



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 225 – 249

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 private bus routes similarly renumbered 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 225 – 249

225	Cremorne Wf-Neutral Bay Wf
226	Neutral Bay Wf-Neutral Bay Jn
227	Neutral Bay Wf-N Cremorne
227	Cremorne Whf-Balmoral Hts
227	Milsons Pt-Taronga Zoo
228	Milsons Pt-Clifton Gardens
229	Athol Wharf-Taronga Zoo
229	Milsons Pt-Balmoral Heights
230	Musgrave St Whf-Calypso Av
230	Milsons Pt-Mosman Wharf
231	Musgrave St Whf-Want St
231	Mosman Transicare
232	Musgrave St Wf-Balmoral Hts

233	Musgrave St Whf-Balmoral
234	Clifton Gardens-Athol Wharf
235	Clifton Gdns-Beauty Pt, etc
236	Musgrave St Wf-Mosman, etc
237	Athol Wharf-Mosman
238	Athol Wharf-Balmoral
239	City-Taronga Zoo
240	City-Taronga Zoo
240	Chatswood-Narrabeen
240	City-Mosman
240	City-Spit Junction
241	City-Balmoral
242	City-North Sydney Station

243	City-North Sydney (Miller St)
243	City-Nth Cremorne-Spit Jun
244	City-Neutral Bay Junction
244	City-Chowder Bay
245	City-Cremorne Junction, etc
245	City-Balmoral
246	City-Spit Jn-Balmoral Hts, etc
247	City-Taronga Zoo, etc
248	City-The Spit-Brookvale
249	Crows Nest-Taronga Zoo
249	City-Balmoral Naval Depot
249	City-Beauty Point

Route 225

CREMORNE WHARF – CREMORNE JUNCTION – NEUTRAL BAY JUNCTION – NEUTRAL BAY WHARF

Timeline

28 May 1956:

- Full-time route commenced by Department of Government Transport, as part of replacement of Neutral Bay Junction – Neutral Bay Wharf tram service by buses.
- Also replaced 222 as the full time route Cremorne Wharf – Cremorne Junction.
- 225 was then supplemented by 221-223, 226 & (until 2 November 1956) 227.
- Shared route at different times with other routes in the 221-227 range.

19 June 1960: 221 renumbered part of 225.

30 January 1968: Peak hour & Saturday morning service Cremorne Wharf – Cremorne Junction provided by 224 & 227.

22 September 1974: Sunday service between Neutral Bay Wharf & Cremorne Junction provided by 218 (renumbered part of 220 from 13 October 1985), when the Circular Quay – Neutral Bay ferry service was discontinued on Sunday.

7 December 1986: 222 & 226 renumbered part of 225.

6 September 1987: 224 & 227 ceased, leaving all service Cremorne Wharf – Cremorne Junction being provided by 225.

15 January 1995: As part of general reorganisation of Mosman area routes, Sunday service on 220 between Neutral Bay Wharf & Neutral Bay Junction replaced by revived 226.

9 March 1997: 226 Neutral Bay Wharf – Neutral Bay Junction Sunday service renumbered part of 225. All trips in the Cremorne Wharf – Cremorne Junction – Neutral Bay Wharf corridor then ran as 225.

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

From 28 May 1956 (based on later timetables)

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St (**Cremorne Junction**), Military Rd (**Neutral Bay Junction**), Wycombe Rd, Kurraba Rd, Hayes St to Neutral Bay Wharf. Reverse on return.

Alteration

By 9 August 1981: From Neutral Bay Wharf via Hayes St, Wycombe Rd (*not* via Kurraba Rd). Unaltered on return.

Cremorne (Cremorne Rd) diversion (*afternoon peak hour only*) (*based on later timetables*):

- **From 2 October 1956:** Ex Cremorne Wharf from Milson Rd via Wharf Rd, Cremorne Rd, Rialto Av, Milson Rd.
- **From 29 May 1958:** Ex Cremorne Wharf from Milson Rd via Wharf Rd, Cremorne Rd, Hodgson Av, Murdoch St.

Timetable Summary

27 May 1956

Cremorne Wharf – Cremorne Junction – Neutral Bay Junction – Neutral Bay Wharf routes 221-223, 225-227

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
221: Cremorne Wharf-Cremorne (Reginald St)	7	M-F	Peak hour (?) supplementary trips - not shown in timetable					
		Sat						
		Sun						
222: Cremorne Wharf-Cremorne Junction	11	M-F	Cremorne Jun	8.24am				
		Sat	Cremorne Whf	6.43am	Cremorne Jun	6.46pm		
		Sun						
223: Cremorne Wharf-Spit Junction	16	M-F	Cremorne Whf	6.13am	Spit Junction	6.36pm	30*	
		Sat		8.43am	Cremorne Whf	12.13pm	30	
		Sun		7.13am				
225: Cremorne Wharf-Neutral Bay Wharf	21	M-F	Neut Bay Jun	5.49amW	Cremorne Whf	11.43pmN	Ns	
			Cremorne Whf	7.13pmN				
		Sat		6.17amW		11.43pmW	G	
			Neut Bay Whf	6.40amW		12.13amU		
		Sun		6.57amW	Neut Bay Whf	10.08pmW	30	H
Cremorne Whf	8.13amN		Cremorne Whf	10.31pmJ				
226: Neutral Bay Wharf-Neutral Bay Junction	7	M-F	Neut Bay Jun	6.29am	Neut Bay Whf	12.10am	60	
		Sat		6.28am		12.10am	60	
		Sun						
227: Neutral Bay Wharf-North Cremorne (Lodge Rd)	12	M-F	Neut Bay Whf	7.11am	Lodge Rd	6.53pm	60*	
		Sat		8.25am		12.25pm	60	
		Sun						

Route numbers serving main parts of common route & average day frequencies

Day	Time	Cremorne Wharf-Cremorne Junction		Neutral Bay Wharf-Neutral Bay Junction		Through trips Cremorne Wharf-Neutral Bay Wharf	
		Routes	#	Routes	#	Routes	#
M-F	P/Hrs	222, 223, 225		226, 227			
	Day	225	30	226, 227	30	225	30
	Night	225		225		225	
Sat	AM	223	30	226, 227	30		
	PM	225	30	225	30	225	30
	Night	225		225		225	
Sun	Day	225	30	225	30	225	30
	Night	225				225	

* More frequent in peak hours.

A – 1 trip from Cremorne Junction only.

B – Infrequent trips.

C – Day, infrequent trips. Night, Cremorne Wharf-Neutral Bay Wharf

D – Morning, infrequent trips. Afternoon, Cremorne Wharf-Neutral Bay Wharf 30.

E – Day, Cremorne Wharf-Neutral Bay Wharf 30. Night, Cremorne Wharf-Neutral Bay Wharf, last 2 trips from Cremorne Wharf to Neutral Bay Junction.

F – Morning, 60. Plus late night trip.

G – Morning, occasional trips. Afternoon 30. Plus night service.

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

N – To Neutral Bay Wharf.

Ns – Mainly night service. Occasional short-working/s in peak hours.

J – To Neutral Bay Junction.

U – To Cremorne Junction.

W – To Neutral Bay Wharf.

14 November 1964

**Cremorne Wharf – Cremorne Junction – Neutral Bay Junction – Neutral Bay Wharf routes
222, 223, 225, 226**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
222: Cremorne Wharf-Cremorne Junction	11	M-F	Cremorne Whf	7.27am	Cremorne Jun	6.40pm	Ph	
		Sat		7.58pm		11.57pm	Ns	
		Sun		7.58am	Cremorne Whf	10.14pm	45	
223: Cremorne Wharf-Spit Junction	16	M-F	Cremorne Whf	6.11am	Cremorne Whf	5.58pm	Ph	
		Sat		9.08am	Spit Jun	12.12pm	30	
		Sun		7.12am		7.32am	1 trip	
225: Cremorne Wharf-Neutral Bay Wharf	21	M-F	Neut Bay Jun	5.48amW	Neut Bay Whf	10.52pmW	C	A
			Neut Bay Whf	8.08amW	Cremorne Whf	12.13amJ		
		Sat	Cremorne Whf	6.38amN		7.12pmN 12.14amJ	30	
		Sun	Neut Bay Jun	6.55amW			B	
226: Neutral Bay Wharf-Neutral Bay Junction	7	M-F	Neut Bay Jun	6.29amN	Neut Bay Whf	12.10amJ	Ph	
		Sat		9.25amN		11.52pmJ	MNs	
		Sun		8.39amN		10.18pmJ	45	

Route numbers serving main parts of common route & average day frequencies

Day	Time	Cremorne Wharf-Cremorne Junction		Neutral Bay Wharf-Neutral Bay Junction		Through trips Cremorne Wharf-Neutral Bay Wharf	
		Routes	#	Routes	#	Routes	#
M-F	P/Hrs	222, 223, 225		226			
	Day	225	30	225	30	225	30
	Night	225		225		225	
Sat	AM	223	30	226	30		
	PM	225	30	225	30	225	30
	Night	222		226			
Sun	Day	222	45	226	45		
	Night	222		226			

* More frequent in peak hours.

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

B – 1 trip from Neutral Bay Junction.

C – Early morning & late night, Neutral Bay Junction-Cremorne Wharf. Day & night, Cremorne Wharf-Neutral Bay Wharf 30*

J – To Neutral Bay Junction.

MNs – Morning & night service.

N – To Neutral Bay Wharf.

Ph – Peak hour service.

W – To Cremorne Wharf.

30 January 1968

**Cremorne Wharf – Cremorne Junction – Neutral Bay Junction – Neutral Bay Wharf routes
222-227**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
222: Cremorne Wharf-Cremorne Junction	11	M-F	Cremorne Jun	4.19pm	Cremorne Whf	5.48pm	Ph1	
		Sat	Cremorne Whf	7.58pm		11.42pm	Ns	
		Sun		7.58pm	Cremorne Jun	11.55pm	Ns	
223: Cremorne Wharf-Spit Junction	16	M-F	Cremorne Whf	6.11am	Spit Junction	5.50pm	Ph2	
		Sat						
		Sun						
224: Cremorne Wharf-Beauty Point	25	M-F	Beauty Point	6.55am	Beauty Point	6.44pm	Ph2	
		Sat		8.03am	Cremorne Whf	1.08pm	60	A
		Sun						
225: Cremorne Wharf-Neutral Bay Wharf	21	M-F	Neut Bay Jun	5.48amW	Neut Bay Whf	10.52pmW	C	
			Neut Bay Whf	8.10amW	Cremorne Whf	12.13amJ		
		Sat	Cremorne Whf	6.38amN		7.12pmN 12.14amJ	30	A
		Sun	Neut Bay Jun	6.55amW			B	
226: Neutral Bay Wharf-Neutral Bay Junction	7	M-F	Neut Bay Jun	6.29amN	Neut Bay Whf	12.08amJ	Ph2	
		Sat	Neut Bay Whf	9.37amN		11.52pmJ	MNs	
		Sun		8.39amN		10.18pmJ	45	
227: Cremorne Wharf-Balmoral Heights	25	M-F	Balmoral Hts	7.19am	Balmoral Hts	6.25pm	Ph2	
		Sat		8.32am		1.32pm	60	D
		Sun						

Route numbers serving main parts of common route & average day frequencies

Day	Time	Cremorne Wharf-Cremorne Junction		Neutral Bay Wharf-Neutral Bay Junction		Through trips Cremorne Wharf-Neutral Bay Wharf	
		Routes	#	Routes	#	Routes	#
M-F	P/Hrs	224, 225, 227		226			
	Day	225	30	226	30	225	30
	Night	225		225		225	
Sat	AM	224, 227	30	226	30		
	PM	225	30	225	30	225	30
	Night	222		226			
Sun	Day	222	45	226	45		
	Night	222		226			

* More frequent in peak hours.

† Cremorne Wharf-Cremorne Junction only (*not* through-routed).

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

B – 1 trip from Neutral Bay Junction. Service at other times provided by 222 & 226.

C – Early morning & late night, Neutral Bay Junction-Cremorne Wharf. Day & night, Cremorne Wharf-Neutral Bay Wharf 30*.

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

J – To Neutral Bay Junction.

MNs – Morning 30 & night service.

N – To Neutral Bay Wharf.

Ns – Night service.

Ph1 – Afternoon peak hour only.

Ph2 – Peak hours only. Plus short-working/s after last trip shown.

W – To Cremorne Wharf.

1 June 1987

**Cremorne Wharf – Cremorne Junction – Neutral Bay Junction – Neutral Bay Wharf routes
220 (Sundays), 224, 225, 227**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
220: Mosman Wharf-Neutral Bay Wharf‡	20	M-F						
		Sat						
		Sun	Neut Bay Whf	9.35am	Neut Bay Whf	4.57pm	60	
224: Cremorne Wharf-Beauty Point	25	M-F	Beauty Point	6.58am	Cremorne Whf	6.33pm	Ph	
		Sat		8.12am		12.38pm	60	
		Sun						
225: Cremorne Wharf-Neutral Bay Wharf	Fr Crem Whf 10U 13J 21W	M-F	Cremorne Whf	6.13amU 9.40amW	Cremorne Whf Cremorne Jun	10.43pmW 12.04amC	A	
			Neut Bay Jun	5.52amC	Cremorne Whf	12.13amJ		
		Sat	Cremorne Whf	1.40pmW		6.10pmW 12.18amJ	B	
			Neut Bay Jun	6.20amC 6.14amW	Neut Bay Whf	11.52pmJ		
		Sun	Cremorne Jun	9.35amC	Cremorne Whf	7.13pmU	D	
			Neut Bay Jun	9.12amW	Neut Bay Whf	6.35pmJ		
227: Cremorne Wharf-Balmoral Heights	25	M-F	Balmoral Hts	7.22am	Cremorne Whf	6.14pm	Ph	
		Sat		8.36am		1.08pm	60	
		Sun						

Route numbers serving main parts of common route & average day frequencies

Day	Time	Cremorne Wharf-Cremorne Junction		Neutral Bay Wharf-Neutral Bay Junction		Through trips Cremorne Wharf-Neutral Bay Wharf	
		Routes	#	Routes	#	Routes	#
M-F	P/Hrs	224, 225†, 227		225§			
	Day	225	30	225	30	225	30
	Night	225		225		225	
Sat	AM	224, 225†, 227	30	225§	30		
	PM	225	30	225	30	225	30
	Night	225†		225§			
Sun	Day	225†		220	120		
	Night						

‡ For 220 Monday-Saturday, see 220.

† Cremorne Wharf-Cremorne Junction only (*not* through-routed).

§ Neutral Bay Wharf-Neutral Bay Junction only (*not* through-routed).

A – Peak hours & late night, mainly Cremorne Wharf-Cremorne Junction & Neutral Bay Wharf-Neutral Bay Junction.

Day, Cremorne Wharf-Neutral Bay Wharf 30. Night, Cremorne Wharf-Neutral Bay Wharf.

B – Morning, Neutral Bay Wharf-Neutral Bay Junction 30. Afternoon, Cremorne Wharf-Neutral Bay Wharf 30.

Night, Cremorne Wharf-Cremorne Junction & Neutral Bay Wharf-Neutral Bay Junction.

