wynyard) – Palm Beach

From 10 March 1997

Same as express & limited stops, 26 April 1983.

Route 190

City (Queen Victoria Building) – Palm Beach

From 16 November 1997

All stops

From City (Queen Victoria Building) (York St) via Druiitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St (**Wynyard**), Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St, (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Sydney Rd, (**Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd (**Newport, Avalon**), Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Via Seafoeth (Battle Blvd) (*selected trips*): Ex City (Queen Victoria Building) from Spit Bridge via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Balgowlah**).

Via Newport Hotel (*selected trips*): Ex City (Queen Victoria Building) from Barrenjoey Rd via Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd. Reverse on return.

Route L90

City (Pitt St, Central Railway) – Palm Beach

From 16 November 1997

Limited stops

From City (Railway Square) (Pitt St at Hay St) via Pitt St, Campbell St, George St, Druiitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St (**Wynyard**), Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport, Avalon**), Beach Rd, Ocean Rd, Palm Beach Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Rd/Ocean Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druiitt St, George St, Rawson Pl, Pitt St to Campbell St (Railway Square, City).

City (Railway Square) – Palm Beach

Alterations

- **From 21 January 2000:** Approached City (Central Railway) from George St via Railway Square, Lee St. Reverse on return.
- **By 5 December 2010:** Ex City (Central Railway) from Clarence St via Bradfield Hwy [Sydney Harbour Bridge] (*not* via Carrington St).
- **From 5 December 2011 (morning peak hour to City):** Approached City (Central Railway) from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Lee St to Railway Square (City).

Routes L90, later 190X

City (Wynyard) – Palm Beach

Alteration

From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St.

MILSONS POINT – PALM BEACH

Route 190

From 26 April 1983

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Sydney Rd (**Seaforth, Balgowlah**), Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd, Beaconsfield St, Kalinya St, Gladstone St, Barrenjoey Rd (**Newport**), Avalon Pde (**Avalon**), Barrenjoey Rd, Beach Rd, Ocean Rd, Florida Rd, Ocean Pl to Ocean Rd (Palm Beach).

From Palm Beach (Ocean Rd/Ocean Pl) via Ocean Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point Station.

Alterations

- **March 1985 (opening of Burnt Bridge Creek Deviation):** Ex Milsons Point from Manly Rd via Burnt Bridge Creek Deviation, Condamine St. Reverse on return.
- **Circa 1995:** From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (*not* via Lavender St, Arthur St). Unaltered on return.

Timetable Summary

City – Palm Beach & related routes 190 & others

1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
190: City (Wynyard)- Palm Beach	100	M-F	Palm Beach	5.28am	Wynyard	11.24pm	40-60	A
		Sat		5.35am	Palm Beach	12.00mn	AM 60 PM 30	A
		Sun	Wynyard	6.12am	Wynyard	10.12pm	30	B
Regular daytime short workings								
		M-F	Peak hours, most routes in the range 174-189. Day, mainly 182.					
		Sat	Day, mainly 187, plus various others. Night, mainly 182.					
		Sun	Day & night, mainly 187.					

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

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

City – Palm Beach & related routes

190 & others

January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
190: City (Wynyard)- Palm Beach	100	M-F	Palm Beach	5.24am	Wynyard	11.40pm	60*	A
		Sat		5.29am		11.40pm	AM 60 PM 30	B
		Sun	Wynyard	6.12am		10.10pm	30	B
Regular daytime short workings								
		M-F	Peak hours, most routes in the range 174-189. Day, mainly 182 & 184					
		Sat	Morning, mainly 187. Afternoon, mainly 182. Night, mainly 184.					
		Sun	Day & night, mainly 187.					

* More frequent in peak hours.

A – Peak hours, express (morning from Palm Beach or from North Avalon, afternoon from City (Wynyard)). Day, all stops. Plus short-working/s before first trip & after last trip shown.

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

City & Milsons Point – Palm Beach & related routes

182, 184, 188, 190

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
190: City (Wynyard)-Palm Beach	92†	M-F	Wynyard	5.30am	Wynyard	11.40pm	A	
		Sat		5.21am		11.55pm	B	
		Sun		6.15am	Palm Beach	10.53pm	B	
Regular daytime short workings								
182: City (Wynyard)-Narrabeen	65	M-F	Wynyard	8.05am	Wynyard	9.55pm	30*	
		Sat	Narrabeen	6.03am		11.35pm	30	
		Sun		8.29am	Narrabeen	10.52pm	30	
184: City (Wynyard)-Mona Vale	75	M-F	Mona Vale	4.10am	Wynyard	10.40pm	30*	
		Sat		4.09am	Mona Vale	8.56pm	30	
		S/Sun		4.55am		11.45pm	MNs	
		W/Sun		4.55am		11.45pm	30	
188: City (Wynyard)-Avalon	94	M-F	Avalon	6.25am		5.40pm	Ph1	
		Sat		7.53am		11.25pm	MNs	
		S/Sun		10.29am	Avalon	2.29pm	30	
		W/Sun						
Milsons Point – Palm Beach peak hour route								
190: Milsons Point-Palm Beach	112	M-F	Palm Beach	6.35am	Milsons Point	5.32pm	Ph2	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Wynyard)-Narrabeen (182, 184, 190†) 6 trips per hour.

City (Wynyard)-Mona Vale (184, 190†) 4 trips per hour.

Sat City (Wynyard)-Narrabeen (182, 184, 190†) 6 trips per hour.

City (Wynyard)-Mona Vale (184, 190†) 4 trips per hour.

Summer Sunday

City (Wynyard)-Narrabeen (182, 188, 190†) 6 trips per hour.

City (Wynyard)-Avalon (188, 190†) 4 trips per hour.

Winter Sunday

City (Wynyard)-Narrabeen (182, 184, 190†) 6 trips per hour.

City (Wynyard)-Mona Vale (184, 190†) 4 trips per hour.

* More frequent in peak hours.

† Limited stops.

A – Peak hours, express (morning from Palm Beach or North Avalon, afternoon from City (Wynyard)). Day, limited stops 30. Early mornings & nights, all stops. Plus short-working/s before first trip & after last trip shown.

B – Day, limited stops 30. Early mornings & nights, all stops. Plus short-working/s before first trip & after last trip shown.

MNs – Early morning & late night service.

Ph1 – Peak hours only (morning from Avalon, afternoon from City (Wynyard)).

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

S/Sun – Summer Sundays.

W/Sun – Winter Sundays.

City & Milsons Point – Palm Beach & related routes

178, 182, 184, 190

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
190: City (Wynyard)-Palm Beach	88†	M-F	Palm Beach	5.49am	Wynyard	12.50am	30*	A
		Sat		5.40am		1.00am	30	B
		Sun		8.15am		11.30pm	30	C
Regular daytime short workings								
178: City (Queen Victoria Bldg)-Dee Why (Howard Av)		See 180						
182: City (Wynyard)-Narrabeen	61	M-F	Narrabeen	6.35am	Wynyard	11.45pm	PNs	
		Sat		5.58am		12.10am	30	
		Sun		7.26am		10.35pm	30	
184: City (Wynyard)-Mona Vale	61	M-F	Mona Vale	4.08am	Wynyard	10.35pm	30*	D
		Sat		4.07am		2.45am	MNs	
		Sun		4.48am		12.30am	MNs	
Milsons Point – Palm Beach peak hour route								
190: Milsons Point-Palm Beach	92	M-F	Milsons Point	4.01pm	Milsons Point	6.06pm	Ph	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Wynyard)-Dee Why (178, 184†, 190†) 8 trips per hour.

City (Wynyard)-Mona Vale (184†, 190†) 4 trips per hour.

Sat City (Wynyard)-Dee Why (178, 182, 190†) 6 trips per hour.

City (Wynyard)-Narrabeen (182, 190†) 4 trips per hour.

Sun City (Wynyard)-Narrabeen (182, 190†) 4 trips per hour.

* More frequent in peak hours.

† Limited stops.

‡ Trip time to Wynyard (extra time to Queen Victoria Building).