C – To Cremorne Wharf.

D – Early morning & late afternoon, Neutral Bay Wharf-Neutral Bay Junction. Day, Cremorne Wharf-Cremorne Junction 30.

J – To Neutral Bay Junction.

Ph – Peak hours only (both directions).

U – To Cremorne Junction.

W – To Neutral Bay Wharf.

26 October 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
225: Cremorne Wharf-Neutral Bay Wharf	Fr Crem Whf 8U 12J 17W	M-F	Neut Bay Whf	6.13amC	Cremorne Whf	11.13pmW	A	
			Neut Bay Jun	5.58amC 6.00amW		12.13amU 11.43pmJ		
		Sat	Neut Bay Whf	6.43amC	Cremorne Whf	11.13pmW	30	B
		Sun		9.11amC		8.13pmW	30	B

A – Peak hours, mainly Cremorne Wharf-Cremorne Junction & Neutral Bay Wharf-Neutral Bay Junction. Day, Cremorne Wharf-Neutral Bay Wharf 30. Night, Cremorne Wharf-Neutral Bay Wharf.

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

C – To Cremorne Wharf.

J – To Neutral Bay Junction.

U – To Cremorne Junction.

W – To Neutral Bay Wharf.

Route 226

NEUTRAL BAY WHARF – NEUTRAL BAY JUNCTION ■

- **Extended from Neutral Bay Junction to Milsons Point (Sundays, 1995-97)**

Timeline

28 May 1956:

- Commenced by Department of Government Transport, as part of replacement of Neutral Bay Junction – Neutral Bay Wharf tram service by buses.
- Ran mostly in peak hour route, on Saturday mornings, at night & on Sundays (times when it was not possible to maintain ferry connections at both Neutral Bay Wharf & Cremorne Wharf with 225), supplementary to 225
- Shared route between Neutral Bay Junction & Neutral Bay Wharf at different times with 218, 220, 225 & (until 2 November 1956) 227.

By 1 June 1987: Renumbered part of 225.

Number out of use until reinstated for Sunday service.

15 January 1995: As part of general reorganisation of Mosman area routes, 226 reinstated for Sunday service, replacing 225 on that day:

- **From** Neutral Bay Wharf **to** Milsons Point via Neutral Bay Junction (sharing route between Neutral Bay Junction & Milsons Point with 230)
- **From** Neutral Bay Junction **to** Neutral Bay Wharf

9 March 1997: Sunday service between Neutral Bay Wharf & Neutral Bay Junction reverted to part of 225. Service between Neutral Bay Junction & Milsons Point continued to be provided by 230.

Streets

Neutral Bay Wharf – Neutral Bay Junction

From 28 May 1956 (based on later timetables)

From Neutral Bay Wharf via Hayes St, Kurraba Rd, Wycombe Rd, Yeo St, Rangers Rd, Military Rd to Wycombe Rd (Neutral Bay Junction).

From Neutral Bay Junction (Military Rd at Wycombe Rd) via Wycombe Rd, Kurraba Rd, Hayes St to Neutral Bay Wharf.

Alteration

By 9 August 1981: From Neutral Bay Wharf from Hayes St via Wycombe Rd (*not* via Kurraba Rd). Unaltered on return.

Neutral Bay Wharf – Neutral Bay Junction (extended on trips from Neutral Bay Wharf only from Neutral Bay Junction to Milsons Point on Sundays)

From 15 January 1995

From Neutral Bay Wharf via Hayes St, Wycombe Rd (**Neutral Bay Junction**), Military Rd, Falcon St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Fitzroy St, Broughton St, Olympic Dr to Milsons Point.

From Neutral Bay Junction (Military Rd at Wycombe Rd) via Wycombe Rd, Kurraba Rd, Hayes St to Neutral Bay Wharf.

Timetable Summary

14 November 1964

30 January 1968

See also 225

15 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Neutral Bay Wharf- Neutral Bay Junction†	Fr NB Wf 6J 18M	M-F						
		Sat						
		Sun	Neut Bay Whf	9.24amM	Neut Bay Whf	4.04pmM 6.35pmJ	A	

† Extended from Neutral Bay Junction to Milsons Point (on trips *to* Milsons Point only).

A – Day, *from* Neutral Bay Junction *to* Neutral Bay Wharf 60, *from* Neutral Bay Wharf *to* Milsons Point 60. Late afternoon, Neutral Bay Wharf-Neutral Bay Junction. Plus short-working/s before first trip shown.

J – To Neutral Bay Junction.

M – To Milsons Point.

W – To Neutral Bay Wharf.

Route 227

NEUTRAL BAY WHARF – NORTH CREMORNE (various termini)■

Timeline

28 May 1956:

- Weekday daytime & Saturday morning service, Neutral Bay Wharf – North Cremorne (Lodge Rd), supplementary to 225, commenced by Department of Government Transport, as part of replacement of Neutral Bay Junction – Neutral Bay Wharf tram service by buses.
- Shared Neutral Bay Junction – Neutral Bay Wharf with 225 & 226.

2 July 1956: Extended in North Cremorne from Ryries Pde/Lodge Rd to Ellalong Rd/Macpherson St.

2 November 1956: Ceased without replacement in North Cremorne area. 225 & 226 continued to run between Neutral Bay Wharf & Neutral Bay Junction.

Streets

Neutral Bay Wharf – North Cremorne (Lodge Rd)

From 28 May 1956

From Neutral Bay Wharf via Hayes St, Kurraba Rd, Wycombe Rd (**Neutral Bay Junction**), Military Rd, Waters Rd, Grasmere Rd, Benelong Rd, Brightmore St, Tobruk Av, Samora Av, Ryries Pde to Lodge Rd (North Cremorne).

From North Cremorne (Lodge Rd) (at Ryries Pde) via Ryries Pde, Samora St, Tobruk Av, Benelong Rd, Grasmere Rd, then reverse route to Neutral Bay Wharf.

Neutral Bay Wharf – North Cremorne (Ellalong Rd)

Alteration

From 2 July 1956: Extended in North Cremorne from Lodge Rd/Ryries Pde via Lodge Rd, Ellalong Rd to Macpherson St.

Timetable Summary

See 225

Route 227

CREMORNE WHARF – BALMORAL HEIGHTS■

Timeline

30 January 1968:

- Peak hour & Saturday morning service commenced by Department of Government Transport, replacing Spit Junction – Balmoral Heights section of 232.
- Shared Cremorne Wharf – Cremorne Junction at different times with other routes in the 221-225 range.
Shared Cremorne Wharf – Spit Junction with 224.

6 September 1987: Ceased. Peak hour service to Balmoral Heights replaced by extension of 246 from City (Wynyard). Saturday morning service to Balmoral Heights not replaced.

Streets

From 30 January 1968

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St (**Cremorne Junction**), Military Rd (**Spit Junction**), Spit Rd, Punch St, Moruben Rd, Stanton Rd, Tivoli St, Kirkoswald Av, Burran Av, Wyargine St, Edwards Bay Rd to The Grove (Balmoral Heights). Reverse on return.

Alterations

- *From 29 May 1958*
Cremorne (Cremorne Rd) diversion: Ex Cremorne Wharf from Milson Rd via Wharf Rd, Cremorne Rd, Hodgson Av, Murdoch St.
- *By 7 October 1975:* Ex Cremorne Wharf from Military Rd via Mandolong Rd, Moruben Rd. Unaltered on return.

Timetable Summary

See 225

Note re Cremorne (Cremorne Rd) diversion: Trips along this diversion were variously operated by buses on 222, 224, 225 & 227.

Route 227

MILSONS POINT – MOSMAN JUNCTION – TARONGA ZOO■

Timeline

15 January 1995: As part of general reorganisation of Mosman area routes:

- Peak hour service, Milsons Point – Mosman Junction – Taronga Zoo, commenced by State Transit Authority of NSW, replacing 247 trips over the same route.
- Shared Milsons Point – Spit Junction with other routes in the 227-230 range.
- Sunday service, Milsons Point – Mosman Junction, commenced 9 March 1997.

1 January 2005: Became part of Contract Region 8.

16 October 2005: Curtailed to run Milsons Point – Mosman Junction (peak hours & Sundays).

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Replaced by additional trips on 230.

Streets

Milsons Point – Taronga Zoo

From 15 January 1995

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**, **Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates).

From Taronga Zoo (top gates) via reverse route to Miller St (**North Sydney**), then Blues Point Rd, Lavender St, Alfred St to Milsons Point.

Milsons Point – Mosman Junction

From 16 October 2005

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**) to Raglan St (Mosman Junction).

From Mosman Junction (Military Rd at Raglan St) via Military Rd, Falcon St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St to Milsons Point.

Timetable Summary

15 January 1995

See 230

9 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Taronga Zoo	28	M-F	Taronga Zoo	8.27am	Milsons Point	6.03pm	Ph	
		Sat						
		Sun	Milsons Point	9.30amM		10.25pmM	60	

M – To Mosman Junction.

Ph – Peak hours only (morning from Taronga Zoo, afternoon from Milsons Point).

16 October 2005

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Mosman Junction	28	M-F	Mosman Jun	7.07am	Milsons Point	6.07pm	Ph	
		Sat						
		Sun	Milsons Point	9.20am	Mosman Jun	6.50pm	60	

Ph – Peak hours only (morning from Mosman Junction, afternoon from Milsons Point).

Route 228

MILSONS POINT – CLIFTON GARDENS

Timeline

15 January 1995: Weekday daytime service commenced by State Transit Authority of NSW, as part of general reorganisation of Mosman area routes, replacing part of 235. Shared Milsons Point – Spit Junction with other routes in the 227-230 range.

1 January 2005: Became part of Contract Region 8.

2 August 2009: As part of a further reorganisation of Mosman area routes, reduced to a peak hour service.

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

19 January 2025: Curtailed to run Mosman High School – Clifton Gardens. Ran as a feeder to 230.

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

Streets

Milsons Point – Clifton Gardens

From 15 January 1995

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, Mosman Junction**), Prince Albert St, Whiting Beach Rd, Bradleys Head Rd, Thompson St, Burrawong Av, Kardinia St, Morella Rd, unnamed street (Clifton Gardens).

From Clifton Gardens (unnamed street near Morella Rd) via reverse route to Miller St (**North Sydney**), then Blues Point Rd, Lavender St, Alfred St to Milsons Point.

Mosman High School – Clifton Gardens

Alteration:

From 19 January 2025: Ex Clifton Gardens from Prince Albert St via Military Rd to Belmont Rd (Mosman High School). Reverse on return.

Timetable Summary

See 230

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mosman High School-Clifton Gardens	9	M-F	Clifton Gdns	7.41am	Mosman H/Scl	5.04pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Clifton Gardens, afternoon from Mosman High School).

Route 229

ATHOL WHARF – TARONGA ZOO (top gates)■

(Athol Wharf has been known as Taronga Zoo Wharf since 1987.)

Timeline

29 June 1958:

- Commenced by Department of Government Transport, as part of replacement of Athol Wharf – Balmoral Beach tram service by buses.
- Supplementary to 238. Trips not timetabled, but ran on demand (mainly in mornings?) for visitors to Taronga Zoo alighting from ferries.

By October 1976: At different times, selected morning trips on 247 and/or 250 extended to or started from Athol Wharf, also supplementing 238.

By 1 June 1987: Renumbered part of 238.

Streets

From 29 June 1958 (based on later timetables)

From Athol Wharf via Athol Wharf Rd, Bradleys Head Rd to Taronga Zoo (top gates). Reverse on return.

Timetable Summary

See 238

Route 229

MILSONS POINT – BEAUTY POINT – BALMORAL HEIGHTS

Timeline

15 January 1995: Off-peak service commenced by State Transit Authority of NSW, as part of general reorganisation of Mosman area routes, replacing part of 235. Shared Milsons Point – Spit Junction with other routes in the 227-230 range.

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.

19 January 2025:

- Curtailed to run North Sydney – Beauty Point – Balmoral Heights.
- Times of service reduced to limited service.
- Day service between Milsons Point & Spit Junction replaced by existing 230.

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

Streets

Milsons Point – Beauty Point – Balmoral Heights

From 15 January 1995

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**), Medusa St, Pindari Av, Beauty Point Rd, Pearl Bay Av (**Beauty Point**), (left) Spit Rd, Parriwi Rd, Spit Rd, Stanton Rd, Tivoli St, Kirkoswald Av, Burran Av (**Balmoral Heights**), Stanton Rd, Moruben Rd, Mandolong Rd, Military Rd (**Spit Junction**), Falcon St, Miller St, Blues Point Rd, Lavender St, Alfred St to Milsons Point.

North Sydney – Beauty Point – Balmoral Heights

Alteration:

From 19 January 2025: Ex Beauty Point from Miller St to Victoria Cross Station. Return from North Sydney (Blue St at Station) via Miller St.

Timetable Summary

See 230

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Beauty Point-Balmoral Heights	31	M-F	Beauty Point	11.25am	North Sydney	3.23pm	2 trips	
		Sat						
		Sun						

Route 230

MUSGRAVE ST WHARF – MOSMAN (Calypso Av) ■

(Musgrave St Wharf was renamed Mosman South Wharf in 1996 & further renamed South Mosman Wharf by 2013.)

Timeline

6 July 1953: Afternoon peak hour route (*from* Musgrave St Wharf only), supplementary to 236, commenced by Department of Government Transport.

By January 1966: Ceased. All service provided by 236.

Streets

From 6 July 1953 (based on January 1966 timetable)

From Musgrave St Wharf via Musgrave St, Raglan St to Calypso Av (Mosman).

Route 230

MILSONS POINT – MOSMAN WHARF

Timeline

15 January 1995:

- Full time service commenced by Department of Government Transport, as part of general reorganisation of Mosman area routes, replacing 220.
- Shared Milsons Point – Spit Junction with other routes in the 227-230 range.
- Night service Mosman Wharf – Mosman Junction shared with 233 until 9 March 1997, when 233 ceased to run via Mosman Wharf.

1 January 2005: Became part of Contract Region 8.

20 December 2020: Additional trips provided as part of introduction of Northern Beaches/Lower North Shore all-day frequent network, replacing ceased 227.

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

19 January 2025: Upon curtailment of 228, the only route which 230 shared between Milsons Point & Spit Junction was 229, which had 2 off-peak trips over that part of the route.

Streets

From 15 January 1995

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, Mosman Junction**), Avenue Rd to Mosman Wharf.

From Mosman Wharf via reverse route to Miller St (**North Sydney**), then Blues Point Rd, Lavender St, Alfred St to Milsons Point.

Timetable Summary

15 January 1995

Milsons Point – Neutral Bay Junction – Spit Junction routes 227-230

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
227: Milsons Point-Taronga Zoo	28	M-F	Taronga Zoo	8.27am	Milsons Point	6.03pm	Ph	
		Sat						
		Sun						
228: Milsons Point-Clifton Gardens	30	M-F	Clifton Gdns	7.13am	Milsons Point	6.20pm	60*	
		Sat						
		Sun						
229: Milsons Point-Beauty Point-Balmoral Heights	62 round trip	M-F	Milsons Point	9.30am	Beauty Pt	3.59pm	60	
		Sat						
		Sun						
230: Milsons Point-Mosman Wharf	Fr Mil Pt 14J 27M	M-F	Mosman Whf	6.23am	Milsons Point	11.25pm	30*	A
		Sat		7.05am		11.55pm	B	
		Sun	Milsons Point	9.00am		10.25pm	C	

Average day frequencies along common route:

- M-F Milsons Point-Spit Junction (175, 228-230) 8 trips per hour.
- Sat Milsons Point-Neutral Bay Junction (230) 15.
- Sun Milsons Point-Neutral Bay Junction (226, 230) 15.
Milsons Point-Cremorne Junction (230) 3 trips per hour.

* More frequent in peak hours.

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

B – Milsons Point-Neutral Bay Junction 15, Milsons Point-Mosman Wharf 30. Plus short-working/s before first trip & after last trip shown.

C – Milsons Point-Cremorne Junction 3 trips per hour, Milsons Point-Mosman Wharf 30. Plus short-working/s before first trip shown.

J – To Neutral Bay Junction (17 to Cremorne Junction).

M – To Mosman Wharf.

Ph – Peak hours only (morning from Taronga Zoo, afternoon from Milsons Point).

2 August 2009

**Milsons Point – Spit Junction – Mosman Junction routes
227-230**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
227: Milsons Point-Mosman Junction	29	M-F	Mosman Jun	7.05am	Milsons Point	6.05pm	Ph	
		Sat						
		Sun	Milsons Point	9.20am	Mosman Jun	6.50pm	60	
228: Milsons Point-Clifton Gardens	37	M-F	Clifton Gdns	7.06am	Milsons Point	6.15pm	Ph	A
		Sat						
		Sun						
229: Milsons Point-Beauty Point-Balmoral Heights	70 round trip	M-F	Beauty Point	7.21am	Milsons Point	3.21pm	B	
		Sat						
		Sun						
230: Milsons Point-Mosman Wharf	35	M-F	Mosman Whf	6.23am	Milsons Point	11.20pm	30*	C
		Sat		7.03am		11.50pm	30	D
		Sun	Milsons Point	8.52am		11.08pm	60	D

Average day frequencies along common route:

M-F Milsons Point-Spit Junction (229, 230) 15.
 Sat Milsons Point-Spit Junction (230) 15.
 Sun Milsons Point-Mosman Junction (227, 230) 30.

* More frequent in peak hours.

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

B – Day, Milsons Point-Spit Junction 30, Milsons Point-Beauty Point-Balmoral Heights 60.

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

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

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Mosman Wharf	33	M-F	Mosman Whf	4.25am	Milsons Point	12.26am	15*	
		Sat		4.25am		12.26am	20	
		Sun		4.25am		12.26am	20	

* More frequent in peak hours.

Route 231

MUSGRAVE ST WHARF – MOSMAN (Want St, later Milner St)■

(Musgrave St Wharf was renamed Mosman South Wharf in 1996 & further renamed South Mosman Wharf by 2013.)

Timeline

6 July 1953: Afternoon peak hour route (*from* Musgrave St Wharf only), supplementary to 236, commenced by Department of Government Transport.

1 November 1953: Curtailed to run Musgrave St Wharf – Mosman (Milner St).

By October 1976: Ceased. All service provided by 236.

Streets

Musgrave St Wharf – Mosman (Want St)

From 6 July 1953 (based on January 1966 timetable)

From Musgrave St Wharf via Musgrave St, Raglan St to Want St (Mosman).

Musgrave St Wharf – Mosman (Milner St)

From 1 November 1953 (based on January 1966 timetable)

From Musgrave St Wharf via Musgrave St, Raglan St to Milner St (Mosman).

Timetable Summary

January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Mosman (Milner St)	6	M-F	Musg St Whf	5.39pm	Musg St Whf	5.53pm	Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (from Musgrave St Wharf).

Route 231

SPLIT JUNCTION – MOSMAN Loop [TRANSITCARE]■

Timeline

8 December 1989:

- Monday-Saturday loop service, based on Spit Junction, commenced to protect elderly women after several murders in the district.
- Operated by State Transit Authority of NSW (until approx. 3.00pm each day), then Mosman Council.

19 April 1990: Ceased after murderer caught.

Streets

From 8 December 1989

From Spit Junction (Brady St) via Ourimbah Rd, Cowles Rd, Avenue Rd, Canrobert St, Queen St, Prince Albert St, Thompson St (**Mosman**), Bradleys Head Rd, King Max St, Middle Head Rd, Military Rd, Raglan St, Muston St, Upper Almora St, Military Rd, Mandolong Rd, Moruben Rd, Stanton Rd, Spit Rd, Ourimbah Rd, Cowles Rd, Military Rd, Brady St (Spit Junction).

Timetable Summary

8 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Spit Junction-Mosman Loop (Transitcare)	25 round trip	M-F	Spit Junction	9.00am	Spit Junction	5.30pm	30	
		Sat		9.00am		5.30pm	30	
		Sun						

Route 232

MUSGRAVE ST WHARF – BALMORAL HEIGHTS■

Also:

- Musgrave St Wharf – Balmoral (Esther Rd) (limited service, 1939-59)**
(The terminus at Balmoral (Wyargine St) was later known as Balmoral Heights.)
(Musgrave St Wharf was renamed Mosman South Wharf in 1996 & further renamed South Mosman Wharf by 2013.)

Timeline

About 10 September 1939:

- Musgrave St Wharf – Balmoral (Wyargine St) (days/hours of service?) renumbered from part of 236. Route between Musgrave St Wharf & Spit Junction then shared by 232 & 236.
- Balmoral (Esther Rd) – Musgrave St Wharf (limited morning peak hour service?) renumbered from 235.
- Operated by Department of Road Transport & Tramways.

By 20 May 1946:

- Balmoral (Esther Rd) – Musgrave St Wharf renumbered back from 232 to 235.
- Hours/days of service of Musgrave St Wharf – Balmoral Heights increased to full time.

21 May 1951: Balmoral (Esther Rd) – Musgrave St Wharf (limited service?) renumbered from part of 235.

2 November 1952: Night, Saturday afternoon & Sunday service Musgrave St Wharf – Balmoral Heights ceased. Alternative service at those times provided by 236 Musgrave St Wharf – Spit Junction and (at night & on Saturday

afternoons from 24 November 1952, then on Sunday from 7 December 1952) extension of 235 from Spit Junction to Balmoral Heights & Beauty Point.

1 November 1953:

- Hours of operation of Musgrave St Wharf – Balmoral Heights probably reduced to peak hours & Saturday mornings.
- Full time service Musgrave St Wharf – Spit Junction continued to be provided by 236.
- Off-peak service between Spit Junction & Balmoral Heights probably replaced by an extension of 235 from Spit Junction to Balmoral Heights & Beauty Point.

30 November 1959: Balmoral (Esther Rd) – Musgrave St Wharf possibly replaced by a 237 trip at about the same time from Balmoral (Esther Rd) to Athol Wharf. 232 was then Musgrave St Wharf – Balmoral Heights (peak hours & Saturday mornings?).

30 January 1968:

- Musgrave St Wharf – Balmoral Heights ceased. All service between Musgrave St Wharf & Spit Junction provided by 236.
- Peak hour & Saturday morning service to Balmoral Heights replaced by 227 from Cremorne Wharf.

Streets

Musgrave St Wharf – Balmoral Heights

12 October 1941

Extended in Balmoral Heights from (location ?) to Edwards Bay Rd at The Grove.

Circa 1946 (Source: Gregory's street directory)

From Musgrave St Wharf via Musgrave St, Raglan St, Military Rd (**Mosman Junction, Spit Junction**), Spit Rd, Punch St, Moruben Rd, Stanton Rd, Tivoli St, Fairfax Rd, Kirkoswald Av, Burran Av, Wyargine St, Edwards Bay Rd to The Grove (Balmoral Heights). Reverse on return.

Alteration

2 November 1952: Ex Musgrave St Wharf from Tivoli St via Kirkoswald Av (*not* via Fairfax Rd).

Balmoral (Esther Rd) – Musgrave St Wharf

From 21 May 1951

From Balmoral (Esther Rd) via Raglan St, Musgrave St to Musgrave St Wharf.

Timetable Summary

20 May 1946

Musgrave St Wharf – Spit Junction routes

232, 236

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
232: Musgrave St Wharf-Balmoral Heights	17	M-F	Musg St Wharf	7.33am	Musg St Wharf	11.18pm	40*	A
		Sat		7.31am		11.18pm	40	
		Sun	Balmoral Hts	7.37am	Balmoral Hts	8.37pm	60	
236: Musgrave St Wharf-Beauty Point	18	M-F	Beauty Point	7.13am	Musg St Wharf	11.48pm	40*	A
		Sat		7.13am		11.48pm	40	
		Sun		9.08am	Beauty Point	9.08pm	60	

Average day frequencies along common route:

- M-F Musgrave St Wharf-Spit Junction (232, 236) 20.
- Sat Musgrave St Wharf-Spit Junction (232, 236) 20.
- Sun Musgrave St Wharf-Spit Junction (232, 236) 30

* More frequent in peak hours.

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

17 June 1951

Musgrave St Wharf – Spit Junction routes

232, 236

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
232: Musgrave St Wharf-Balmoral Heights	Fr Bal Hts 7S 17M	M-F	Musg St Wharf	7.25am	Musg St Wharf	11.18pm	60*	A
		Sat	Balmoral Hts	7.28am		11.18pm	B	
		Sun		8.37am	Balmoral Hts	8.37pm	60	
232: Balmoral (Esther Rd)-Musgrave St Wharf		M-F	Esther Rd	8.21am			Ph	
		Sat		8.17am			C	
		Sun						
236: Musgrave St Wharf-Beauty Point	Fr Beau Pt 8S 17M	M-F	Musg St Wharf	7.06am	Musg St Wharf	11.48pm	60*	D
		Sat		7.48am		11.48pm	B	
		Sun		9.08am	Beauty Point	9.08pm	60	D

Average day frequencies along common route:

- M-F Musgrave St Wharf-Spit Junction (232, 236) 30.
- Sat AM Musgrave St Wharf-Spit Junction (232, 236) 20.
- Sat PM Musgrave St Wharf-Spit Junction (232, 236) 30.
- Spit Junction-Balmoral Heights (232) 30.
- Spit Junction-Beauty Point (236) 30.
- Sun Musgrave St Wharf-Spit Junction (232, 236) 30

* More frequent in peak hours.

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

B – **Morning**

- 232 Musgrave St Wharf-Balmoral Heights 40.
- 236 Musgrave St Wharf-Beauty Point 40.

Afternoon

- 232 Musgrave St Wharf-Balmoral Heights 60 (connection at Spit Junction with 236 to Beauty Point).
- 236 Musgrave St Wharf-Beauty Point 60 (connection at Spit Junction with 232 to Balmoral Heights).

Plus short-working/s before first trip shown.

C – From Balmoral (Esther Rd) to Musgrave St Wharf.

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

M – To Musgrave St Wharf.

Ph – Morning peak hour only (from Balmoral (Esther Rd) to Musgrave St Wharf).

S – To Spit Junction.

29 June 1958

Musgrave St Wharf – Spit Junction routes

232, 236

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
232: Musgrave St Wharf-Balmoral Heights	19	M-F	Musg St Wharf	7.17am	Balmoral Hts	6.47pm	Ph	A
		Sat	Balmoral Hts	8.02am		1.02pm	60	
		Sun						
232: Balmoral (Esther Rd)-Musgrave St Wharf		M-F	Esther Rd	8.17am			Ph	
		Sat						
		Sun						
236: Musgrave St Wharf-Beauty Point	Fr Musg St 11S 20B	M-F	Beauty Point	6.56amM	Beauty Point	7.08pmM	C	
					Musg St Wharf	12.01amS		
		Sat	Musg St Wharf	7.53amB	Beauty Point	1.33pmM	D	
					Musg St Whf	12.18amS		
Sun	Spit Junction	8.46mM		9.35pmS	45			

Average day frequencies along common route:

- M-F Musgrave St Wharf-Spit Junction (236) 30.
- Sat AM Musgrave St Wharf-Spit Junction (232, 236) 30.
- Sat PM Musgrave St Wharf-Spit Junction (236) 30.
- Sun Musgrave St Wharf-Spit Junction (236) 45.

* More frequent in peak hours.

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

B – To Beauty Point.

C – Peak hours & night, Musgrave St Wharf-Beauty Point. Day, Musgrave St Wharf-Spit Junction, 30*.

D – Morning, Musgrave St Wharf-Beauty Point 60. Afternoon, Musgrave St Wharf-Spit Junction 30. Night, Musgrave St Wharf-Spit Junction.

M – To Musgrave St Wharf.

Ph – Morning peak hour only (from Balmoral (Esther Rd) to Musgrave St Wharf).

S – To Spit Junction.

Route 233

MUSGRAVE ST WHARF – BALMORAL BEACH

(Musgrave St Wharf was renamed Mosman South Wharf in 1996 & further renamed South Mosman Wharf by 2013.)

Timeline

2 July 1972: Monday-Sunday night service commenced by Department of Government Transport, replacing parts of 236 & 238, as a result of the withdrawal of the Circular Quay – Taronga Zoo (Athol Wharf) ferry service at night.

By October 1976: Sunday night service ceased.

13 October 1985: Trips *from* Musgrave St Wharf rerouted via Mosman Wharf, replacing 220 at night.

By 1 June 1987: Times of service extended to early Monday-Saturday mornings, replacing parts of 236 & 238 at those times.

9 March 1997: Rerouted direct via Raglan St (*not* via Mosman Wharf). Night service to Mosman Wharf was already being provided by 230, which had commenced on 15 January 1995.

30 June 1997: Night trips *from* Balmoral Beach rerouted direct via Raglan St (*not* via Bradleys Head Rd & Prince Albert St).

1 January 2005: Became part of Contract Region 8.

2 August 2009: As part of reorganisation of Mosman area routes, replaced by parts of:

- 236 Mosman South Wharf – Spit Junction (hours of operation extended daily in early mornings & nights)
- 245 City (Wynyard) – Balmoral Beach (new daily full time route)
- 247 City (Wynyard) – Taronga Zoo (existing daily service along Bradleys Head Rd).

Streets

From 2 July 1972

From Musgrave St Wharf via Musgrave St, Raglan St, Queen St, Prince Albert St, Thompson St, Bradleys Head Rd (**Mosman**), Middle Head Rd, Beaconsfield Rd, Wolseley Rd, Redan St, Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade, then reverse route to Musgrave St Wharf.

Alterations

- **From 3 September 1972:** Ex Musgrave St Wharf from Prince Albert St via Whiting Beach Rd, Bradleys Head Rd (*not* via Thompson St). Reverse on return.
- **From 13 October 1985:** Ex Musgrave St Wharf from Raglan St via Canrobert St, Avenue Rd to **Mosman Wharf**, then Avenue Rd (**Mosman Junction**), Military Rd, Prince Albert St, Thompson St, Bradleys Head Rd. Ex Balmoral Beach from Prince Albert St via Military Rd, Avenue Rd, Canrobert St, Raglan St.