A – Peak hours, express (morning from Palm Beach, afternoon from City (Wynyard)). Day, limited stops. Late night, all stops. Plus short-working/s before first trip shown.

B – Day, limited stops. Early morning & late night, all stops.

C – Day, limited stops. Early morning & late night, all stops. Plus short-working/s before first trip & after last trip shown.

D – Peak hours, most trips express. Day, limited stops. Plus later trips Friday night.

MNs – Early morning & late night service.

Ph – Afternoon peak hour only (from Milsons Point), limited stops.

PNs – Peak hours & night service.

City – Palm Beach & related routes
175, 178, 180, 183, L85, L88, L90
10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
L90: City (Wynyard)- Palm Beach	88	M-F	Palm Beach	5.40am	Wynyard	12.10am	30	A
		Sat		5.40am		12.10am	30	B
		Sun		7.00am		11.40pm	30	B
Regular daytime short workings								
175: City (Queen Victoria Building)- Warringah Mall		See 175						
178: City (Queen Victoria Bldg)-Dee Why (Lismore Av)		See 180						
180: City (Wynyard)-Collaroy Plateau†		See 180						
183: City (Wynyard)-Narrabeen	61	M-F						
		Sat						
		Sun	Wynyard	9.03am	Wynyard	7.13pm	60	
L85: City (Wynyard)-Warriewood-Mona Vale		See 185						
L88: City (Wynyard)-Avalon	72	M-F	Avalon	6.08am	Wynyard	9.25pm	30	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

- M-F City (Wynyard)-Warringah Mall (175, 178, 180, L85, L88, L90) 12 trips per hour.
City (Wynyard)-Narrabeen (L85, L88, L90) 6 trips per hour.
City (Wynyard)-Avalon (L88, L90) 4 trips per hour.
- Sat City (Wynyard)-Dee Why (178, 180, L85, L90) 8 trips per hour.
City (Wynyard)-Narrabeen (L85, L90) 4 trips per hour.
City (Wynyard)-Avalon (L90) 2 trips per hour.
- Sun City (Wynyard)-Dee Why (180, 183, L85, L90) 5 trips per hour.
City (Wynyard)-Narrabeen (183, L85, L90) 4 trips per hour.
City (Wynyard)-Avalon (L90) 2 trips per hour.

† Extended in City from Wynyard to Queen Victoria Building on Saturdays.

A – Selected early morning & late night trips extended to City (Queen Victoria Building). Plus short-working/s before first trip shown.

B – Selected early morning & late night trips extended to City (Queen Victoria Building).

City – Palm Beach & related routes
175, 178, 180, L80, 183, L85, L88, L90
12 October 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk route								
L90: City (Railway Square)-Palm Beach	98	M-F	Palm Beach	5.34am	Railway Sq	11.55pm	30	A
		Sat		5.40am		11.55pm	20	A
		Sun		7.00am		11.55pm	20	A
Regular daytime short workings								
175: City (Queen Victoria Building)-Warringah Mall		See 180						
178: City (Queen Victoria Bldg)-Dee Why (Lismore Av)		See 180						
L80: City (Wynyard)-Collaroy Plateau†		See 180						
183: City (Queen Victoria Building)-Narrabeen	64	M-F						
		Sat						
		Sun	Narrabeen	7.05amY	Q Vic Bldg	4.57pmN	60	
	Q Vic Bldg	9.57amN	Wynyard	7.13pmN				
L85: City (Wynyard)-Warriewood-Mona Vale		See 185						
L88: City (Railway Square)-Avalon	82	M-F	Avalon	6.03am	Wynyard	9.10pm	30	
		Sat						
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

- M-F City (Wynyard)-Warringah Mall (175, 178, L80, L85, L88, L90) 12 trips per hour.
- City (Wynyard)-Narrabeen (L85, L88, L90) 6 trips per hour.
- City (Wynyard)-Avalon (L88, L90) 4 trips per hour.
- Sat City (Wynyard)-Dee Why (178, 180, L85, L90) 9 trips per hour.
- City (Wynyard)-Narrabeen (L85, L90) 5 trips per hour.
- City (Wynyard)-Avalon (L90) 3 trips per hour.
- Sun City (Wynyard)-Dee Why (180, 183, L85, L90) 6 trips per hour.
- City (Wynyard)-Narrabeen (183, L85, L90) 5 trips per hour.
- City (Wynyard)-Avalon (L90) 3 trips per hour.

† Extended to City (Queen Victoria Building) on Saturdays.

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

N – To Narrabeen.

Y – To City (Wynyard).

City – Palm Beach & related routes

183, L85, L88, 190, L90

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City – Palm Beach trunk routes								
190: City (Queen Victoria Building)-Palm Beach	90	M-F	Palm Beach	11.06pm			Ns	B
		Sat	Q Vic Bldg	6.21am	Palm Beach	11.32pm	MNs	B
		Sun	Wynyard	5.37am		11.07pm	MNs	B
L90: City (Wynyard)-Palm Beach	85	M-F	Palm Beach	5.35am	Wynyard	12.10am	30	C
		Sat		5.40am		12.12am	15	C
		Sun		6.55am		12.07am	15	
Regular daytime short workings								
183: City (Queen Victoria Building)-Narrabeen		See 183						
L85: City (Wynyard)-Warriewood-Mona Vale		See 185						
L88: City (Wynyard)-Avalon	74	M-F	Avalon	6.25amY	Wynyard	9.55pmA	30	
		Sat	Q Vic Bldg	12.45amN			Ns	
		Sun						

Daytime trips per hour along common route (stopping patterns vary between routes):

- M-F City (Wynyard)-Narrabeen (L85, L88, L90) 6 trips per hour.
City (Wynyard)-Avalon (L88, L90) 4 trips per hour.
- Sat City (Wynyard)-Narrabeen (L85, L90) 6 trips per hour.
City (Wynyard)-Avalon (L90) 4 trips per hour.
- Sun City (Wynyard)-Narrabeen (183, L85, L90) 6 trips per hour.
City (Wynyard)-Avalon (L90) 4 trips per hour.

A – To Avalon.

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

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

MNs – Early morning & late night service.

N – To North Avalon.

Ns – Night service.

Y – To City (Wynyard).

26 November 2017

19 December 2019

See B1

Route 190X

CITY (Wynyard) – AVALON (EXPRESS)

Timeline

20 December 2020:

- Peak hour service City (Wynyard) – Avalon (Barrenjoey Rd/Avalon Pde) commenced by State Transit Authority of NSW, replacing most of 188X & 189X, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.
- Service between Avalon (Barrenjoey Rd/Avalon Pde) & Palm Beach provided by existing 199, as a feeder to B1 or 190X.
- Part of Contract Region 8.

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

17 July 2023: Extended in Avalon from Barrenjoey Rd/Avalon Pde to Careel Head Rd, due to traffic changes in Avalon shopping centre.

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

Streets

From 20 December 2020

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd (**Mosman**), Spit Bridge, Manly Rd, Burnt Bridge Creek Deviation, Condamine St (**Manly Vale**), Pittwater Rd (**Brookvale, Dee Why, Collaroy, Narrabeen, North Narrabeen, Mona Vale**), Barrenjoey Rd (**Newport**) to Avalon Pde (Avalon).

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

Alteration

From 17 July 2023: Extended in Avalon from Barrenjoey Rd/Avalon Pde via Barrenjoey Rd to Careel Head Rd. Reverse on return.

Timetable Summary

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Avalon	57	M-F	Avalon	5.21am	Wynyard	7.58pm	Ph	
		Sat						
		Sun						

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

Route 191

PALM BEACH – NORTH SYDNEY (peak hours) ■

Timeline

February 1982:

- Limited peak hour service renumbered from equivalent trip on 190.
- Operated by Urban Transit Authority of NSW.

26 April 1983: Replaced by 190 Milsons Point – Palm Beach as part of the Manly-Warringah Bus Service Improvement Programme.