By 1 June 1987 (morning trips only)

From Musgrave St Wharf via Musgrave St, Raglan St, Military Rd, then normal route to Balmoral Beach.

From Balmoral Beach (The Esplanade at Awaba St) via normal route to Military Rd, then Raglan St, Musgrave St to Musgrave St Wharf.

Alterations

- **By 28 May 1989 (all trips):** Ex Musgrave St Wharf from Prince Albert St via Whiting Beach Rd, Bradleys Head Rd, King Max St, Middle Head Rd. Reverse on return.
- **By 15 January 1995 (morning trips from Musgrave St Wharf):** Ex Musgrave St Wharf from Whiting Beach Rd via Bradleys Head Rd to Taronga Zoo (top gates), then Bradleys Head Rd, King Max St.
- **From 3 March 1997:** Ex Mosman South Wharf from Raglan St via Military Rd, Prince Albert St (*not* via Mosman Wharf). Reverse on return.
- **From 30 June 1997 (night trips):** Ex Balmoral Beach from The Esplanade via Raglan St, Musgrave St (*not* via Bradleys Head Rd, Prince Albert St, etc). Unaltered ex Mosman South Wharf.

Timetable Summary

2 July 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Balmoral Beach	18	M-F	Balmoral Bch	6.58pm	Musg St Wharf	12.20am	Ns	
		Sat		6.58pm		12.23am	Ns	
		Sun		6.58pm		10.18pm	Ns	

Ns – Night service.

13 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Balmoral Beach†	18‡	M-F	Balmoral Bch	7.03pm	Musg St Wharf	12.19am	Ns	
		Sat		6.58pm		12.23am	Ns	
		Sun						

† Via Mosman Wharf on trips *from* Musgrave St Wharf.

‡ Trip time *from* Musgrave St Wharf (13 on return trip).

Ns – Night service.

30 June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mosman South Wharf-Balmoral Beach	11†	M-F	Balmoral Bch	6.02am	Mosman S Whf	12.18am	MNs	
		Sat		6.48am		12.23am	MNs	
		Sun						

† Trip time *from* Mosman South Wharf (7 on return trip).

MNs – Early morning & night service.

Route 234

CLIFTON GARDENS – ATHOL WHARF ■

(Athol Wharf has been known as Taronga Zoo Wharf since 1987.)

Timeline

5 May 1969: Limited morning peak hour service, *from* Clifton Gardens only, commenced by Department of Government Transport, providing a through service in lieu of one of a number of timetabled connections between 235 & 238 at Thompson St/Bradleys Head Rd, Mosman.

29 December 1986: Renumbered part of 238.

Streets

From June 1969

From Clifton Gardens (Kardinia St at Morella Rd) via Kardinia St, Burrawong Av, Thompson St, Bradleys Head Rd, Athol Wharf Rd to Athol Wharf.

Alteration

By August 1979: Extended in Clifton Gardens to start from unnamed street, then via Morella Rd, Kardinia St.

Timetable Summary

See 238

Route 235

CLIFTON GARDENS – SPIT JUNCTION – BALMORAL HEIGHTS – BEAUTY POINT ■

Also:

- **Balmoral Beach – Clifton Gardens (1938-39)**
- **Balmoral (Esther Rd) – Musgrave St Wharf (limited morning peak hour service?)**
- **Balmoral (Esther Rd) – Spit Junction (limited service?)**
- **Clifton Gardens – Mosman Wharf (1952)**

(Musgrave St Wharf was renamed Mosman South Wharf in 1996 & further renamed South Mosman Wharf by 2013.)

Timeline

29 November 1937: Monday-Saturday service, Clifton Gardens – Mosman (Almora St), commenced by Department of Road Transport & Tramways.

28 November 1938: Rearranged to run:

Clifton Gardens – Balmoral Beach (daily daytime service).

Balmoral (Esther St) – Musgrave St Wharf (limited service)

20 February 1939: Further rearranged to run:

Spit Junction – Clifton Gardens (daily service)

Balmoral (Esther Rd) – Spit Junction (limited service?) (when ceased?)

Balmoral (Esther Rd) – Musgrave St Wharf (limited morning peak hour service?)

About 10 September 1939: Balmoral (Esther Rd) – Musgrave St Wharf renumbered 232.

By 20 May 1946: Balmoral (Esther Rd) – Musgrave St Wharf (limited peak hour service) renumbered back from 232 to 235.

30 January 1951: Clifton Gardens – Spit Junction ceased at the request of Mosman Council, to eliminate competition with private 198 City (Barrack St) – Clifton Gardens [1925 route number].

21 May 1951: Balmoral (Esther Rd) – Musgrave St Wharf renumbered 232.

Service suspended until reinstated when 198 ceased operation.

25 May 1952: Full time service Clifton Gardens – Mosman Wharf commenced in connection with the Mosman bus/ferry Co-ordination Scheme, replacing private 198 [1925 route number].

20 October 1952:

- Altered to run Spit Junction – Clifton Gardens.
- Sunday service ceased.

24 November 1952: Extended from Spit Junction to Beauty Point via Balmoral Heights on weeknights & Saturday afternoons (& Sundays from 7 December 1952), replacing 232 & 236 north of Spit Junction at those times. 235 was then Clifton Gardens – Spit Junction – Balmoral Heights – Beauty Point.

1 November 1953:

- Extension from Spit Junction to Beauty Point via Balmoral Heights on weeknights, Saturday afternoons & Sundays ceased.
- Extension from Spit Junction to Beauty Point via Balmoral Heights during the off-peak period & on Saturday mornings probably commenced at this time, replacing 232 & 236 north of Spit Junction at those times.

By 29 June 1958:

- Extension from Spit Junction to Beauty Point via Balmoral Heights on Saturday mornings ceased, leaving route as Clifton Gardens – Spit Junction (weekdays & Saturday mornings), extended from Spit Junction to Beauty Point via Balmoral Heights during weekday off-peak.
- Timetables between 1958 & 1981 showed peak hour connections between 235 & 238 at Bradleys Head Rd/Thomson St, Mosman, to enable co-ordinated peak hour travel between Clifton Gardens & Athol Wharf (morning from Clifton Gardens, afternoon from Athol Wharf).

By 7 October 1975: Saturday morning service, Clifton Gardens – Spit Junction, ceased.

By August 1979: Rerouted via Parriwi Rd on return from Beauty Point, replacing 248 which had ceased running there previously.

15 January 1995: Replaced by 228 & 229 as part of general reorganisation of Mosman area routes.

Streets

Clifton Gardens – Mosman (Almora St)

From 29 November 1937

From Clifton Gardens via Morella Rd, Kardinia Rd, Burrawong Av, Thompson St, Bradleys Head Rd, Whiting Beach Rd, Prince Albert St, Military Rd, Almora St (Mosman).

From Mosman (Almora St) via Muston St, Raglan St, Military Rd, then reverse route to Clifton Gardens.

Clifton Gardens – Balmoral Beach

By 28 November 1938

From Clifton Gardens via Morella Rd, Kardinia Rd, Burrawong Av, Thompson St, Bradleys Head Rd, Whiting Beach Rd, Major St, Simpson St, Prince Albert St, Military Rd (**Mosman**), Raglan St, The Esplanade, Lawry Pde [now part of The Esplanade] (Balmoral Beach).

Clifton Gardens – Spit Junction

By 20 May 1946 (Source: timetable)

From Spit Junction via Military Rd (**Mosman Junction**), Prince Albert St, Simpson St, Major St, Whiting Beach Rd, Bradleys Head Rd, Thompson St, Burrawong Av, Kardinia St, Morella Rd (Clifton Gardens).

Balmoral (Esther Rd) – Musgrave St Wharf

By 20 May 1946 (Source: timetable)

From Balmoral (Esther Rd) via Raglan St, Musgrave St to Musgrave St Wharf.

Clifton Gardens – Mosman Wharf

From 25 May 1952

From Clifton Gardens (Kardinia St at Morella Rd) via Kardinia St, Burrawong Av, Thompson St, Bradleys Head Rd, Whiting Beach Rd, Major St, Simpson St, Prince Albert St, Military Rd (**Mosman Junction**), Belmont Rd, Cowles Rd, Avenue Rd to Mosman Wharf.

From Mosman Wharf via reverse route to Prince Albert St, then Whiting Beach Rd, then reverse route to Clifton Gardens.

Clifton Gardens – Spit Junction

From 20 October 1952

From Clifton Gardens (Kardinia St at Morella Rd) via Kardinia St, Burrawong Av, Thompson St, Bradleys Head Rd, Whiting Beach Rd, Major St, Simpson St, Prince Albert St, Military Rd (**Mosman Junction**), Gouldsbury St, The Crescent, Myahgah Rd to Military Rd (Spit Junction).

From Spit Junction (Myahgah Rd at Military Rd) via Military Rd, Prince Albert St, Thompson St, Burrawong Av, Kardinia St to Morella Rd (Clifton Gardens).

Clifton Gardens – Spit Junction – Balmoral Heights – Beauty Point

From 24 November 1952 (based on 29 June 1958 timetable)

From Clifton Gardens (Kardinia St at Morella Rd) via Kardinia St, Burrawong Av, Thompson St, Bradleys Head Rd, Whiting Beach Rd, Major St, Simpson St, Prince Albert St, Military Rd (**Mosman Junction**), Gouldsbury St, The Crescent, Myahgah Rd (**Spit Junction**), Military Rd, Spit Rd, Punch St, Moruben Rd, Stanton Rd, Tivoli St, Kirkoswald Av, Burran Av (**Balmoral Heights**), Stanton Rd, Spit Rd, Medusa St, Pindari Av, Beauty Point Rd, Pearl Bay Av to Moss Lane (Beauty Point).

From Beauty Point (Pearl Bay Av at Moss Lane) via reverse route to Medusa St, then Spit Rd, Stanton Rd, Tivoli St, Kirkoswald Av, Burran Av (**Balmoral Heights**), Stanton Rd, Moruben Rd, Punch St, Spit Rd (**Spit Junction**), Military Rd (**Mosman Junction**), Prince Albert St, then reverse route to Clifton Gardens.

Alterations

- **From January 1971:** Ex Beauty Point from Prince Albert St via Thompson St. Unaltered on return.
- **By August 1979:** Ex Clifton Gardens from Burran Av via Stanton Rd, Moruben Rd, Awaba St, Spit Rd.
- **By August 1979:** From Beauty Point via Pearl Bay Av, (left) Spit Rd, Parriwi Rd, Spit Rd.
- **By August 1979:** Extended in Clifton Gardens from Kardinia St/Morella Rd via Morella Rd, unnamed street. Reverse on return.
- **From 6 December 1982:** Ex Clifton Gardens from Prince Albert St via Military Rd, Mandolong Rd, Moruben St, Clifford St (**Spit Junction**), Spit Rd, Military Rd, Mandolong Rd, Moruben Rd, Stanton Rd. Ex Beauty Point from Burran Av via Stanton Rd, Moruben Rd, Clifford St (**Spit Junction**), Spit Rd, Military Rd.
- **By November 1984:** Ex Beauty Point from Prince Albert St via Whiting Beach Rd, Bradleys Head Rd, Thompson St. Unaltered on reverse.

Timetable Summary

29 November 1937

Clifton Gardens – Mosman (Almora St), Mondays-Saturdays, 7.30am-7.35pm, frequency 30 (extra trips Friday night).

28 November 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clifton Gardens-Balmoral Beach	18	M-F	Balmoral Bch	7.30am	Balmoral Bch	8.10pm	40	A
		Sat		7.30am		8.10pm	40	B
		Sun	Clifton Gdns	9.50am	Clifton Gdns	6.30pm	40	B
Musgrave St Wharf – Balmoral Beach		M-F	Balmoral Bch	8.21am	Musg St Wharf	6.16pm	1 trip	
		Sat		8.21am		6.16pm	C	
		Sun						

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

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

C – Morning, 1 trip from Balmoral Beach. Afternoon/evening, 2 trips from Musgrave St Wharf.

20 May 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clifton Gardens-Spit Junction		M-F	Clifton Gdns	8.55am	Clifton Gdns	3.53pm	A	
		Sat		9.00am		11.39am	B	
		Sun						
Balmoral (Esther Rd)-Musgrave St Wharf		M-F	Esther Rd	8.21am			Ph	
		Sat						
		Sun						

A – 4 trips from Clifton Gardens, 3 trips from Spit Junction.

B – 3 trips from Clifton Gardens, 2 trips from Spit Junction.

Ph – Morning peak hour only (1 trip from Balmoral (Esther Rd)). Plus short-working before trip shown.

25 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clifton Gardens-Mosman Wharf	18	M-F	Clifton Gdns	6.15am	Mosman Whf	11.57pm	60*	
		Sat		6.58am		11.57pm	60	
		Sun		9.28am		11.27pm	60	

* More frequent in peak hours.

29 June 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clifton Gardens-Spit Junction-Beauty Point	Fr Clif Gdns 10S 24B	M-F	Spit Junction	7.24amC	Beauty Point	2.20pmC	A	
			Clifton Gdns	9.50amB	Clifton Gdns	6.41pmS		
		Sat	Spit Junction	9.01amC		1.11pmS	30	
		Sun						

A – Peak hours, Clifton Gardens-Spit Junction. Day, Clifton Gardens-Beauty Point 60.

B – To Beauty Point.

C – To Clifton Gardens.

S – To Spit Junction.

7 October 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clifton Gardens-Spit Junction-Beauty Point	Fr Clif Gdns 12S 26B	M-F	Spit Junction	7.21amC	Beauty Point	2.20pmC	A	
			Clifton Gdns	9.40amB	Clifton Gdns	4.15pmS		
		Sat						
		Sun						

A – Peak hours, Clifton Gardens-Spit Junction. Day, Clifton Gardens-Beauty Point 60.

B – To Beauty Point.

C – To Clifton Gardens.

S – To Spit Junction.

Route 236

MOSMAN (Wyong Rd) – SPIT JUNCTION – MUSGRAVE ST WHARF

- *Post 31 October 1931 feeder: MOSMAN (Queen St) – MUSGRAVE ST WHARF*

MUSGRAVE ST WHARF – SPIT JUNCTION – BEAUTY POINT

Also:

- **Musgrave St Wharf – Spit Junction – Balmoral (Wyargine St) (1933-39)**

(The terminus at Balmoral (Wyargine St) was later known as Balmoral Heights.)

(Musgrave St Wharf was renamed Mosman South Wharf in 1996 & further renamed South Mosman Wharf by 2013.)

Timeline

As at date of Govt Gazette 13 November 1925: Full time service Mosman (Wyong Rd) – Musgrave St Wharf being operated by White Transit Co (Charles H Hicks).

31 October 1931:

- Ceased as competitive with Government tram services under State Transport (Co-ordination) Act.
- 204 [1925 route number] provided a replacement service in North Cremorne from 1932.

1931/32: Recommenced as a feeder, Musgrave St Wharf – Mosman (Queen St). Then or earlier transferred to Paddison Bros (Herbert E & Roland R Paddison).