Route 191

AVALON – BILGOLA PLATEAU – TAYLORS POINT

- **Extended from Bilgola Plateau to Newport (1987-1997)**

Also:

- **Avalon – Taylors Point – Bilgola Plateau (1991-97)**

AVALON – STOKES POINT ■

- **Extended from Stokes Point to Taylors Point (1985-6)**

AVALON – WHALE BEACH ■

Timeline

27 December 1985: Unnumbered weekday routes transferred from Pittwater Bus Lines (John Booth) to Urban Transit Authority of NSW & all initially numbered 191:

- Avalon – Bilgola Plateau (selected trips returned from Bilgola Plateau to Avalon via Taylors Point)
- Avalon – Stokes Point – Taylors Point
- Avalon – Whale Beach

18 May 1986: In the reorganisation that followed transfer of Pittwater Bus Lines' routes to the Urban Transit Authority of NSW (above), rearranged as:

- Avalon – Bilgola Plateau (weekday service)
- Avalon – Stokes Point – Avalon (anti-clockwise loop, weekday service), curtailed from previous Avalon – Stokes Point – Taylors Point.
- Avalon – Whale Beach (weekday service)
- Service to Taylors Point replaced by increased times of service (including weekends) on rerouted 189.

6 September 1987: Reorganised & renumbered:

- Avalon – Bilgola Plateau remained as 191, but rerouted via Taylors Point & extended from Bilgola Plateau to Newport, becoming Avalon – Taylors Point – Bilgola Plateau – Newport (weekday service). Replaced off-peak service on 189 over a similar route.
- Other routes renumbered:
 - 192 Avalon – Stokes Point (weekday service)
 - 193 Avalon – Whale Beach (weekday service)

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

- Hours of service of extension from Bilgola Plateau to Newport reduced to afternoon peak hour only.
- Other than Newport trips, altered to an anti-clockwise loop, Avalon – Taylors Point – Bilgola Plateau – Avalon. Ran weekdays.
- Limited service between Avalon & Newport via Bilgola Plateau in peak hours & at weekends provided by 189.

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

- Extension from Bilgola Plateau to Newport ceased.
- Altered to a clockwise loop, Avalon – Bilgola Plateau – Taylors Point – Avalon, to correspond with the equivalent school route.
- Times of service increased to full time weekdays & daytime weekends.

1 January 2005: Became part of Contract Region 8.

21 May 2006: Weeknight service ceased, leaving route to run daytime Monday-Sunday.

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

AVALON – BILGOLA PLATEAU – NEWPORT

Avalon – Bilgola Plateau

From 27 December 1985 (based on 18 May 1986 timetable)

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Plateau Rd, Argyle St, Raymond Rd (**Bilgola Plateau**), York Tce, Daly St, The Outlook, Plateau Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Avalon – Taylors Point – Bilgola Plateau – Newport

From 6 September 1987

From Avalon (Avalon Pde at Old Barrenjoey Rd) via Avalon Pde, Hudson Pde (**Clareville, Taylors Point**), Wandeen Rd, Lower Plateau Rd, Bilwara Av, Bilambee Av (**Bilgola Plateau**), Plateau Rd, The Outlook, Daly St, Grandview Dr, Plateau Rd, Barrenjoey Rd to Coles Pde (Newport).

From Newport (Barrenjoey Rd at Coles Pde) via Barrenjoey Rd, Plateau Rd, Grandview Dr, Daly St, Plateau Rd, Bilambee Av, then reverse route to Avalon Pde, then Old Barrenjoey Rd to near Avalon Pde (Avalon).

Avalon – Taylors Point – Bilgola Plateau (anti-clockwise loop)

From 3 March 1991

From Avalon (Avalon Pde at Old Barrenjoey Rd) via Avalon Pde, Hudson Pde (**Clareville, Taylors Point**), Wandeen Rd, Lower Plateau Rd, Bilwara Av, Bilambee Av (**Bilgola Plateau**), Plateau Rd, The Outlook, Daly St, Grandview Dr, Plateau Rd, The Outlook, Plateau Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Avalon – Bilgola Plateau – Taylors Point (clockwise loop)

From 10 March 1997

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (left) Old Barrenjoey Rd, Plateau Rd, The Outlook, Daly St, Grandview Dr, Argyle St, Raymond Rd, York Tce, Grandview Dr, Plateau Rd, Bilambee Av (**Bilgola Plateau**),

Bilwara Av, Lower Plateau Rd, Wandeen Rd, Hudson Pde (**Clareville, Taylors Point**), Avalon Pde, Old Barrenjoey Rd to near Avalon Pde (Avalon).

Alterations

- **By 20 December 2020** (early morning & evening trips on weekdays): Ex Avalon from Plateau Rd via Bilambee Av (*not* via The Outlook, Daly St, Grandview Dr, Argyle St, Raymond Rd, York Tce, Grandview Dr, Plateau Rd).
- **From 20 December 2020:** Approached Avalon from Avalon Pde via Old Barrenjoey Rd to Library. Unaltered on return.
- **By 17 July 2023:** Approached Avalon from Avalon Pde to west of Old Barrenjeoy Rd. Return from Old Barrenjoey Rd south of Avalon Pde via Old Barrenjoey Rd.

AVALON – STOKES POINT

Avalon – Stokes Point – Taylors Point

From 27 December 1985 (based on previous private route)

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd (**Stokes Point**), Riverview Rd, Hudson Pde (**Clareville**) to Taylors Point Rd (Taylors Point).

From Taylors Point (Hudson Pde at Taylors Point Rd) via reverse route to Barrenjoey Rd, then Avalon Pde to Old Barrenjoey Rd (Avalon).

Avalon – Stokes Point (anti-clockwise loop)

From 18 May 1986

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd (**Stokes Point**), Riverview Rd, Central Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

AVALON – WHALE BEACH

From 27 December 1985 (based on former private route & UTA timetable 18 May 1986)

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Catalina Cr, Coonanga Rd (**North Avalon**), Marine Pde, Watkins Rd, Milga Rd, Burrawong Rd, Whale Beach Rd, Norma Rd, Pacific Rd (**Whale Beach**), Bynya Rd, Norma Rd, then reverse route to Barrenjoey Rd, then Avalon Pde to Old Barrenjoey Rd (Avalon).

Timetable Summary

Avalon local routes

18 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau	22 round trip	M-F	Avalon	9.55am	Bilgola Plateau	4.26pm	3 trips	A
		Sat						
		Sun						
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.27am	Avalon	5.23pm	4 trips	A
		Sat						
		Sun						
Avalon-Whale Beach	39 round trip	M-F	Avalon	10.38am	Whale Beach	5.02pm	4 trips	A
		Sat						
		Sun						

A – Plus school trips.

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Newport	23	M-F	Avalon	9.15am	Avalon	6.08pm	60*	A
		Sat						A
		Sun						

* More frequent in peak hours.

A – Peak hour & limited weekend service over a similar route provided by 189.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau†	Fr Aval 20ABr 23N	M-F	Avalon	9.10amB 4.16pmN	Bilgola Plateau Avalon	2.25pmA 6.08pmN	C	
		Sat						D
		Sun						D

† Afternoon peak hour trips extended to Newport.

A – To Avalon.

ABr – Round trip, Avalon-Taylor's Point-Bilgola Plateau-Avalon.

B – Avalon-Taylor's Point-Bilgola Plateau-Avalon loop.

C – Day, Avalon-Taylor's Point-Bilgola Plateau-Avalon loop. Afternoon peak hour, Avalon-Taylor's Point-Bilgola Plateau-Newport. Morning peak hour service provided by 189.

D – Weekend service provided by 189.

N – To Newport.

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylor's Point	20 round trip	M-F	Avalon	9.30am	Bilgola Plateau	12.23am	60	A
		Sat		8.30am		6.38pm		60
		Sun		8.30am		6.38pm		60

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

21 May 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylor's Point	20 round trip	M-F	Avalon	9.30am	Bilgola Plateau	8.16pm	60	A
		Sat		9.00am		5.08pm		60
		Sun		9.00am		5.08pm		60

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

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylor's Point	20 round trip	M-F	Avalon	5.52am	Bilgola Plateau	8.00pm	30	
		Sat		8.00am		6.08pm		30
		Sun		8.00am		6.08pm		30

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylors Point	22 round trip	M-F	Avalon	6.07am	Bilgola Plateau	7.28pm	30	
		Sat		8.00am		6.03pm	30	
		Sun		8.30am		6.03pm	60	

* More frequent in peak hours.

27 January 2026

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau-Taylors Point	22 round trip	M-F	Avalon	6.07am	Bilgola Plateau	7.58pm	60	
		Sat		8.30am		5.40pm	60	
		Sun		8.30am		5.40pm	60	

* More frequent in peak hours.

Route 192

AVALON – STOKES POINT

Timeline

6 September 1987:

- Weekday daytime anti-clockwise loop renumbered from part of 191, as part of a reorganisation & renumbering of 191.
- Operated by Urban Transit Authority of NSW.

10 March 1997:

- Loop altered to run clockwise, as part of rearrangement of routes north of Narrabeen.
- Days of service increased to daily.

1 January 2005: Became part of Contract Region 8.

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

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

Streets

Anti-clockwise loop

From 6 September 1987

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd (**Stokes Point**), Riverview Rd, Central Rd, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Clockwise loop

From 10 March 1997

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Central Rd, Riverview Rd, Cabarita Rd (**Stokes Point**), Patrick St, Elvina Av, George St, Barrenjoey Rd, Avalon Pde to Old Barrenjoey Rd (Avalon).

Alterations

- **By May 2004:** Ex Stokes Point from Elvina Av via Kevin Av, Barrenjoey Rd.
- **By December 2005:** Reverted to route as at 10 March 1997.
- **From 20 December 2020:** From Avalon (Old Barrenjoey Rd at Library) via Barrenjoey Rd. Unaltered on return.
- **From 17 July 2023:** Approached Avalon from Barrenjoey Rd via Avalon Pde, Old Barrenjoey Rd to south of Avalon Pde. Return from Avalon (Barrenjoey Rd north of Avalon Pde) via Barrenjoey Rd.

Timetable Summary

6 September 1987

Similar to equivalent timetable for 191 dated 18 May 1986.

3 March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.35am	Avalon	3.46pm	4 trips	A
		Sat						
		Sun						

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

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.00am	Stokes Point	6.11pm	60	A
		Sat		8.00am		6.11pm		
		Sun		8.00am		6.11pm		

A – Peak hour service provided by E89.

21 May 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	9.00am	Stokes Point	6.11pm	60	
		Sat		9.30am		4.41pm		
		Sun		9.30am		4.41pm		

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	6.07am	Stokes Point	8.11pm	30	
		Sat		8.15am		5.45pm		
		Sun		8.15am		5.45pm		

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	6.15am	Stokes Point	7.28pm	30	
		Sat		8.30am		6.03pm		
		Sun		8.30am		6.03pm		

* More frequent in peak hours.

26 January 2026

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Stokes Point	20 round trip	M-F	Avalon	6.15am	Stokes Point	7.31pm	60	
		Sat		9.00am		6.04pm		
		Sun		9.00am		6.04pm		

* More frequent in peak hours.

Route 193

AVALON – WHALE BEACH

Timeline

6 September 1987:

- Weekday off-peak service renumbered from part of 191, as part of a reorganisation & renumbering of 191.
- Operated by Urban Transit Authority of NSW.

1 January 2005: Became part of Contract Region 8.

31 July 2009: Ceased without replacement, apart from school trips (renumbered 793).

Streets

From 6 September 1987

From Avalon (Avalon Pde at Old Barrenjoey Rd) via (right) Old Barrenjoey Rd, Barrenjoey Rd, Catalina Cr, Coonanga Rd (**North Avalon**), Marine Pde, Watkins Rd, Milga Rd, Burrawong Rd, Whale Beach Rd, Norma Rd, Pacific Rd (**Whale Beach**), Bynya Rd, Norma Rd, then reverse route to Barrenjoey Rd, then Avalon Pde to Old Barrenjoey Rd (Avalon).

Alteration

By 3 March 1991: Approached Whale Beach from Whale Beach Rd via Norma Rd, Bynya Rd, Pacific Rd (loop in opposite direction), Norma Rd.

Timetable Summary

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Whale Beach	39 round trip	M-F	Avalon	10.08am	Whale Beach	4.53pm	4 trips	A
		Sat						
		Sun						

A – Plus school trips.

Route 193

WARRINGAH MALL – AUSTLINK Business Park via Warringah Rd

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).
- Shared 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 Warringah Mall (bus terminal inside) via Green St, Cross St, Pittwater Rd (**Brookvale**), Warringah Rd (**Beacon Hill**), Frenchs Forest Rd (**Northern Beaches Hospital**), Naree Rd (**Frenchs Forest**), Forest Way (**Belrose**), Garigal Rd, Narabang Way to Minna Cl (Austlink).

From Austlink (Narabang Way at Minna Cl) via reverse route to Cross St, then Dale St to Warringah Mall bus terminal inside.

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		
Warringah Mall- Austlink	36	M-F	Austlink	5.00am	Warr Mall	10.45pm	30	
		Sat		5.33am		10.55pm	30	
		Sun		5.33am		10.55pm	60	

Route 194

CITY (various termini) – ST IVES via various routes

Route 194X

CITY (York St or Clarence St) – ST IVES (EXPRESS)

Timeline

15 October 2001: Peak hour service 194 City (Queen Victoria Building) – St Ives commenced by Forest Coach Lines Pty Ltd (Royle family, proprietors). Shares St Ives – St Ives Chase with 195.

11 November 2002: Travelling restrictions of 194 eased & shared City – St Ives with Shorelink (Transdev) 594. Also shared City – St Ives with 594H from 12 October 2009 to 2 December 2018.

1 January 2005: Became part of Contract Region 14.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

4 October 2015: City termini altered to York St at Market St (arriving) or Clarence St at Market St (departing), as a result of light rail construction in George St, City/new CBD bus network. Destination signs on buses to City remained as “City QVB”.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

24 August 2020: Rearranged as:

- **194X** (*peak hours - morning from St Ives & afternoon from City (Clarence St)*): Route & stopping pattern (running express between East Chatswood & City) unchanged from previous 194.
- **194** (*all other times*): Rerouted via Cammeray & Northbridge Junction instead of Flat Rock Dr, with stopping pattern extended to run all stops between Cammeray & East Roseville, remaining as 194. Shared Cammeray – East Roseville with 207.
- 194 & 194X shared Castlecrag – St Ives.

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

Route 194

City (Queen Victoria Building) – St Ives

From 15 October 2001

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Addison Av, Archbold Rd, Eastern Arterial Rd (**East Killara**), Horace St, Link Rd, Mona Vale Rd, Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av, Dalton Rd (**St Ives Chase**), Collins Rd, Mudies Rd, Woodbury Rd to Mona Vale Rd (St Ives).

From St Ives (Memorial Av at Village Shops) via Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av, Dalton Rd (**St Ives Chase**), Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd, Link Rd, Horace St, Eastern Arterial Rd (**East Killara**), Archbold Rd, Boundary St, Penshurst St, Mowbray Rd, Willoughby Rd, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Alterations

- **From November 2008:** Ex St Ives from Archbold Rd via Addison Av, then reverse of “from City” route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City). Unaltered on return.
- **By March 2010:** Ex St Ives from Archbold Rd via Earl St, Moore St, Addison Av. Unaltered on return.

City (York St or Clarence St) – St Ives via Flat Rock Dr

From 15 October 2001

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Market St. Return from Clarence St at Market St via Clarence St.

City (York St or Clarence St) – Cammeray – St Ives

Alteration

From 23 August 2020: Ex City (Clarence St) from Warringah Fwy via Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av (**Northbridge Junction**), Sailors Bay Rd, Eastern Valley Way. Reverse on return.

Route 194X

City (York St or Clarence St) – St Ives via Flat Rock Dr

From 24 August 2020

From City (Clarence St) (north of Market St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Addison Av, Archbold Rd, Eastern Arterial Rd (**East Killara**), Horace St, Link Rd, Mona Vale Rd, Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av, Dalton Rd (**St Ives Chase**), Collins Rd, Mudies Rd, Woodbury Rd to Mona Vale Rd (St Ives).