16 January 1933: Extended in Mosman from Queen St to Raglan St/Military Rd. The route was then deemed partly competitive with trams under the State Transport (Co-ordination) Act and paid tax.

19 April 1933: Taken over by Department of Road Transport & Tramways.

8 May 1933:

- 156 [1925 route number] Musgrave St Wharf – Mosman (Calypso Av) taken over from Paddison Brothers.
- 156 & 236 both ran as 236 & extended to run:
 - Musgrave St Wharf – Spit Junction – Balmoral (Wyargine St)
 - Musgrave St Wharf – Spit Junction – Mosman (Medusa St)
- As from 17 September 1934, both services ran Mondays-Saturdays, while the Musgrave St Wharf – Balmoral service also ran on Public Holidays.

By 1934: In addition to above services, peak hour short-workings also ran Musgrave St Wharf – Mosman (Queen St), Musgrave St Wharf – Mosman (Calypso Av) & Musgrave St Wharf – Mosman (Military Rd).

20 October 1935: Musgrave St Wharf – Spit Junction – Mosman (Medusa St) extended to run Musgrave St Wharf – Beauty Point.

About 10 September 1939: Musgrave St Wharf – Spit Junction – Balmoral (Wyargine St) renumbered 232, leaving 236 as Musgrave St Wharf – Spit Junction – Beauty Point. Route between Musgrave St Wharf & Spit Junction then shared by 232 & 236 until 30 January 1968.

By 17 June 1951: Times of service of Musgrave St Wharf – Beauty Point increased to full time.

2 November 1952: Night & weekend service curtailed to run Musgrave St Wharf – Spit Junction. Service between Spit Junction & Beauty Point (& Balmoral Heights) at those times replaced by extension of 235 as from 24 November 1952.

6 July 1953: 236 retained for trips from Musgrave St Wharf to Spit Junction or beyond, but weekday afternoon peak hour supplementary routes renumbered:

- 230 Musgrave St Wharf – Mosman (Calypso Av)
- 231 Musgrave St Wharf – Mosman (Want St)

1 November 1953:

- Base service curtailed to run Musgrave St Wharf – Spit Junction (extended to Beauty Point in peak hours).
- Service between Spit Junction & Beauty Point (& Balmoral Heights) in off-peak & Saturday mornings probably replaced by a further extension of hours of 235.

30 January 1968:

- Curtailed to run Musgrave St Wharf – Spit Junction at all times.
- 236 became only service over this route, replacing 232.
- Peak hour & Saturday morning service to Beauty Point replaced by 224 from Cremorne Wharf.

2 July 1972: Night service (Monday-Sunday) over part of route replaced by 233. Early morning trips Monday-Saturday over part of route also replaced by 233 by 1 June 1987.

By October 1976: Sunday service on both 233 & 236 ceased.

1 January 2005: Became part of Contract Region 8.

2 August 2009: As part of reorganisation of Mosman area routes, hours of operation extended to Monday-Saturday early mornings & nights, replacing 233.

26 October 2014: Sunday service recommenced.

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

- South Mosman Wharf – Mosman Junction replaced by new 111.
- 111 became a feeder to new “frequent” 100.

Streets

Mosman (Wyang Rd) – Spit Junction – Musgrave St Wharf

1925 (Source: Govt Gazette of 13 November 1925)

From Wyong Rd, Mosman (at Macpherson St) via Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Raglan St, Musgrave St to wharf. Reverse on return.

Musgrave St Wharf – Spit Junction – Balmoral (Wyargine St)

From 17 September 1934

From Musgrave St Wharf via Musgrave St, Raglan St (**Mosman Junction**), Military Rd (**Spit Junction**), Spit Rd, Punch St, Moruben Rd, Stanton Rd, Tivoli St, Fairfax Rd, Kirkoswald Av, Burran Av, Wyargine St (Balmoral).

From 20 October 1935

From Musgrave St Wharf via Musgrave St, Raglan St (**Mosman Junction**), Military Rd (**Spit Junction**), Spit Rd, Punch St, Moruben Rd, Stanton Rd, Tivoli St, Fairfax Rd, Kirkoswald Av, Burran Av, Wyargine St to Edwards Bay Rd (Balmoral Heights). Reverse on return.

Musgrave St Wharf – Spit Junction – Mosman (Medusa St)

From 17 September 1934

From Musgrave St Wharf via Musgrave St, Raglan St (**Mosman Junction**), Military Rd (**Spit Junction**), Spit Rd, Upper Spit [now Spit] Rd, Medusa St, Central [now Pindari] Av, Euryalis St (Mosman).

Musgrave St Wharf – Spit Junction – Beauty Point

From 20 October 1935

From Musgrave St Wharf via Musgrave St, Raglan St (**Mosman Junction**), Military Rd (**Spit Junction**), Spit Rd, Medusa St, Central [now Pindari] Av, Beauty Point Rd [probably] to Pearl Bay Rd (Beauty Point). Reverse on return.

Supplementary [peak hour?] service Musgrave St Wharf – Military Rd, Mosman: From Musgrave St Wharf via Musgrave St, Raglan St, Milner St, Prince Albert St, Military Rd, Raglan St to near Military Rd. Return via Raglan St, Musgrave St to Musgrave St Wharf.

Alteration

From 1 September 1940: Extended in Beauty Point from Beauty Point Rd/Pearl Bay Rd [probably] via Pearl Bay Av to below Ida Av [now at Moss Lane].

Musgrave St Wharf – Spit Junction

From 30 January 1968

From Musgrave St Wharf via Musgrave St, Raglan St (**Mosman Junction**), Military Rd, Gouldsbury St, The Crescent, Myahgah Rd to Military Rd (Spit Junction).

From Spit Junction (Myahgah Rd at Military Rd) via Military Rd, Raglan St, Musgrave St to Musgrave St Wharf.

Alteration

- **From 6 December 1982:** Approached Spit Junction from Military Rd via Mandolong Rd, Moruben Rd, Clifford St to Spit Rd (Spit Junction). Return via Spit Rd, Military Rd.
- **Circa 2017:** Approached Spit Junction from Moruben Rd via Punch St, Spit Rd to Military Rd. Return via Military Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Mosman (Wyong Rd)	18	M-F	Wyong Rd	7.42am	Musgrave St	12.15am	30	
		Sat		7.42am		12.15am	30	
		Sun		7.10am		12.25am	30	

1 November 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Musgrave St Wharf-Balmoral (Wyargine St)		M-F	Wyargine St	7.38am	Musg St Wharf	11.16pm	30*	
		Sat		7.38am		11.16pm	30	
		Sun						
		Hols		8.11am		11.50pm	30	
Musgrave St Wharf-Mosman (Medusa St)		M-F	Medusa St	7.50am	Musg St Wharf	11.46pm	30*	
		Sat		7.50am		11.46pm	30	
		Sun						
		Hols						

* More frequent in peak hours. Peak hour short-workings also ran Musgrave St Wharf – Mosman (Queen St), Musgrave St Wharf – Mosman (Calypso Av) & Musgrave St Wharf – Mosman (Military Rd).

Average day frequencies along common route:

M-F	Musgrave St Wharf-Spit Junction (236) 15.
Sat	Musgrave St Wharf-Spit Junction (236) 15.
Hols	Musgrave St Wharf-Spit Junction (236) 30.

17 June 1951

29 June 1958

See 232

30 January 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Spitt Junction	10	M-F	Spitt Junction	7.01am	Mus St Wharf	12.20am	30*	
		Sat		7.34am		12.18am	30	
		Sun		8.44am		9.35pm	45	

* More frequent in peak hours.

2 July 1972

See also 233

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Spitt Junction	10	M-F	Spitt Junction	7.01am	Musg St Wharf	6.59pm	30*	A
		Sat		7.31am		6.44pm	30	A
		Sun		8.44am		6.35pm	45	A

* More frequent in peak hours.

A – Night service over part of route provided by 233.

October 1976

See also 233

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Spitt Junction	10	M-F	Spitt Junction	7.00am	Musg St Wharf	6.59pm	30*	A
		Sat		7.31am		6.44pm	30	A
		Sun						

* More frequent in peak hours.

A – Night service over part of route provided by 233.

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mosman South Wharf-Spitt Junction	10	M-F	Spitt Junction	6.08am	Mosman S Whf	8.07pm	30*	
		Sat		6.55am		8.04pm	30	
		Sun						

* More frequent in peak hours.

26 October 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
South Mosman Wharf-Spitt Junction	9	M-F	Spitt Junction	6.14am	S Mosman Whf	8.18pm	30*	
		Sat		7.15am		8.20pm	30	
		Sun		9.10am		8.20pm	30	

* More frequent in peak hours.

Route 237

ATHOL WHARF – MOSMAN (various termini)■

(Athol Wharf has been known as Taronga Zoo Wharf since 1987.)

Timeline

29 June 1958: Peak hour route, Athol Wharf – Mosman (Beaconsfield Rd), supplementary to 238, commenced by Department of Government Transport, as part of replacement of Athol Wharf – Balmoral Beach tram service by buses.

2 November 1964:

- Extended in Mosman from Beaconsfield Rd to Redan & Raglan Sts.
- 1 morning peak hour trip further extended to start from Balmoral (Esther Rd), possibly replacing the 232 morning peak hour trip from Balmoral (Esther Rd) to Musgrave St Wharf.

By 1 June 1987: Renumbered part of 238. By then only 1 trip ran *from* Mosman (Redan & Raglan Sts) in the morning peak hour.

Streets

Athol Wharf – Mosman (Beaconsfield Rd)

From 29 June 1958

(As per map in timetable)

From Athol Wharf via Athol Wharf Rd, Bradleys Head Rd, King Max St, Middle Head Rd, Beaconsfield Rd to Bayview Av (Mosman). Reverse on return.

OR

(As per route description in timetable)

From Athol Wharf via Athol Wharf Rd, Bradleys Head Rd, King Max St, Middle Head Rd, Gordon St, Wolseley St, Beaconsfield Rd (Mosman).

Alteration

From 12 March 1960: Ex Athol Wharf from Bradleys Head Rd via Middle Head Rd (*not* via King Max St). Reverse on return.

Athol Wharf – Mosman (Redan St/Raglan St) (limited service extended to Balmoral (Esther Rd))

By 2 November 1964

From Athol Wharf via Athol Wharf Rd, Bradleys Head Rd, Middle Head Rd, Beaconsfield Rd, Wolseley St, Redan St to Raglan St (Mosman). Reverse on return.

Balmoral (Esther Rd) extension: From Balmoral (Esther Rd/Raglan St) via Raglan St to Redan St.

Timetable Summary

See 238

Route 238

ATHOL WHARF – BALMORAL BEACH

Also:

- **Clifton Gardens – Athol Wharf (limited service, 1986-95)**

(Athol Wharf has been known as Taronga Zoo Wharf since 1987.)

Timeline

29 June 1958:

- Full-time route commenced by Department of Government Transport, as part of replacement of Athol Wharf – Balmoral Beach tram service by buses.
- Supplemented by 229 on weekends & 237 in weekday peak hours (& Saturday midday peak hour until mid-1970s).

2 July 1972: Monday-Sunday night service replaced by 233, as a result of the withdrawal of the Circular Quay – Taronga Zoo (Athol wharf) ferry service at night, leaving 238 as a daytime service. Travel at night from the City to Balmoral Beach was then by ferry from Circular Quay to Musgrave St Wharf, then 233 to Balmoral Beach. Early morning trips Monday-Saturday also replaced by 233 over part of route by 1 June 1987.

By October 1976: Selected morning trips on 250 extended to start from Athol Wharf to supplement 238. Similarly, selected trips on 247, mainly on weekend mornings, also extended to start from Athol Wharf by 30 August 1992.

29 December 1986: Limited morning peak hour service from Clifton Gardens to Athol Wharf renumbered from 234. This single trip provided a through service in lieu of one of a number of advertised connections between 235 & 238 at Thompson St/Bradleys Head Rd.

By 1 June 1987:

- 237 renumbered part of 238. By then only 1 trip ran *from* Mosman (Redan & Raglan Sts) in the morning peak hour.
- 229 renumbered part of 238.

By 15 January 1995: Clifton Gardens – Taronga Zoo Wharf ceased, as part of general reorganisation of Mosman area routes.

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

Athol Wharf – Balmoral Beach

From 29 June 1958

From Athol Wharf via Athol Wharf Rd, Bradleys Head Rd, King Max St, Middle Head Rd (**Mosman**), Beaconsfield Rd, Wolseley Rd, Redan St, Raglan St, The Esplanade to Awaba St (Balmoral Beach). Reverse on return.

Alterations

- **From 12 March 1960:** Ex Athol Wharf from Bradleys Head Rd via Middle Head Rd (*not* via King Max St). Reverse on return.
- **By January 1966:** From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade.

Clifton Gardens – Athol Wharf

From 29 December 1986

From Clifton Gardens (unnamed street near Morella Rd) via Morella Rd, Kardinia St, Burrawong Av, Thompson St, Bradleys Head Rd, Athol Wharf Rd to Athol Wharf.

Timetable Summary

29 June 1958

Athol Wharf – Mosman routes

229, 237, 238

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
229: Athol Wharf-Taronga Zoo		M-F						
		Sat						
		Sun	Relief trips between 10.00am & 3.00pm <i>from</i> Athol Wharf					
237: Athol Wharf-Mosman (Beaconsfield Rd)	13	M-F	Beaconsf ^l d Rd	7.38am	Athol Wharf	6.27pm	Ph	
		Sat	Athol Wharf	10.01am		1.01pm	30	A
		Sun						
238: Athol Wharf-Balmoral Beach	17	M-F	Balmoral Bch	6.08am	Athol Wharf	11.47pm	30*	
		Sat		6.08am		11.37pm	30	
		Sun		7.23am		10.01pm	20-25	

* More frequent in peak hours.

A – Midday peak hour only (from Athol Wharf).

Ph – Peak hours only (morning from Mosman Beaconsfield Rd), afternoon from Athol Wharf).

2 July 1972

Athol Wharf – Mosman routes

229, 234, 237, 238

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
229: Athol Wharf-Taronga Zoo	6	M-F						
		Sat	Athol Wharf	10.01am	Athol Wharf	11.32am	B	
		Sun	Relief trips between 10.00am & 3.00pm <i>from</i> Athol Wharf					
234: Clifton Gardens-Athol Wharf	14	M-F	Clifton Gdns	7.58am			Ph1	
		Sat						
		Sun						
237: Athol Wharf-Mosman Junction or Mosman (Redan St)	13	M-F	Redan St	7.38amA	Athol Wharf	6.27pmM	Ph2	
		Sat	Athol Wharf	12.02pmM		1.02pmM	C	
		Sun						
238: Athol Wharf-Balmoral Beach	18	M-F	Balmoral Bch	6.03am	Athol Wharf	7.02pm	30*	D
		Sat		6.38am		7.01pm	30	D
		Sun		7.23am		7.01pm	20-25	D

* More frequent in peak hours.

A – To Athol Wharf.

B – 4 trips from Athol Wharf only.

C – 3 trips from Athol Wharf only.

D – Night service to Balmoral (from Musgrave St Wharf) provided by 233.

M – To Mosman Junction.