From St Ives (Memorial Av at Village Shops) via Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av, Dalton Rd (**St Ives Chase**), Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd, Link Rd, Horace St, Eastern Arterial Rd (**East Killara**), Archbold Rd, Earl St, Moore St, Addison Av (**East Roseville**), Babbage Rd, Clive St, Eastern Valley Way, Edinburgh Rd, Alpha Rd, Flat Rock Dr, Brook St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Market St (City).

Timetable Summary

15 October 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
194: City (Queen Victoria Building)-St Ives	50	M-F	St Ives	7.20am	Q Vic Bldg	5.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
194: City (Queen Victoria Building)-St Ives	50	M-F	St Ives	6.15am	Q Vic Bldg	6.20pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

18 May 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
194: City (Queen Victoria Building)-St Ives	50	M-F	St Ives	6.15am	Clarence St	7.45pm	60*	
		Sat		8.00am		5.00pm	60	
		Sun		9.00am		5.00pm	60	

* More frequent in peak hours.

24 August 2020

City – St Ives routes

194, 194X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
194: City (York St or Clarence St)-Cammeray-St Ives	55	M-F	Clarence St	6.00am	Clarence St	11.45pm	30*	
		Sat	St Ives	6.00am		12.00mn	30	
		Sun		6.00am		12.00mn	30	
194X: City (York St or Clarence St)-St Ives (<i>express</i>)	47	M-F	St Ives	5.05am	Clarence St	6.55pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

Ph – Peak hours only (morning from St Ives, afternoon from City (Clarence St)).

Route 195

PYMBLE – TERREY HILLS – MONA VALE via Mona Vale Rd ■

Timeline

March 1990:

- Renumbered from part of 161 [1925 route number].
- Selected trips diverted via Gordon.
- Operated by Shorelink (JH (Jim) Knox, proprietor).

31 August 1991: Transferred to Forest Coach Lines Pty Ltd (Royle family, proprietors).

27 July 1992: Renumbered 196, as part of reorganisation of 56 [1925 route number], 195, 196 & 270. Diversion via Gordon ceased.

Streets

From March 1990

From Pymble (Pacific Hwy at Station) via Pacific Hwy, Mona Vale Rd (**St Ives**), Booralie Rd, Yulong Av (**Terrey Hills**), McCarrs Creek Rd, Mona Vale Rd (**Ingleside**), Pittwater Rd, Waratah St, Bungan St to Waratah St (Mona Vale).

From Mona Vale (Bungan St at Waratah St) via Bungan St, Mona Vale Rd, McCarrs Creek Rd, Yulong Av, Booralie Rd, Mona Vale Rd, Telegraph Rd, Pacific Hwy to Pymble Station.

Gordon diversion: Ex Pymble from Pacific Hwy/Mona Vale Rd via Pacific Hwy, St Johns Av to Gordon Interchange, then Henry St, St Johns Av, Pacific Hwy to Mona Vale Rd.

Timetable Summary

March 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Mona Vale	35	M-F	Mona Vale	7.00am	Pymble	5.35pm	7 trips	A
		Sat						
		Sun						

A – Gap in service.

Route 195

PYMBLE – TERREY HILLS – ELANORA HEIGHTS – NARRABEEN via Mona Vale Rd ■

Timeline

27 July 1992:

- Weekday daytime & afternoon peak hour service commenced by Forest Coach Lines Pty Ltd (Royle family, proprietors) over parts of *old* 195 & 196, as part of reorganisation of its routes.
- Shared Pymble – Ingleside with 196.
- Shared Terrey Hills – Elanora Heights – Narrabeen with 285.

26 October 1998: Most Pymble – Terrey Hills – Elanora Heights – Narrabeen trips ceased, but few remaining trips known as 196, as part of reorganisation of Forest Coach Lines' Mona Vale Rd routes.

Streets

From 27 July 1992

From Pymble (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd, Manor Rd (**Ingleside**), Wattle Rd, Ingleside Rd, Powder Works Rd (**Elanora Heights**), Garden St, Jacksons Rd, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, then reverse route to Telegraph Rd, then Pacific Hwy, Grandview St to Pymble Station.

Alteration

By 24 May 1993: Ex Pymble from Manor Rd via (right) Wattle Rd, Powder Works Rd. Reverse on return.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Narrabeen	33	M-F	Narrabeen	9.40am	Pymble	5.45pm	4 trips	
		Sat						
		Sun						

Route 195

GORDON – ST IVES CHASE

PYMBLE – ST IVES CHASE ■

Timeline

26 October 1998: As part of reorganisation of Forest Coach Lines' Mona Vale Rd routes:

- Pymble – St Ives Chase renumbered from 584.
- Night service provided by combined 195/196.
- Shared Pymble – St Ives with 196.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

7 June 2004: Altered to Gordon – St Ives Chase. Shares Gordon – St Ives with 196 (& 197 from 24 November 2008). Service to Pymble not replaced.

1 January 2005: Became part of Contract Region 14.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

15 January 2018: Combined 195/196 trips on weeknights replaced by trips on individual routes 195, 196 & 197, leaving combined 195/196 to run a limited service on Saturday nights.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

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

Pymble – St Ives Chase

From 26 October 1998

From Pymble (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Memorial Av, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Killeaton St, Memorial Av, Mona Vale Rd (**St Ives**), Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

Alteration

From 28 April 2003: Ex Pymble from Mona Vale Rd via Woodbury Rd, Collins Rd, Bimburra Av, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Mudies Rd, Woodbury Rd, Mona Vale Rd.

Gordon – St Ives Chase

From 7 June 2004

From Gordon (old Interchange) via Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Link Rd, Killeaton St, Carbeen Av, Warrimoo Av to Timbarra Rd (**St Ives Chase**), then Warrimoo Av, Dalton Rd, Collins Rd, Killeaton St, Link Rd, Mona Vale Rd (**St Ives**), Pacific Hwy, St Johns Av to Gordon Interchange.

Alteration

Circa 2015: Approached Gordon from St Johns Av to new Interchange. Reverse on return.

Timetable Summary

Pymble – St Ives routes

195, 196

26 October 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
195: Pymble-St Ives Chase	16	M-F	St Ives Chase	6.38am	St Ives Chase	6.54pm	40*	
		Sat		7.16am		6.39pm	60	
		Sun	Pymble	10.02am		4.16pm	120	
196: Pymble-Mona Vale†	Fr Pymb 22A 39M	M-F	Pymble	6.30amM	Pymble	5.52pmM 6.53pmS	B	
		Sat		7.36amS 8.42amM	Mona Vale St Ives Show	4.25pmP 6.00pmP	C	
		Sun		8.40amV	MonaVale Bch	5.20pmP	D	
195/196: Pymble-St Ives Chase-Austlink‡	47PAr 20PS 29PT	M-F	St Ives Show	5.38amP	Pymble	9.12pmS	E	
		Sat	Pymble	6.55pmS				
		Sun	St Ives Show	8.04amP	Pymble	6.10pmT	F	

Day frequencies along common route:

M-F Pymble-St Ives (195, 196) average 20.

Sat Pymble-St Ives (195, 196) average 30.

Sun Pymble-St Ives (195, 196) average 60.

* More frequent in peak hours.

† Extended to Mona Vale Beach on Sundays.

‡ Extended to Terrey Hills on Sundays.

A – To Austlink.

B – Peak hours & day, Pymble-Austlink 45*, Pymble-Mona Vale 12 trips (selected trips extended to Warriewood shops or Narrabeen).

C – Day, Pymble-Austlink 60, Pymble-Mona Vale 4 trips.

D – Day, Pymble-Austlink 120, Pymble-Mona Vale Beach 4 trips.

E – Early morning trip from St Ives Showground. Night, Pymble-St Ives Chase-Austlink.

F – Early morning trip from St Ives Showground. Late afternoon trip from Pymble.

M – To Mona Vale.

P – To Pymble.

PAr – Pymble-St Ives Chase-Austlink-Pymble round trip.

PS – Pymble-St Ives Chase-St Ives Showground.

PT – Pymble-St Ives Chase-Terrey Hills.

S – To St Ives Showground.

T – To Terrey Hills.

V – To Mona Vale Beach.

Gordon – St Ives routes

195, 196

7 June 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	16	M-F	Gordon	6.12am	Gordon	6.00pm	30*	
		Sat		8.10am	St Ives Chase	6.41pm	60	
		Sun		10.00am		4.14pm	120	
196: Gordon-Austlink-Mona Vale	Fr Gord 16A 34M	M-F	Gordon	6.30amM	Mona Vale	5.55pmG	B	
		Sat		7.30amA		4.25pmG	C	
				8.47amM	Austlink	6.03pmG		
Sun		8.35amM	Mona Vale	5.20pmG	D			
195/196: Pymble-St Ives Chase-Austlink‡	49GAr 25GS 33GT	M-F	St Ives Show	5.38amG	Gordon	9.20pmS	E	
		Sat		6.58amG		7.00pmS	1 trip	
		Sun	Terrey Hills	7.50amG		6.10pmT	1 trip	

Day frequencies along common route:

- M-F Gordon-St Ives (195, 196) 15.
- Sat Gordon-St Ives (195, 196) average 30.
- Sun Gordon-St Ives (195, 196) average 60.

* More frequent in peak hours.

‡ Extended to Terrey Hills on Sundays.

A – To Austlink.

B – Peak hours, Gordon-Mona Vale. Day, Gordon-Austlink 30*.

C – Day, Gordon-Austlink 60, Gordon-Mona Vale 4 trips.

D – Day, Gordon-Terrey Hills 120, Gordon-Mona Vale Beach 4 trips.

E – Early morning trip from St Ives Showground. Night, Pymble-St Ives Chase-Austlink.

G – To Gordon.

GAr – Gordon-St Ives Chase-Austlink-Gordon round trip.

GS – Gordon-St Ives Chase-St Ives Showground.

GT – Gordon-St Ives Chase-Terrey Hills.

M – To Mona Vale.

S – To St Ives Showground.

T – To Terrey Hills.

Gordon – St Ives routes

195-197

24 November 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	16	M-F	Gordon	6.12am	Gordon	6.45pm	30*	
		Sat		8.10am		6.25pm	60	
		Sun		10.00am	St Ives Chase	4.00pm	120	
196: Gordon-Austlink-Mona Vale	Fr Gord 16A 30M	M-F	Gordon	6.30amM	Gordon	5.40pmM	Ph	
		Sat		7.30amA	Mona Vale	4.25pmG	B	
				8.47amM	Austlink	6.03pmG		
Sun		8.35amM	Mona Vale	5.20pmG	4 trips			
195/196: Gordon-St Ives Chase-Austlink†	49GAr 25GS 33GT	M-F	St Ives Show	5.38amG	Gordon	9.20pmA	C	
		Sat		6.58amG		7.00pmS	1 trip	
		Sun	Terrey Hills	7.50amG		6.30pmT	1 trip	
197: Macquarie University-Gordon-Austlink-Mona Vale	Fr M/Uni 36A 55M	M-F	Mona Vale	6.35amU	Macquarie Uni	6.35pmM	60*	D
		Sat		7.55amU		4.55pmM	4 trips	
		Sun						

Day frequencies along common route:

M-F Gordon-St Ives (195, 197) 15.
 Sat Gordon-St Ives (195, 196, 197) average 30-40.
 Gordon-Mona Vale (196, 197) 30-90.
 Sun Gordon-St Ives (195, 196) average 60.

* More frequent in peak hours.

† Extended to Terrey Hills on Sunday.

A – To Austlink.

B – Day, Gordon-Austlink 60, Gordon-Mona Vale 4 trips.

C – Early morning trip from St Ives Showground. Night, Pymble-St Ives Chase-Austlink.

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

G – To Gordon.

GAr – Gordon-St Ives Chase-Austlink-Gordon round trip.

GS – Gordon-St Ives Chase-St Ives Showground.

GT – Gordon-St Ives Chase-Terrey Hills.

M – To Mona Vale.

Ph – Peak hours only (morning both directions, afternoon from Gordon only).

S – To St Ives Showground.

T – To Terrey Hills.

U – To Macquarie University.

Gordon – St Ives routes

195-197

15 January 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	16	M-F	Gordon	6.12am	St Ives Chase	10.36pm	30*	
		Sat		8.10am		9.01pm	60	
		Sun		10.00am		9.01pm	60	
196: Gordon-Austlink-Mona Vale		M-F	Gordon	6.30amM	Mona Vale	10.15pmG	B	
		Sat		7.30amA		4.25pmG	C	
				8.45amM	Terrey Hills	9.45pmG		
		Sun		7.30amA	Mona Vale	4.25pmG	C	
				8.45amM	Terrey Hills	9.45pmG		
195/196: Gordon-St Ives Chase-St Ives Showground	29	M-F	St Ives Show	5.35amG				
		Sat		6.56amG	Gordon	10.15pmS	1 trip	
		Sun		6.56amG		10.15pmS	1 trip	
197: Macquarie University-Gordon-Austlink-MonaVale	Fr M/Uni 46A 68M	M-F	Mona Vale	6.15amU	Macquarie Uni	9.10pmM	D	
		Sat		7.55amU		7.55pmM	60	
		Sun		7.55amU		7.55pmM	60	

Day frequencies along common route:

- M-F Gordon-St Ives (195, 197) 15.
- Sat Gordon-St Ives (195, 196, 197) 3 trips per hour.
Gordon-Austlink (196, 197) 30.
Gordon-Mona Vale (196, 197) 60 plus 4 additional trips.
- Sun Gordon-St Ives (195, 196, 197) 3 trips per hour.
Gordon-Austlink (196, 197) 30.
Gordon-Mona Vale (196, 197) 60 plus 4 additional trips.

* More frequent in peak hours.

A – To Austlink.

B – Morning peak hour, from Gordon to Mona Vale & various short-workings to Gordon. Afternoon peak hour, from Gordon to Terrey Hills. Night, from Gordon to Terrey Hills & from Mona Vale to Gordon.

C – Day, mainly from Gordon to Austlink, selected trips extended to Mona Vale. Night, from Terrey Hills to Gordon, various short-workings from Gordon.

D – Peak hours & day, Macquarie University-Austlink 30*, Macquarie University-Mona Vale 60*. Night, from Macquarie University to Mona Vale.

G – To Gordon.

M – To Mona Vale.

S – To St Ives Showground.

T – To Terrey Hills.

U – To Macquarie University.

Gordon – St Ives routes

195-197

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
195: Gordon-St Ives Chase	37 round trip	M-F	Gordon	5.30am	St Ives Chase	10.44pm	30*	
		Sat		7.10am		10.01pm	60	
		Sun		7.10am		10.01pm	60	
196: Gordon-Austlink-Mona Vale		M-F	Gordon	6.20amM	Mona Vale	10.10pmG	B	
				Gordon	11.15pmA			
		Sat	Austlink	7.43amG	Mona Vale	4.25pmG	C	
			Gordon	8.45amM	Gordon	10.15pmA		
		Sun	Austlink	7.43amG	Mona Vale	4.25pmG	C	
			Gordon	8.45amM	Gordon	10.15pmA		
197: Macquarie University-Gordon-Austlink-Mona Vale	Fr M/Uni 46A 68M	M-F	Austlink	6.10amU	Macquarie Uni	9.24pmM	D	
			Mona Vale	6.27amU				
		Sat		6.55amU		6.50pmM	60	E
		Sun		6.55amU		6.50pmM	60	E

Day frequencies along common route:

- M-F Gordon-St Ives (195, 197) 15.
- Sat Gordon-St Ives (195, 196, 197) 3 trips per hour.
Gordon-Austlink (196, 197) 30.
Gordon-Mona Vale (196, 197) 60 plus 4 additional trips.
- Sun Gordon-St Ives (195, 196, 197) 3 trips per hour.
Gordon-Austlink (196, 197) 30.
Gordon-Mona Vale (196, 197) 60 plus 4 additional trips.