Ph1 – Morning peak hour only (from Clifton Gardens only).

Ph2 – Peak hours only Athol Wharf-Mosman Junction or Mosman (Redan St/Raglan St) (morning to Athol Wharf, afternoon from Athol Wharf).

1 June 1987

Athol Wharf – Mosman routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
238: Clifton Gardens-Athol Wharf	12	M-F	Clifton Gdns	8.05am			Ph1	
		Sat						
		Sun						
238: Mosman (Redan St/Raglan St)-Athol Wharf	8	M-F	Redan St	7.40am			Ph2	
		Sat						
		Sun						
238: Athol Wharf-Balmoral Beach	18	M-F	Balmoral Bch	7.10am	Athol Wharf	7.00pm	30	A
		Sat		8.40am		7.00pm	30	A
		Sun		9.15am		6.38pm	20-25	

A – Early morning & night service to Balmoral (from Musgrave St Wharf) provided by 233.

Ph1 – Morning peak hour only (from Clifton Gardens only).

Ph2 – Morning peak hour only (from Mosman (Redan St/Raglan St)).

26 October 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
238: Taronga Zoo Wharf-Balmoral Beach	14	M-F	Balmoral Bch	6.55am	T/Zoo Wharf	7.03pm	30	A
		Sat		9.02am		7.07pm	20	A
		Sun		9.02am		7.07pm	20	A

A – Plus short-workings during the day between Taronga Zoo Wharf & Taronga Zoo (top gates).

Route 239

CITY (Wynyard) – TARONGA ZOO ■

Timeline

29 June 1958:

- Limited early morning service commenced by Department of Government Transport, replacing similar tram service over the same route.
- By 1966 ran *from* Taronga Zoo only.
- Also operated when ferry services cancelled.

26 April 1983: Renumbered part of 247.

Streets

From 29 June 1958 (based on November 1966 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates).

From Taronga Zoo (top gates) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration

From 18 June 1968: Ex Taronga Zoo from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

Timetable Summary

See 247

Route 240

CITY (Wynyard) – TARONGA ZOO (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays,
- Ran during the whole or part of the periods:
 - 11 July 1948 – 17 October 1948
 - 25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 020.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* North Sydney, Neutral Bay Junction, Cremorne Junction, Mosman Junction.

Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Taronga Park		M-F					30	A
		Sat						
		Sun	Taronga Park	6.36am	Wynyard	10.12pm		

A – Plus all-night midnight-to-dawn service, City (Wynyard)-Mosman (Avenue Rd).

Route 240

CHATSWOOD – WILLOUGHBY – NARRABEEN (Summer Sundays) ■

Timeline

23 February 1950: Summer Sunday service commenced by Department of Road Transport & Tramways

7 May 1950: Ceased.

Streets

From 23 February 1950

From Chatswood (Station) via Orchard Rd, Victoria Av, Penshurst St, Mowbray Rd (**Willoughby**), High St, Edinburgh Rd, Eastern Valley Way, [Clive St,] Babbage Rd (**East Roseville**), Roseville Bridge, Roseville [now Warringah] Rd, Pittwater Rd (**Dee Why, Collaroy**) to Waterloo St (Narrabeen).

Timetable Summary

23 February 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Narrabeen	66	M-F						
		Sat						
		Sun	Chatswood	10.00am	Narrabeen	5.00pm	A	

A – Summer Sundays only. 4 trips from Chatswood, 3 trips from Narrabeen.

Route 240

CITY (Wynyard) – MOSMAN (Beaconsfield Rd)■

Timeline

29 June 1958:

- Limited early morning service (?), supplementary to 247, commenced by Department of Government Transport, as part of replacement of Wynyard – Balmoral Beach (limited) tram service by buses.
- Also operated when ferry services cancelled.

By 1966: Ceased. Mostly covered by other routes.

Streets

From 29 June 1958 (based on November 1966 timetable)

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

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

Timetable Summary

Not shown in published timetables

Route 240

CITY (Queen Victoria Building) – SPIT JUNCTION (“CITYLINK”)■

Timeline

6 November 1989: Off-peak service commenced by Urban Transit Authority of NSW. Also ran on Saturdays from 16 December 1989 to 31 March 1990.

3 March 1991: Replaced by 178 City (Queen Victoria Building) – Dee Why (and other routes).

Streets

From 6 November 1989

From City (Queen Victoria Building) (York St) via Druiitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Military Rd (**Neutral Bay Junction, Cremorne Junction**), Mandolong Rd, Moruben St, Punch St to Spit Rd (Spit Junction).

From Spit Junction (Punch St at Spit Rd) via Spit Rd, Military Rd, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Timetable Summary

1 April 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Spit Junction	25	M-F	Spit Junction	9.35am	Q Vic Bldg	2.48pm	15	
		Sat						
		Sun						

Route 241

CITY (Wynyard) – BALMORAL BEACH■

Timeline

29 June 1958:

- Limited early morning route, supplementary to 247, commenced by Department of Government Transport, as part of replacement of limited Wynyard – Balmoral Beach tram service by buses.
- Also operated when ferry services cancelled.

26 April 1983: Renumbered part of 247.

Streets

From 29 June 1958 (based on November 1966 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Middle Head Rd, Beaconsfield Rd, Wolseley Rd, Redan St, Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alteration

From 18 June 1968: Ex Balmoral Beach from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.

Timetable Summary

See 247

Route 242

CITY (Martin Pl) – MILSONS POINT – NORTH SYDNEY■

Timeline

30 June 1958:

- Peak hour service commenced by Department of Government Transport, replacing tram service between Wynyard and Milsons Point Station, as buses replacing trams between Wynyard & other destinations were unable to provide a service to/from Milsons Point.
- Ran in loops through the City & between North Sydney & Milsons Point.
- Morning trips ran North Sydney – Milsons Point – City – North Sydney. Afternoon trips ran Milsons Point – City – North Sydney, but with some trips extended to start from North Sydney.

2 November 1959: Ceased. Alternative service between the City & Milsons Point provided by the North Shore railway line.

Streets

From 30 June 1958

Mornings

From North Sydney (Blue St at Station) via Blues Point Rd, Lavender St, Alfred St, Burton St (**Milsons Point**), Broughton St, McDougall St, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Martin Pl (**City**), George St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St to North Sydney Station.

Afternoons

From Milsons Point (Broughton St at Station) via Broughton St, McDougall St, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Martin Pl (City), George St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Blues Point Rd, Lavender St, Alfred St, Burton St, Broughton St to Milsons Point Station.

Alteration

From 29 September 1958: Ex Milsons Point from Burton St via Ennis Rd, Bradfield Hwy [Sydney Harbour Bridge].

From 2 July 1959

Likely route

From Milsons Point (Burton St) via Broughton St, Fitzroy St, Alfred St, Lavender St, Blues Point Rd, Blue St (North Sydney), Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Martin Pl (City), George St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Blues Point Rd, Lavender St, Alfred St, Burton St (Milsons Point).

Timetable Summary

25 July 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- North Sydney	35 round trip	M-F	North Sydney	7.30am	Martin Pl	6.22pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 243

CITY (Wynyard) – NORTH SYDNEY (Miller St/Falcon St)■

Timeline

29 June 1958: Peak hour route, supplementary to 248, commenced by Department of Government Transport, as part of replacement of Wynyard – The Spit tram service by buses.

By 1966: Ceased. Covered by other routes.

Streets

From 29 June 1958 (based on November 1966 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St, Miller St to Falcon St (North Sydney).

From North Sydney (Miller St/Falcon St) via Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Timetable Summary

Not shown in published timetables

Route 243

MILSONS POINT – NORTH SYDNEY (Miller St/Falcon St)■

Timeline

27 October 1960:

- Peak hour trips renumbered from 244.
- Operated by Department of Government Transport.

By 1966: Ceased. Covered by other routes.

Timetable Summary

Not shown in published timetables

Route 243

CITY (Wynyard) – NORTH CREMORNE – SPIT JUNCTION

Timeline

3 July 1995: Weekday daytime service commenced by State Transit Authority of NSW, replacing part of private 224, Cremorne Wharf – Cremorne Junction – Middle Head, when it was transferred from Manly Bus Service (Chris Brownlee).

By 17 November 1996: Days of operation extended to weekends.

1 January 2005: Became part of Contract Region 8.

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

Peak hours: City (Wynyard) – Spit Junction (morning from Spit Junction, afternoon from City (Wynyard)).

Other daylight times, Monday-Sunday: Neutral Bay Junction – Spit Junction as a feeder to B1, 100, 172X & 173X.

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 3 July 1995

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction**), Winnie St, Gerard St, Macpherson St, Wyong Rd (**North Cremorne**), Countess St, Ourimbah Rd, Cowles Rd, Military Rd, Mandolong Rd, Moruben Rd, Clifford St to Spit Rd (Spit Junction).

From Spit Junction (Clifford St at Spit Rd) via Spit Rd, Military Rd, Cowles Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 29 January 1996:** Approached Spit Junction from Ourimbah Rd via Brady St to Military Rd. Return via Military Rd, Spit Rd, Ourimbah Rd.
- **From 20 December 2020:** From City (Wynyard) (York St) via Barrack St, Clarence St. Unaltered on return.

Timetable Summary

3 July 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Cremorne-Spit Junction	23	M-F	Spit Junction	7.26am	Wynyard	6.07pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

17 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Cremorne-Spit Junction	23	M-F	Spit Junction	6.50am	Wynyard	6.22pm	60*	
		Sat		8.55am		5.27pm	60	
		Sun		9.55am		5.27pm	60	

* More frequent in peak hours.

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Cremorne-Spit Junction	Fr Spit Jn 12N 29Y	M-F	Spit Junction	6.42amY	Wynyard	7.30pmS	A	
		Sat		8.04amN	Neutral Bay Jun	6.24pmS	40	
		Sun		8.45amN		6.24pmS	40	

A – Morning peak hour, from Spit Junction to City (Wynyard). Afternoon peak hour, from City (Wynyard) to Spit Junction). Other times, Neutral Bay Junction-Spit Junction 40.

N – To Neutral Bay Junction.

S – To Spit Junction.

Y – To City (Wynyard).

Route 244

CITY (Wynyard) – NEUTRAL BAY JUNCTION ■

Also:

- **Milsons Point – North Sydney (Miller & Falcon Sts)**

Timeline

29 June 1958:

- Peak hour route, City (Wynyard) – Neutral Bay Junction, supplementary to 248, commenced by Department of Government Transport, as part of replacement of Wynyard – The Spit tram service by buses.
- By 1966 trips ran *from* Neutral Bay Junction only in the morning peak hour only.

(?): Milsons Point – North Sydney (Miller & Falcon Sts) (limited service?) commenced.

27 October 1960: Milsons Point – North Sydney (Miller & Falcon Sts) renumbered 243.

4 February 1980: Rerouted via Warringah Fwy.

By February 1987: Ceased.

Number out of use for a period

2 April 1990: Reinstated as booked seat only “Commuter Specials”.

29 June 1990: “Commuter Specials” ceased.

Streets

From 29 June 1958 (based on November 1966 timetable)

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

From Neutral Bay Junction (Rangers Rd at Military Rd) via Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 18 June 1968 (opening of Warringah Fwy):** Ex North Sydney from Pacific Hwy via Walker St, Mount St, Warringah Fwy Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **4 February 1980:** Ex Neutral Bay Junction from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

Not shown in published timetables

Route 244

CITY (various termini) – BALMORAL NAVAL DEPOT – CHOWDER BAY ■

Timeline

3 July 1995: Selected 246 & 247 weekday trips extended to run City (Queen Victoria Building) – Balmoral Naval Depot, replacing part of private route 224 Cremorne Wharf – Cremorne Junction – Middle Head [Sydney Region route number], when it was transferred from Manly Bus Service (Chris Brownlee) to State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 8.

3 December 2007: Extended to run City (Queen Victoria Building) – Balmoral Naval Depot – Chowder Bay.

By 2 August 2009: As part of a further reorganisation of Mosman area routes, days of operation extended to run also at weekends.

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

20 December 2020: Ceased as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. Service to Chowder Bay replaced by new 111 as a feeder to new “frequent” 100.

Streets

City (Queen Victoria Building) – Balmoral Naval Depot

From 3 July 1995

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, Mosman Junction**), Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot).

From Balmoral Naval Depot (Middle Head Rd at Chowder Bay Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building) – Chowder Bay

Alteration

From 3 December 2007: Extended from Balmoral Naval Depot via Chowder Bay Rd to end (Chowder Bay). Reverse on return.

City (Wynyard) – Chowder Bay

Alteration

From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park (City). Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

3 July 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
City (Queen Victoria Building)-Balmoral Naval Depot	26†	M-F	Wynyard	7.15amB	Q Vic Bldg	2.23pmB	A		
			Balmoral N/D	10.01amQ	Wynyard	6.17pmB			
		Sat							
		Sun							

* More frequent in peak hours.

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

A – Peak hours, City (Wynyard)-Balmoral Naval Depot. Day, City (Queen Victoria Building)-Balmoral Naval Depot 60*. Plus short-working/s before first trip shown.

B – To Balmoral Naval Depot.

Q – To City (Queen Victoria Building).

3 December 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
City (Queen Victoria Building)-Chowder Bay	30†	M-F	Wynyard	6.45amC	Q Vic Bldg	2.31pmC	A		
			Chowder Bay	10.15amQ	Chowder Bay	6.35pmY			
		Sat							
		Sun							

* More frequent in peak hours.

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

A – Peak hours, City (Wynyard)-Chowder Bay. Day, City (Queen Victoria Building)-Chowder Bay 60*.

C – To Chowder Bay.

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Chowder Bay	30†	M-F	Wynyard	6.46amC	Q Vic Bldg	2.34pmC	A	
			Chowder Bay	10.18amQ	Chowder Bay	6.33pmY		
		Sat	Wynyard	8.44amC		5.18pmQ	B	
			Chowder Bay	10.18amQ		6.18pmY		
		Sun	Wynyard	8.45amC	Q Vic Bldg	5.34pmC	B	
			Chowder Bay	10.18amQ	Chowder Bay	6.35pmY		

* More frequent in peak hours.

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

A – Peak hours, City (Wynyard)-Chowder Bay. Day, City (Queen Victoria Building)-Chowder Bay 60*.

B – Early morning & late afternoon, City (Wynyard)-Chowder Bay. Day, City (Queen Victoria Building)-Chowder Bay 60.

C – To Chowder Bay.

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

Route 245

CITY (various termini) – CREMORNE JUNCTION ■

Also:

- **Cremorne Junction – Milsons Point (peak hours, 1985-95)**

Timeline

29 June 1958: Peak hour route, City (Wynyard) – Cremorne Junction, supplementary to 248, commenced by Department of Government Transport, as part of replacement of Wynyard – The Spit tram service by buses.

18 June 1968: Selected peak hour trips rerouted via Warringah Fwy.

13 October 1985: Peak hour route Cremorne Junction – Milsons Point commenced.

15 January 1995: As part of general reorganisation of Mosman area routes:

- Morning peak hour trips Cremorne Junction – Milsons Point replaced by new 227-230.
- All remaining trips (by then morning peak hour only *from* Cremorne Junction) to City (Wynyard) rerouted via Warringah Fwy.

1 January 2005: Became part of Contract Region 8.

2 August 2009: As part of reorganisation of Mosman area routes:

- Cremorne Junction – City (Wynyard) renumbered 246.
- 245 altered/extended as City (Queen Victoria Building) – Balmoral Beach (*see next entry*).

Streets

City (Wynyard) – Cremorne Junction

From 29 June 1958 (based on November 1966 timetable)

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

From Cremorne Junction (Spofforth St at Military Rd) via Military Rd, Falcon St, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **From 18 June 1968 (opening of Warringah Fwy) (non-freeway trips):** Ex Cremorne Junction from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **From 18 June 1968 (opening of Warringah Fwy) (via Warringah Fwy trips):** Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- **By March 1972:** Ex Cremorne Junction from Pacific Hwy via Arthur St, Mount St. Unaltered on return.

Milsons Point – Cremorne Junction

By 6 September 1987

From Milsons Point (Fitzroy St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction**) to Cremorne Junction.

From Cremorne Junction (Spofforth St at Military Rd) via Military Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Timetable Summary

November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Cremorne Junction	20	M-F	Cremorne Jun	7.04am	Cremorne Jun	6.19pm	Ph	
		Sat	Wynyard	11.44am	Wynyard	12.32pm	A	
		Sun						

A – 3 trips from Wynyard only.

Ph – Peak hours only (frequent service).

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)- Cremorne Junction	17	M-F	Cremorne Jun	7.57am	Cremorne Jun	8.40am	Ph	A
		Sat						
		Sun						

A – Extra trips Thursday night.

Ph – Morning peak hour only (from Cremorne Junction only).

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Cremorne Junction	18	M-F	Cremorne Jun	7.54am	Cremorne Jun	8.49am	Ph	
		Sat						
		Sun						
Milsons Point- Cremorne Junction	17	M-F	Cremorne Jun	8.15am	Cremorne Jun	8.36am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Cremorne Junction only).

Route 245

CITY (various termini) – BALMORAL BEACH

Timeline

2 August 2009:

- Full time service, City (Queen Victoria Building) – Balmoral Beach, commenced by State Transit Authority of NSW, replacing part of 233 at night, as part of reorganisation of Mosman area routes.
- Part of Contract Region 8.

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

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

- Most of route replaced by new 114.
- 114 became a feeder to new “frequent” 100.

Streets

City (Queen Victoria Building) – Balmoral Beach

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, Mosman Junction**), Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Wynyard) – Balmoral Beach

Alteration

From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park (City). Return from Carrington St via Margaret St, Clarence St.

Timetable Summary

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Balmoral Beach	30†	M-F	Balmoral Bch	5.40amY	Q Vic Bldg	2.04pmB	A	
				9.51amQ	Wynyard	11.47pmB		
		Sat		6.19amY	Q Vic Bldg	5.04pmB	C	
				9.51amQ	Wynyard	11.42pmB		
		Sun		8.45amY	Q Vic Bldg	5.04pmB	C	
				9.51amQ	Wynyard	7.12pmB		

* More frequent in peak hours.

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

A – Peak hours & night, City (Wynyard)-Balmoral Beach. Day, City (Queen Victoria Building)-Balmoral Beach 60*.

B – To Balmoral Beach.

C – Early morning & night, City (Wynyard)-Balmoral Beach. Day, City (Queen Victoria Building)-Balmoral Beach 60.

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

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 (Wynyard)-Balmoral Beach	29	M-F	Balmoral Bch	5.40am	Wynyard	11.47pm	60*	
		Sat		6.19am		11.42pm	60	
		Sun		8.44am		7.12pm	60	

* More frequent in peak hours.

Route 246

CITY (various termini) – SPIT JUNCTION – BALMORAL HEIGHTS

Also:

- **Spit Junction – Milsons Point (peak hours, 1987-95)**

Timeline

29 June 1958: Peak hour & Saturday morning route, City (Wynyard) – Spit Junction, supplementary to 248, commenced by Department of Government Transport, as part of replacement of Wynyard – The Spit tram service by buses.

18 June 1968: Selected peak hour trips rerouted via Warringah Fwy.

By January 1973: Saturday morning trips replaced by 247.

6 September 1987:

- Selected peak hour trips extended from Spit Junction to Balmoral Heights, replacing 227.
- By then most City trips (all trips to/from Balmoral Heights) rerouted via Warringah Fwy.
- New route Milsons Point – Spit Junction commenced.

15 January 1995: As part of general reorganisation of Mosman area routes:

- Morning peak hour trips Spit Junction – Milsons Point replaced by new 227-230.
- All remaining trips rerouted via Warringah Fwy.

By March 1997: Limited service commenced on weekends, City (Queen Victoria Building) – Spit Junction.

1 January 2005: Became part of Contract Region 8.

2 August 2009: As part of a further reorganisation of Mosman area routes:

- Peak hour trips on 245, Cremorne Junction – City (Wynyard) renumbered 246.
- Weekend service ceased. All weekend service provided by 244, 245 & 247.
- Peak hour service remained as City (Wynyard) – Spit Junction (selected trips extended to Balmoral Heights).

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

- City (Wynyard) – Spit Junction part of route became supplementary to new frequent 100.
- Selected peak hour trips continued to run City (Wynyard) – Balmoral Heights.

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

19 January 2025:

- Trips other than those running City (Wynyard) – Balmoral Heights absorbed into 100.
- City (Wynyard) – Balmoral Heights remained as a limited peak hour service.

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

Streets

CITY (Wynyard)-BASED TRIPS

City (Wynyard) – Spit Junction

From 29 June 1958 (based on November 1966 timetable)

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

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

Alterations

- **Late 1950s/early 1960s (?):** Approached Spit Junction from Military Rd via Mandolong Rd, Moruben Rd, Punch St to Spit Rd. Return via Spit Rd, Military Rd.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex The Spit from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **From 18 June 1968 (opening of Warringah Fwy) (via Warringah Fwy trips):** Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- **By March 1972:** Ex Spit Junction from Pacific Hwy via Arthur St, Mount St. Unaltered on return.

City (Wynyard) – Spit Junction – Balmoral Heights

From 6 September 1987

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**), Mandolong Rd, Moruben Rd, Stanton Rd, Tivoli St, Kirkoswald Av, Burran Av, Wyargine St, Edwards Bay Rd to The Grove (Balmoral Heights).

From Balmoral Heights (Edwards Bay Rd at The Grove) via reverse route to Moruben Rd, then Punch St, Spit Rd, Military Rd, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alteration

From 20 December 2020: From City (Wynyard) (York St) via Barrack St, Clarence St. Unaltered on return.

MILSONS POINT – SPIT JUNCTION

By 6 September 1987

From Milsons Point (Fitzroy St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction**), Mandolong Rd, Moruben St, Punch St to Spit Rd (Spit Junction).

From Spit Junction (Punch St at Spit Rd) via Spit Rd, Military Rd, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Timetable Summary

November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Spit Junction	23	M-F	Spit Junction	6.36am	Spit Junction	6.42pm	Ph	
		Sat		7.38am		1.19pm	15	
		Sun						

Ph – Peak hours 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)-Spit Junction	26	M-F	Spit Junction	7.02am	Wynyard	6.57pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

6 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Spit Junction†	Fr Wyn 19S 26B	M-F	Balmoral Hts	7.18amY	Wynyard	5.59pmB 6.40pmS	Ph1	
		Sat						
		Sun						
Milsons Point-Spit Junction	20	M-F	Spit Junction	7.18am	Milsons Point	5.52pm	Ph2	
		Sat						
		Sun						

† Selected trips extended to Balmoral Heights.

B – To Balmoral Heights.

Ph1 – Peak hours only (morning from Spit Junction, some extended to start from Balmoral Heights; afternoon, from City (Wynyard), some extended to Balmoral Heights). Plus later trips on Thursdays, from City (Wynyard) to Spit Junction (last trip 9.10pm from Wynyard).

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

S – To Spit Junction.

Y – To City (Wynyard).

2 August 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Spit Junction†	Fr Wyn 21S 29B	M-F	Balmoral Hts	7.12amY	Wynyard	6.01pmB 9.52pmS	PNs	
		Sat						
		Sun						

† Selected trips extended to Balmoral Heights.

B – To Balmoral Heights.

PNs – Peak hour & night service. Peak hours, frequent service City (Wynyard)-Spit Junction. Plus City (Wynyard)-Balmoral Heights (morning from Balmoral Heights, afternoon, from City (Wynyard)). Night, City (Wynyard)-Spit Junction. Plus short-working/s before first trip shown & during the morning peak hour.

S – To Spit Junction.

Y – To 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		
City (Wynyard)-Spit Junction†	Fr Wyn 20S 26B	M-F	Balmoral Hts	7.13amY	Wynyard	5.57pmB 7.50pmS	Ph	
		Sat						
		Sun						

† Selected trips extended to Balmoral Heights.

B – To Balmoral Heights.

Ph – Peak hour service. Morning peak hour, most trips from either Cremorne Junction or Neutral Bay Junction to City (Wynyard), selected trips extended to start from Balmoral Heights. Afternoon peak hour, from City (Wynyard) to Spit Junction, selected trips extended to Balmoral Heights.

S – To Spit Junction.

Y – To City (Wynyard).

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Balmoral Heights	24	M-F	Balmoral Hts	7.13am	Wynyard	5.10pm	Ph	
		Sat						
		Sun						

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

Route 247

CITY (various termini) – MOSMAN JUNCTION – TARONGA ZOO ■

- **Extended to start from Taronga Zoo Wharf (selected trips 1992-circa 1995)**

Also:

- **City (Wynyard) – Balmoral Beach (limited service until 2002)**
- **City (Wynyard) – Balmoral Naval Depot (limited service until 1995)**
- **Milsons Point – Mosman Junction – Taronga Zoo (peak hours until 1995)**

Timeline

29 June 1958:

- City (Wynyard) – Mosman Junction, commenced by Department of Government Transport, as part of replacement of Wynyard – Mosman Post Office tram service by buses.
- Ran all-day weekdays, early morning Saturdays & midnight-to-dawn Mondays-Saturdays (early morning Tuesdays-Sundays). Midnight-to-dawn service connected at Miller St/Falcon St with 273 trips to/from Chatswood. Midnight-to-dawn service ceased by 1966.
- By January 1973 also ran Saturday mornings and later Saturday afternoons.
- Shared route from City (Wynyard) to various points along Military Rd with 168, 239, 241-248.

18 June 1968: Selected peak hour trips (later also trips at other times) rerouted via Warringah Fwy upon its opening.

17 August 1981:

- Weekday off-peak & Saturday morning trips extended from Mosman Junction to Taronga Zoo. As a result, 239 over the same route renumbered part of 247.
- 241 City (Wynyard) – Balmoral Beach (limited early morning service) renumbered part of 247.

26 April 1983:

- New peak hour route, Milsons Point – Taronga Zoo, commenced.
- Saturday afternoon City (Wynyard) – Mosman Junction trips extended to Taronga Zoo.

8 February 1987: Limited service 249 City (Wynyard) – Balmoral Naval Depot renumbered part of 247.

By 30 August 1992: Selected trips extended to start from Taronga Zoo Wharf, mainly on weekend mornings, to supplement 238 (extension ceased by 15 January 1995).

6 December 1992: Weekday off-peak trips extended in City from Wynyard to Queen Victoria Building.

15 January 1995: As part of general reorganisation of Mosman area routes:

- Peak hour service Milsons Point – Taronga Zoo replaced by new 227-230.
- All remaining trips, except early morning & late night, rerouted via Warringah Fwy.
- Daytime Saturday & Sunday trips also extended in City from Wynyard to Queen Victoria Building.

3 July 1995: City (Wynyard) – Balmoral Naval Depot renumbered 244 when it became an all-day weekday service, at the time of transfer of private 224 [Sydney Region route number] from Manly Bus Service (Chris Brownlee) to State Transit Authority of NSW.

By July 2002: City (Wynyard) – Balmoral Beach (limited service) ceased.

1 January 2005: Became part of Contract Region 8.

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

26 November 2017: Coincident with introduction of B-Line (B1) service:

- Base service curtailed to run City (Wynyard) – Mosman Junction.
- Extended to run City (Wynyard) – Taronga Zoo in early morning and late night.
- Service between Mosman Junction & Taronga Zoo at other times replaced by extended M30 (430 from 9 February 2020).

20 December 2020: City (Wynyard) – Taronga Zoo replaced by new “frequent” 100, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network.

Streets

CITY – MOSMAN JUNCTION – TARONGA ZOO

City (Wynyard) – Mosman Junction

From 29 June 1958

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**) to Raglan St (Mosman Junction).

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

Alterations

- **From 18 June 1968** (*opening of Warringah Fwy*) (*Non-freeway trips*): Ex Mosman Junction from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **From 18 June 1968** (*via Warringah Fwy trips*): Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.
- **By March 1972** (*Non-freeway trips*): Ex Taronga Zoo from Pacific Hwy via Arthur St, Mount St. Unaltered on return.

City (Wynyard) – Taronga Zoo

Alterations

By 26 April 1983: Extended from Mosman Junction via Bradleys Head Rd to Taronga Zoo (top gates). Reverse on return.

City (Queen Victoria Building) – Taronga Zoo

Alteration

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

City (Wynyard) – Taronga Zoo

Alteration

From 4 October 2015 (*commencement of light rail construction in George St, City/new CBD bus network*):

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park (City). Return from York St at Wynyard Park via Erskine St, Clarence St.

City (Wynyard) – Mosman Junction (selected trips extended to Taronga Zoo)

From 26 November 2017

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

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

Taronga Zoo extension: From Mosman Junction via Bradleys Head Rd to Taronga Zoo (top gates). Reverse on return.

CITY – BALMORAL BEACH or BALMORAL NAVAL DEPOT

City (Wynyard) – Balmoral Beach

From 17 August 1981

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, Mosman Junction**), Middle Head Rd, Beaconsfield Rd, Wolseley Rd, Redan St, Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Balmoral Naval Depot

From 8 February 1987

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, Mosman Junction**), Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot).

MILSONS POINT – TARONGA ZOO

By 26 April 1983

From Milsons Point (Fitzroy St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates).

From Taronga Zoo (top gates) via reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Timetable Summary

29 June 1958

City (Wynyard) – Spit Junction routes

239, 241, 243-248

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
239: City (Wynyard)-Taronga Zoo	28	M-F	Wynyard	5.30am	Taronga Zoo	4.05pm	A	
		Sat	Taronga Zoo	6.10am			B	
		Sun						
241: City (Wynyard)-Balmoral Beach	28	M-F	Balmoral Bch	5.29am	Balmoral Bch	12.33am	3 trips	C
		Sat		5.26am		6.18am	D	
		Sun		6.37am	Wynyard	6.37am	1 trip§	
247: City (Wynyard)-Mosman Junction	23	M-F	Mosman	3.32am	Wynyard	3.05am	30*	
		Sat		3.32am		3.05am	MLs	
		Sun		3.32am	Mosman Jun	7.22am	MLs	
248: City (Wynyard)-The Spit	28	M-F	The Spit	5.18am	Wynyard	12.35am	30*	
		Sat	Wynyard	4.35am		12.37am	AM 15 PM 20	
		Sun		7.37am		11.05pm	20	

Trips on 243-246 ran mainly in peak hour, but were not identified separately in timetable.