* More frequent in peak hours.

A – To Austlink.

B – Supplementary trips to 197, mainly in morning peak hour & at night.

C – Early morning, various short-workings. Day, Gordon-Austlink 60. Night, Gordon-Terrey Hills or short-workings.

D – Peak hours, mainly Macquarie University-Mona Vale, plus some short-workings Macquarie University-Austlink.

Day, Macquarie University-Austlink 30, Macquarie University-Austlink 60.

E – Additional regular service provided by 196. Plus short-working/s after last trip shown.

G – To Gordon.

M – To Mona Vale.

U – To Macquarie University.

Combined Routes 195/196

GORDON – ST IVES CHASE – AUSTLINK Business Park

PYMBLE – ST IVES CHASE – AUSTLINK Business Park

- **Extended to Terrey Hills (limited service on Sundays)**

Timeline

26 October 1998: As part of reorganisation of Forest Coach Lines' Mona Vale Rd routes:

- Combined Pymble – St Ives Chase – Austlink renumbered from combined 583/584:
 - Early morning:* From St Ives Showground to Pymble via St Ives Chase
 - Nights:* Pymble – St Ives Chase – Austlink (extended to Terrey Hills on Sundays).
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

7 June 2004: Coincident with rerouting of 195 & 196 from Pymble to Gordon, altered to run as combined Gordon – St Ives Chase – Austlink:

- Trips ran:
 - Early morning:* From St Ives Showground to Gordon via St Ives Chase (extended to start from Terrey Hills on Sundays)
 - Nights:* Gordon – St Ives Chase – Austlink (extended to Terrey Hills on Sundays).
- Service to Pymble not replaced.

1 January 2005: Became part of Contract Region 14.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

15 January 2018: Weeknight service replaced by trips on individual routes 195, 196 & 197, leaving combined 195/196 to run as a limited service early morning daily & on weekend nights.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

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 & buses branded as CDC NSW.

31 March 2024: Replaced by additional trips on individual routes 195 & 196

Streets

St Ives Showground – St Ives Chase – Pymble

Mornings

From 26 October 1998

From St Ives Showground via Mona Vale Rd, Link Rd, Carbeen Av, then 195 to Pymble Station.

Pymble – St Ives Chase – Austlink Business Park

Nights

From 26 October 1998

From Pymble (Grandview St at Station) via 195 to Dalton Rd (continued beyond Dalton Rd to **St Ives Chase** if required to set down), then 195 to Collins Rd, then Mudies Rd, Woodbury Rd, Mona Vale Rd, Forest Way, Garigal Rd (**Austlink**), then 196 to Pymble Station.

St Ives Showground – St Ives Chase – Gordon

Mornings

From 7 June 2004

From St Ives Showground via Mona Vale Rd, Link Rd, Carbeen Av, then 195 to Gordon Station.

Gordon – St Ives Chase – Austlink Business Park

Nights

From 7 June 2004

From Gordon (old Interchange) via 195 to Dalton Rd (continues beyond Dalton Rd to **St Ives Chase** if required to set down), then 195 to Collins Rd, then Mudies Rd, Woodbury Rd, Mona Vale Rd, Forest Way, Garigal Rd (**Austlink**), then 196 to Gordon Interchange.

Alteration

Circa 2015: Approached Gordon from St Johns Av to new Interchange. Reverse on return.

Timetable Summary

See 195

Route 196

NARRABEEN – ELANORA HEIGHTS■

- **Extended from Elanora Heights to Ingleside** (*selected trips*)
- **Extended from Narrabeen to Warriewood hops** (*selected trips*)

Timeline

March 1990:

- Weekday daytime bidirectional loop renumbered from part of 161 [1925 route number].
- Operated by Shorelink (JH (Jim) Knox, proprietor).

31 August 1991: Transferred to Forest Coach Lines Pty Ltd (Royle family, proprietor).

27 July 1992: Absorbed into 195 & 285 as part of reorganisation of Forest Coach Lines’ routes.

Streets

From March 1990

Via Rickard Rd, then Powder Works Rd

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Rickard Rd, Anana Rd, Elanora Rd, Kalang Rd (**Elanora Heights**), Powder Works Rd, Garden St, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

Via Powder Works Rd, then Rickard Rd

From Narrabeen (Waterloo St at Pittwater Rd) via Pittwater Rd, Garden St, Powder Works Rd, Kalang Rd (**Elanora Heights**), Elanora Rd, Anana Rd, Rickard Rd, Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, Albert St, Lagoon St, Waterloo St to Pittwater Rd (Narrabeen).

Ingleside extension: Extended from Elanora Heights (Powder Works Rd/Kalang Rd) via Powder Works Rd, Ingleside Rd, Wattle Rd, Manor Rd to Mona Vale Rd (Ingleside). Reverse on return.

Elanora Heights (Koorangi Av) diversion (peak hours): From Elanora Av/Leumeah Rd via Leumeah Av, Maralinga Av, Koorangi Av, Leumeah Av to Elanora Rd.

Timetable Summary

March 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Narrabeen-Elanora Heights†	17NEr 22NIr	M-F	Elanora Heights	7.00amN	Ingleside	11.33amN	120*	A	
			Narrabeen	9.15amI	Elanora Heights	6.40pmN			
		Sat							
		Sun							

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – Narrabeen-Elanora Heights 120, Narrabeen-Ingleside 2 trip. Plus short-working/s before first trip shown.

I – To Ingleside.

N – To Narrabeen.

NEr – Round trip Narrabeen-Elanora Heights-Narrabeen.

NIr - Round trip Narrabeen-Inglesid-Narrabeen.

Route 196

GORDON – TERREY HILLS – MONA VALE via Mona Vale Rd

PYMBLE – TERREY HILLS – MONA VALE via Mona Vale Rd ■

- **Extended to Macquarie University (selected trips, 1998-2008)**
- **Extended to Mona Vale Beach**
- **Extended from Mona Vale to Warriewood shops or Narrabeen (selected day trips, 1998-2003)**

Also:

- **Pymble – Terrey Hills – Elanora Heights – Narrabeen (selected trips, 2003-04)**

Timeli

27 July 1992:

- Pymble – Terrey Hills – Mona Vale via Mona Vale Rd & selected Pymble – Terrey Hills – Elanora Heights – Narrabeen trips renumbered from 195 as part of reorganisation of Forest Coach Lines' routes.
- Operated by Forest Coach Lines Pty Ltd.
- Shared Pymble – Ingleside with 195.

26 October 1998: As part of reorganisation of Forest Coach Lines' Mona Vale Rd routes:

- 583 absorbed into 196.
- Night service Pymble – Austlink Business Park provided by combined 195/196.
- Shared Pymble – St Ives with 195.
- Selected trips extended to Macquarie University during school terms.
- Selected day trips extended from Mona Vale to Warriewood shops or Narrabeen via either Pittwater Rd or Garden St (route details not clear).

28 April 2003:

- Mona Vale – Warriewood shops or Narrabeen via Garden St replaced by extension of 285 from Warriewood shops to Mona Vale via a similar route.
- Mona Vale – Warriewood shops or Narrabeen via Pittwater Rd ceased without replacement (already served by State Transit Authority of NSW routes).
- For a short period, Mona Vale – Terrey Hills – Macquarie University trips known as M196 & other trips as E196.
- Rerouted via 285 through Elanora Heights & Narrabeen on Sundays (until 7 June 2004).
- Pymble – Terrey Hills – Elanora Heights – Narrabeen trips ceased other than school trip.

7 June 2004:

- Altered to Gordon – Terrey Hills – Mona Vale. Shares Gordon – St Ives with 195. Service to Pymble not replaced.
- Mona Vale – Terrey Hills – Macquarie University via Mona Vale Rd trips continued largely unaltered.