Average day frequencies along common route:

M-F City (Wynyard)-Spit Junction (247, 248) 15.
 Sat AM City (Wynyard)-Spit Junction (248) 15.
 Sat PM City (Wynyard)-Spit Junction (248) 20.
 Sun City (Wynyard)-Spit Junction (248) 20.

* More frequent in peak hours.

§ Same departure time in each direction.

A – Limited service, early morning & afternoon (2 trips from Taronga Zoo, 1 trip from City (Wynyard)).

B – 1 trip from Taronga Zoo only.

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

D – Early morning (both directions). Plus short working/s before first trip shown.

MLs – Early morning & midnight-to-dawn service.

November 1966

City (Wynyard) – Spit Junction routes

239, 241, 243-248

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
239: City (Wynyard)-Taronga Zoo	30	M-F	Taronga Zoo	6.05am			Ms	
		Sat						
		Sun						
241: City (Wynyard)-Balmoral Beach	36	M-F	Wynyard	4.50am	Balmoral Bch	6.21am	Ms	
		Sat	Balmoral Bch	5.24am		6.18am	Ms	
		Sun						
247: City (Wynyard)-Mosman Junction	25	M-F	Wynyard	7.27am	Wynyard	1.00am	30*	
		Sat	Mosman Jun	4.29am		1.00am	1 trip	
		Sun						
248: City (Wynyard)-The Spit	30	M-F	Wynyard	4.40am	The Spit	11.43pm	30*	
		Sat		4.40am	Wynyard	11.50pm	AM 15 PM 20	
		Sun		8.04am		11.04pm	20	

Trips on 243-246 ran mainly in peak hour, but were not identified separately in timetable.

Average day frequencies along common route:

- M-F City (Wynyard)-Spit Junction (247, 248) 15.
- Sat AM City (Wynyard)-Spit Junction (248) 15.
- Sat PM City (Wynyard)-Spit Junction (248) 20.
- Sun City (Wynyard)-Spit Junction (248) 20.

* More frequent in peak hours.

Ms – Early morning service (1 trip from Taronga Zoo 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		
247: City (Wynyard)-Taronga Zoo	Fr Wyn 27J 32Z	M-F	Taronga Zoo	6.13amY	Wynyard	5.42pmZ	A	
				Mosman Jun	11.48pmY			
		Sat	Mosman Jun	8.05amY	Taronga Zoo	4.15pmY	B	
			Wynyard	9.12amZ				
Sun								
247: City (Wynyard)-Balmoral Beach	29	M-F	Balmoral Bch	5.28am	Balmoral Bch	6.28am	Ms	
		Sat		6.18am			Ms	
		Sun						
247: Milsons Point-Taronga Zoo	24	M-F	Milsons Point	4.35pm	Milsons Point	5.05pm	Ph	
		Sat						
		Sun						

A – Peak hours, City (Wynyard)-Taronga Zoo, plus short-workings City (Wynyard)-Mosman Junction. Day, City (Wynyard)-Taronga Zoo 30*. Night, City (Wynyard)-Mosman Junction.

B – Early morning, City (Wynyard)-Mosman Junction. Later morning, City (Wynyard)-Mosman Junction 15, City (Wynyard)-Taronga Zoo 30. Afternoon, City (Wynyard)-Taronga Zoo 60.

J – To Mosman Junction.

Ms – Early morning service.

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

Y – To City (Wynyard).

Z – To Taronga Zoo.

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
247: City (Wynyard)-Taronga Zoo	Fr Wyn 29J 34Z	M-F	Taronga Zoo	6.13amY	Taronga Zoo	6.15pmY	A	
					Mosman Jun	11.48pmY		
		Sat		7.58amY	Taronga Zoo	6.20pmY	B	
					Mosman Jun	12.00mnY		
		Sun	Wynyard	9.10amZ	Taronga Zoo	5.30pmY	30	
Wynyard	6.06pmJ							
247: City (Wynyard)-Balmoral Beach	29	M-F	Balmoral Bch	5.28am	Balmoral Bch	6.28am	Ms	
		Sat		6.18am			Ms	
		Sun						
247: Milsons Point-Taronga Zoo	Fr Mil Pt 24J 29Z	M-F	Taronga Zoo	7.53am	Milsons Point	6.03pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Day, City (Wynyard)-Mosman Junction 15, City (Wynyard)-Taronga Zoo 30. Night, City (Wynyard)-Mosman Junction. Plus early morning trip City (Wynyard)-Balmoral Naval Depot. Extra trips Friday night. Plus short-working/s before first trip shown.

B – Morning, City (Wynyard)-Mosman Junction 15, City (Wynyard)-Taronga Zoo 30. Afternoon, City (Wynyard)-Taronga Zoo 30. Night, City (Wynyard)-Mosman Junction.

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

J – To Mosman Junction.

Ms –Early morning service.

Ph – Peak hours only (morning from Taronga Zoo, afternoon from Milsons Point to Mosman Junction or to Taronga Zoo).

Y – To City (Wynyard).

Z – To Taronga Zoo.

15 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
247: City (Queen Victoria Building)-Taronga Zoo§	Fr Wyn 26J† 31Z†	M-F	Taronga Zoo	6.13amY	Wynyard	12.10amJ	A			
					Sat				8.04amQ	Q Vic Bldg
		Sun	Wynyard	9.07amZ	Q Vic Bldg	5.44pmZ	C			
					Taronga Zoo	9.30amQ			Wynyard	11.20pmZ
247: City (Wynyard)-Balmoral Beach	29	M-F	Balmoral Bch	5.28am	Balmoral Bch	6.28am	Ms			
		Sat								
		Sun								

* More frequent in peak hours.

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

§ Limited early morning service ran from City (Wynyard) to Balmoral Naval Depot.

A – Peak hours & night, City (Wynyard)-Taronga Zoo. Day, City (Queen Victoria Building)-Mosman Junction 15, City (Queen Victoria Building)-Taronga Zoo 30. Extra trips Friday night. Plus short-working/s before first trip shown.

B – Day, City (Queen Victoria Building)-Taronga Zoo 30. Night, City (Wynyard)-Taronga Zoo. Plus short-working/s before first trip shown.

C – Day, City (Queen Victoria Building)-Taronga Zoo 30. Night, City (Wynyard)-Taronga Zoo. Plus short-working/s before first trip shown.

J – To Mosman Junction.

Ms –Early morning service.

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

Z – To Taronga Zoo.

2 August 2009

See also 244 & 245

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
247: City (Queen Victoria Building)-Taronga Zoo	26†	M-F	Taronga Zoo	6.14amY 9.37amQ	Q Vic Bldg Wynyard	2.49pmZ 11.25pmZ	A	
			Wynyard	6.25amZ	Q Vic Bldg	5.49pmZ		
		Sat	Taronga Zoo	9.07amQ	Wynyard	11.12pmZ	B	
			Wynyard	6.30amZ	Q Vic Bldg	5.49pmZ		
Sun	Taronga Zoo	9.37amQ	Wynyard	9.43pmZ	B			

* More frequent in peak hours.

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

A – Day, City (Queen Victoria Building)-Taronga Zoo 30*. Peak hours & night, City (Wynyard)-Taronga Zoo. Plus short-working/s before first trip & after last trip shown.

B – Day, City (Queen Victoria Building)-Taronga Zoo 30. Early morning & night, City (Wynyard)-Taronga Zoo. Plus short-working/s before first trip shown.

Q – To City (Queen Victoria Building).

Y – To City (Wynyard).

Z – To Taronga Zoo.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
247: City (Wynyard)-Mosman Junction†	Fr Wyn 23M 25Z	M-F	Taronga Zoo	5.44amY	Taronga Zoo Wynyard	10.45pmY 12.19amM	A	
			Wynyard	6.05amY	Taronga Zoo	11.45pmY		
		Sun	Wynyard	6.44amZ		11.46pmY	B	

* More frequent in peak hours.

† Selected trips extended to Taronga Zoo.

A – Early morning & late night, City (Wynyard)-Taronga Zoo. Peak hours & day, City (Wynyard)-Mosman Junction 30*. Plus short-working/s after last trip shown. Day service Mosman Junction – Taronga Zoo provided by M30 (430 from 9 February 2020).

B – Early morning & late night, City (Wynyard)-Taronga Zoo. Day, City (Wynyard)-Mosman Junction 30. Plus short-working/s after last trip shown. Day service Mosman Junction – Taronga Zoo provided by M30 (430 from 9 February 2020).

M – To Mosman Junction.

Y – To City (Wynyard).

Z – To Taronga Zoo.

Route 248

CITY (Wynyard) – THE SPIT – SEAFORTH – BROOKVALE ■

Timeline

29 June 1958:

- Full time route, City (Wynyard) – The Spit commenced by Department of Government Transport, replacing Wynyard – The Spit tram service.
- Supplemented by peak hour routes 244-246.
- Shared City – Spit Junction with 247.
- Shared whole route with peak hour 168 City (Wynyard) – North Balgowlah.

23 November 1959: Selected morning peak hour trips extended to run The Spit – Seaforth – The Spit – City (Wynyard).

By August 1966: Selected morning peak hour trips to City (Wynyard) extended to commence from various termini in Balgowlah (furthest point Condamine St/Griffiths St), replacing similar trips on 174.

18 June 1968: Selected peak hour trips rerouted via Warringah Fwy (upon its opening).

By 17 April 1971: Selected morning peak hour trips to City (Wynyard) further extended to commence from Brookvale Depot.

By November 1973: Early morning & night service on Saturday & Sunday, City (Wynyard) – The Spit, replaced by existing 175-190.

By March 1979: Rerouted via Spit Rd instead of Parriwi Rd. Limited off-peak service in Parriwi Rd replaced by rerouted 235 by August 1979.

By 9 August 1981: Most off-peak trips extended from The Spit to Seaforth via Manly Rd.

26 April 1983: As part of general reorganisation of Manly-Warringah routes:

- 248 ceased other than selected morning peak hour trips The Spit – Seaforth – The Spit – City (Wynyard). Service at other times replaced by routes in the 168-190 range & 247.
- Morning peak hour trips starting from points between Brookvale Depot & Balgowlah (Wanganella St) renumbered 175.

1 January 2005: Became part of Contract Region 8.

By 2 August 2009: As part of reorganisation of Mosman area routes, most trips rerouted via Warringah Fwy.

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

- Service between The Spit & Seaforth replaced by improved service on “frequent” 144 (as feeder to 172X).
- Remainder of route replaced by new 100, 172X & 173X.

Streets

City (Wynyard) – The Spit

From 29 June 1958

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction**), Spit Rd, (first) Parriwi Rd (**Mosman**), Spit Rd to south end of Spit Bridge (The Spit).

From The Spit (Spit Rd, south end of Spit Bridge) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Balgowlah (Condamine St/Griffith St)

Alterations

- *By August 1966:* Extended to start from Balgowlah (Condamine St/Griffiths St) via Condamine St, Sydney Rd, Manly Rd, Spit Bridge to The Spit.
- *From 18 June 1968 (opening of Warringah Fwy) (non-freeway trips):* Ex The Spit from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- *From 18 June 1968 (via Warringah Fwy trips):* Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Falcon St. Reverse on return.

City (Wynyard) – Brookvale Depot

Alterations

- *By 17 April 1971:* Extended to start from Brookvale Depot via Pittwater Rd, Condamine St.
- *By March 1972:* Ex The Spit from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- *By March 1979:* Ex City (Wynyard) from Military Rd direct via Spit Rd (*not* via Parriwi Rd). Reverse on return.

The Spit – Seaforth – The Spit – City (Wynyard)

23 November 1959

From The Spit (north end of Spit Bridge) via Battle Blvd, Palmerston Pl, Ponsonby Pde, Sydney Rd (**Seaforth**), Manly Rd, Spit Bridge, Spit Rd, (first) Parriwi Rd, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral Bay Junction**), Falcon St, Miller St, Pacific Hwy (**North Sydney**), Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- *From 18 June 1968 (opening of Warringah Fwy)* Ex The Spit from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- *By March 1972:* Ex The Spit from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- *By circa 1980:* Ex The Spit from Spit Bridge via Spit Rd (*not* via Parriwi Rd), Military Rd.
- *By 2 August 2009 (most trips):* Ex The Spit from Falcon St via Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 247

January 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-The Spit	30	M-F	Wynyard	4.40am	The Spit	11.43pm	30*	A
		Sat		4.40am	Wynyard	8.00pm	20	B
		Sun		8.42am	The Spit	11.39pm	20	B

* More frequent in peak hours.

A – Plus The Spit-Seaforth-The Spit-City (Wynyard) trips in morning until approx 11.00am.

B – Most service in early morning Saturday & Sunday, Saturday nights & Winter Sunday nights provided by 175-190.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
The Spit-Seaforth-The Spit-City (Wynyard)	41	M-F	The Spit	7.31am	The Spit	9.53am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from The Spit to City (Wynyard)).

Route 249

CROWS NEST – TARONGA ZOO ■

Timeline

29 June 1958: Commenced by Department of Government Transport, as part of replacement of Lane Cove – Taronga Park Zoo tram service by buses. Supplementary to 250.

26 April 1983: Renumbered part of 250.

Streets

From 29 June 1958

Likely route

From Crows Nest (Burlington St) via Willoughby Rd, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates).

From Taronga Zoo (top gates) via reverse route to Falcon St, then Alexander St, Burlington St (Crows Nest).

Timetable Summary

29 June 1958

Only known trip ran at 11.30pm from Taronga Zoo to Crows Nest on Sunday night.

Route 249

CITY (Wynyard) – BALMORAL NAVAL DEPOT ■

Timeline

26 April 1983:

- Limited morning peak hour service *from* City (Wynyard), renumbered from 259.
- Operated by Urban Transit Authority of NSW.

8 February 1987: Renumbered part of 247.

Streets

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, Mosman Junction**), Middle Head Rd to Balmoral Naval Depot.

Timetable Summary

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Balmoral Naval Depot	32	M-F	Wynyard	7.19am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from City (Wynyard)).

Route 249

CITY (Wynyard) – BEAUTY POINT

Timeline

6 September 1987: Peak hour service commenced by Urban Transit Authority of NSW of NSW, replacing 224.

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

From 6 September 1987

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**), Medusa St, Pindari Av, Beauty Point Rd, Pearl Bay Av to Moss Lane (Beauty Point).

From Beauty Point (Pearl Bay Av at Moss Lane) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 29 January 2013** (for a period of six months?): Beauty Point morning departure terminus altered to Pindari Av at Euryalis St. Unaltered on return.
- **From 20 December 2020:** From City (Wynyard) (York St) via Barrack St, Clarence St. Unaltered on return.

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		
City (Wynyard)- Beauty Point	23	M-F	Beauty Point	6.51am	Wynyard	6.15pm	Ph	
		Sat						
		Sun						

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