1 January 2005: Became part of Contract Region 14.

24 November 2008: As a result of Ministry of Transport review of Contract Region 14:

- Macquarie University – Terrey Hills – Mona Vale via Mona Vale Rd trips and short-workings thereof (at an increased frequency) renumbered 197.
- Gordon – Terrey Hills – Mona Vale via Mona Vale Rd trips and short-workings thereof remained as 196.
- Shares Gordon – Mona Vale with 197.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

15 January 2018: Combined 195/196 trips on weeknights replaced by trips on individual routes 195, 196 & 197, leaving combined 195/196 to run a limited service early morning daily & on weekend nights.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

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

Pymble – Terrey Hills – Mona Vale

From 27 July 1992

From Pymble (Grandview St at Station) via Grandview St, Station St, Telegraph Rd, Mona Vale Rd (**St Ives**), Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd (**Ingleside**), Pittwater Rd, Waratah St, Bungan St to near Waratah St (Mona Vale).

From Mona Vale (Bungan St near Waratah St) via Bungan St, Mona Vale Rd, then reverse route to Telegraph Rd, then Pacific Hwy, Grandview St to Pymble Station.

From 26 October 1998

Austlink Business Park diversion: Ex Pymble from Mona Vale Rd via Narabang Way, Garigal Rd, Forest Way, Myoora Rd. Reverse on return.

Pymble – Terrey Hills – Elanora Heights – Narrabeen

From 27 July 1992

Same as 195 from 27 July 1992.

Gordon – Terrey Hills – Mona Vale (selected trips extended to Macquarie University)

From 7 June 2004

From Gordon (old Interchange) via Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Narabang Way (**Austlink**), Garigal Rd, Forest Way, Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd (**Ingleside**), Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale).

From Mona Vale (Park St near Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route to Pacific Hwy, then St Johns Av to Gordon Interchange.

Macquarie University extension: Extended from Gordon (Mona Vale Rd/Pacific Hwy) via Ryde Rd, Lane Cove Rd, Talavera Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie

University bus terminal. From Macquarie University via Macquarie Dr, Waterloo Rd, Lane Cove Rd, then reverse route.

Alteration

Circa 2015: Approached Gordon from St Johns Av to new Interchange. Reverse on return.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Mona Vale†	35	M-F	Mona Vale	6.56am	Mona Vale	5.10pm	5 trips	
		Sat	Pymble	8.45am	Mona Vale Bch	4.45pm	3 trips	A
		Sun		8.45am		4.45pm	3 trips	A

† Extended to Mona Vale Beach on Summer weekends.

A – November-March only.

Later dates

See 195

Route E196

PYMBLE – TERREY HILLS – MONA VALE ■

Route M196

MACQUARIE UNIVERSITY – PYMBLE – TERREY HILLS – MONA VALE ■

See 196.

Route 197

MACQUARIE UNIVERSITY – GORDON – TERREY HILLS – MONA VALE via Mona Vale Rd

Timeline

24 November 2008: As a result of Ministry of Transport review of Contract Region 14:

- Macquarie University – Terrey Hills – Mona Vale trips and short-workings thereof which run to/from Macquarie University renumbered from 196, when an increased service was introduced. 196 still used for trips solely between Gordon and Mona Vale and short-workings thereof.
- Replaced Shorelink's 560, Gordon – Macquarie University, as from 23 March 2009. 197 & 560 shared this section of route for the intervening period.
- Shares Gordon – St Ives with 195 & Gordon – Mona Vale with 196.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).
- Part of Contract Region 14.

19 December 2014: Forest Coach Lines transferred to Next Capital (a private equity firm).

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

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 24 November 2008

From Macquarie University (Macquarie Dr) via University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, Lane Cove Rd, Ryde Rd, Pacific Hwy, St Johns Av to **Gordon** old Interchange, then Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Narabang Way (**Austlink**), Garigal Rd, Forest Way,

Myoora Rd (**Terrey Hills**), Booralie Rd, Mona Vale Rd (**Ingleside**), Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale).

From Mona Vale (Park St at Barrenjoey Rd) via Barrenjoey Rd, Pittwater Rd, then reverse route to Pacific Hwy, then St Johns Av to **Gordon** old Interchange, then Henry St, St Johns Av, Pacific Hwy, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University.

Alterations

- **From 30 May 2015:** Macquarie University terminus in University Av for both arrivals and departures.
- **Circa 2015:** Approached Gordon from St Johns Av to new Interchange. Reverse on return.

Timetable Summary

See 195

Route 199

PYMBLE – MONA VALE BEACH (Sundays) ■

Timeline

2 December 1973: Summer Sunday service commenced by Public Transport Commission (Bus Division).

Last Sunday in February 1974: Ceased.

Old

From 2 December 1973

From Pymble (Grandview St at Station) via Station St, Telegraph Rd, Mona Vale Rd, Pittwater Rd, Barrenjoey Rd, Darley St, Surfview Rd to Mona Vale Beach.

From Mona Vale Beach (Surfview Rd) via reverse route to Telegraph Rd, then Pacific Hwy, Grandview St to Pymble Station.

Timetable Summary

2 December 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Mona Vale Beach		M-F						
		Sat						
		Sun	Pymble	8.12am	Mona Vale Bch	6.00pm	6 trips	

Route 199

MANLY WHARF – MONA VALE – PALM BEACH via Pittwater Rd

Timeline

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

- New route commenced by State Transit Authority of NSW, providing a full time all-stops service along Pittwater Rd & Barrenjoey Rd, replacing parts of various other routes, in particular 155 between Manly Wharf & Narrabeen.
- Together with B1, replaced reduced frequency & times of operation of L90.
- Shares route from Manly Wharf to various points along Pittwater Rd as far as Dee Why with 146, 158, 159 & 169.
- Shared Warringah Mall – Narrabeen with 185 until 20 December 2020.
- **Part of Contract Region 8.**

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

- Became a frequent all-day route.
- Times of service improved to run continuously Monday-Sunday.
- Replaced parts of 146, 151, 154X, 159, 160X, 169, 179, 185, 188, 190X.

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 November 2017

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

From Palm Beach (Ocean Pl at Ocean Rd) via Ocean Rd, then reverse route to Belgrave St, then Sydney Rd, West Prom to Gilbert Park (Manly Wharf).

Alteration

From 20 December 2020: Approached Manly Wharf from Belgrave St via West Esplanade to near Belgrave St. Return from West Esplanade via Eustace St, Gilbert St, Belgrave St.

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-Palm Beach	Fr Manly 66A 77P	M-F	Palm Beach	5.02amM	Manly Wharf	1.00amP	B	
					Palm Beach	2.05amV		
		Sat		4.51amM	Manly Wharf	12.12amP 2.55amD	C	
		Sun		4.51amM		12.12amP	E	
					Palm Beach	1.22amV		

A – To Avalon.

B – Day, Manly Wharf-Avalon 15, Manly Wharf-Palm Beach 30. Night, similar service. Late night (early next morning), from Palm Beach to Mona Vale.

C – Day, Manly Wharf – Palm Beach 15. Night, Manly Wharf – Palm Beach. Late night (early Sunday morning), Manly Wharf to Dee Why & from Palm Beach to Mona Vale.

D – To Dee Why.

E – Day, Manly Wharf – Palm Beach 15. Night, Manly Wharf – Palm Beach. Late night (early Monday morning), from Palm Beach to Mona Vale.

M – To Manly Wharf.

P – To Palm Beach.

V – To Mona Vale.

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-Palm Beach	Fr Manly 62A 76P	M-F	Manly Wharf	4.36amP	Palm Beach	1.31amM	B	
					Avalon	4.11amM		
		Sat		4.36amP	Palm Beach	1.31amM	B	
					Avalon	4.11amM		
		Sun		4.36amP	Palm Beach	1.31amM	B	
					Avalon	4.11amM		

A – To Avalon.

B – Day, Manly Wharf-Palm Beach 10. Midnight-to-dawn, Manly Wharf-Avalon. Late Saturday night/early Sunday morning, extra trips Manly Wharf-Dee Why. Manly Wharf-Avalon service continuous Monday-Sunday.

M – To Manly Wharf.

P – To Palm Beach.

19 January 2025

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	82	M-F	Palm Beach	4.06am	Palm Beach	3.36am	10	A
		Sat	Manly Wharf	4.06am		3.36am	10	A
		Sun		4.06am		3.36am	10	A

A – Service continuous daily.