



# SYDNEY GOVERNMENT BUS ROUTES

Brief histories from 1932 to the present of Government bus services  
in the metropolitan area of Sydney, New South Wales, Australia

## Route histories – Eastern Suburbs

(Contract Region 9)

**Routes 3, 4, 6, 20, 29, 30, 61, 65, 66, 69, 74, 79, 158-162, 192, 199, 227-231**  
in the 1925 route number system

### **Route 503**

in the original three-digit route number system

and

**Routes 070, 098, 300-353, 355-363, 365-367, 369-400, 400N,**

**L09, L24, L94** (limited stops routes),

**X03, X09, X10, X13, X29, X39, X40, X73, X74, X77, X84, X89,**

**X92, X94, X96, X97, X99** (express routes)

**309X, 310X** (express routes)

in the standard three-digit (Sydney Region) route number system\*

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**\* Many route numbers in the 300-399 series have also been used for INDUSTRIAL routes  
in the Eastern suburbs. Route histories for these routes are listed separately.**

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A work in progress. Corrections and comments welcome – [robkit.henderson@bigpond.com](mailto:robkit.henderson@bigpond.com)

These listings cover regular route services, but exclude special services, promotional services and those which operated for limited periods for specific purposes.

Express routes in the Eastern Suburbs since about 1983 have been prefixed by "X". In this listing a route with prefix "X" follows the equivalent number without an "X" (eg, X03 follows 303). Since 2 December 2018, express routes are being progressively renumbered with three digits & "X" as a suffix.

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

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

## Suburbs covered by these routes

(Suburbs with railway stations in **bold**)

|                       |                     |                   |                 |
|-----------------------|---------------------|-------------------|-----------------|
| Alexandria            | Double Bay          | Maroubra Junction | Rosebery        |
| Banksmeadow           | Dover Heights       | <b>Mascot</b>     | Rushcutters Bay |
| Beaconsfield          | Eastgardens         | Matraville        | Sandringham     |
| Bellevue Hill         | Eastlakes           | Monterey          | Sans Souci      |
| Bondi Beach           | Edgecliff           | North Bondi       | South Bondi     |
| <b>Bondi Junction</b> | Elizabeth Bay       | Paddington        | South Maroubra  |
| Botany                | <b>Erskineville</b> | Pagewood          | Surry Hills     |
| Brighton-le-Sands     | Eveleigh            | Phillip Bay       | <b>Sydenham</b> |
| Bronte                | Hillsdale           | Point Piper       | Tamarama        |
| Centennial Park       | Kensington          | Port Botany       | Vaucluse        |
| Chifley               | <b>Kings Cross</b>  | Potts Point       | Waterloo        |
| Clovelly              | Kingsford           | Queens Park       | Watsons Bay     |
| Coogee (Beach)        | La Perouse          | Ramsgate          | Waverley        |
| Daceyville            | Little Bay          | Randwick          | West Kensington |
| Darling Point         | Malabar             | <b>Redfern</b>    | Woollahra       |
| Darlinghurst          | Malabar Beach       | <b>Rockdale</b>   | Woolloomooloo   |
| Darlington            | Maroubra Beach      | Rose Bay          | Zetland         |

**Some routes extend** beyond the extent of this area to patronage generators such as Chatswood, the City, Leichhardt, Marrickville Metro & Wolli Creek.

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## Operators' names

(All agencies of the New South Wales Government)

|                  |  |
|------------------|--|
| <b>1932-1952</b> | Department of Road Transport & Tramways    |
| <b>1952-1972</b> | Department of Government Transport         |
| <b>1972-1981</b> | Public Transport Commission (Bus Division) |
| <b>1981-1990</b> | Urban Transit Authority                    |
| <b>1990-</b>     | State Transit Authority                    |

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## Part 1: Route numbers in the ranges 3-231 & 300-317

(See Part 2 for Routes 318-349)  
(See Part 3 for Routes 350-399, 503)

### Route 3

#### **POTTS POINT (Wylde St) – DARLINGHURST**■

##### **Timeline**

**1 October 1933:** Taken over from United Motors (McNicol Brothers).

**22 January 1934:**

- Monday-Saturday service replaced by Potts Point (Wylde St) – City (Elizabeth St) trolley bus.
- Sunday service retained as a motor bus service, Potts Point (Wylde St) – Darlinghurst.

(Later 1934?): Sunday service ceased.

### Route 3

#### **CITY (Eddy Av, Central Railway) – KENSINGTON – DOLLS POINT**■

##### **Timeline**

**9 December 1934:**

- Private 237 Kensington (Doncaster Av) – Ramsgate taken over from South Sydney Bus Company, extended at both ends & renumbered 3 City (Eddy Av, Central Railway) – Kensington – Dolls Point.
- Initially service ran City (Eddy Av, Central Railway) – Ramsgate daily (extended to Dolls Point on Saturday afternoons & Sundays).

## 12 May 1940:

- Renumbered 503, as part of the first scheme to renumber routes into geographical series.
- This route was then regarded as belonging to the “far south-eastern” suburbs, whose routes were to be renumbered in the 500-599 series. This appears to have been the only route to be numbered in that 500-599 series at that time.

### Streets

*From 9 December 1934*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd, Maloney St, King St, Botany Rd (**Mascot**), Lords Rd, Ascot Av [now part of General Holmes Dr], General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Ramsgate**), Sandringham Rd, Malua St, Russell Av (Dolls Point).

## Route 4

### **ELIZABETH BAY – DARLINGHURST – CITY (Eddy Av, Central Railway)■**

- **Extended from Darlinghurst (Taylor Square) to Rushcutters Bay (1935)**

### Timeline

**26 October 1933:** Elizabeth Bay – Darlinghurst (Taylor Square) taken over from United Motors (McNicol Brothers).

**26 August 1935:** Amalgamated with private 229 (Darlinghurst (Taylor Square) – Paddington – Rushcutters Bay), taken over from Mrs Monaghan, as 4 Elizabeth Bay – Darlinghurst – Paddington – Rushcutters Bay.

#### 15 December 1935:

- Reverted to original route, Elizabeth Bay – Darlinghurst (Taylor Square).
- Darlinghurst (Taylor Square) – Paddington (Lawson St) replaced by part of restored 229.
- Paddington (Lawson St) – Rushcutters Bay not replaced.

**14 November 1938:** Extended as Elizabeth Bay – Darlinghurst – City (Eddy Av, Central Railway).

**12 May 1940:** Renumbered 304, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

### Streets

#### **Elizabeth Bay – Darlinghurst (Taylor Square)**

*From 26 October 1933*

**From Elizabeth Bay** (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Burton St, Forbes St to Taylor Square (Darlinghurst).

**From Darlinghurst** (Taylor Square) (*likely route*) via Oxford St, Darlinghurst Rd, Elizabeth Bay Rd to end (Elizabeth Bay).

#### **Elizabeth Bay – Darlinghurst – Rushcutters Bay**

*From 26 August 1935*

**From Elizabeth Bay** (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Burton St, Forbes St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Liverpool St, Glenmore Rd (**Paddington**), New South Head Rd, Beach Rd [to ?] (Rushcutters Bay).

#### **Elizabeth Bay – Darlinghurst (Taylor Square)**

*From 15 December 1935*

Resumed streets as at 26 October 1933.

#### **Elizabeth Bay – Darlinghurst – City (Eddy Av, Central Railway)**

*From 14 November 1938*

**From Elizabeth Bay** (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av to Central Railway (City). Reverse on return.

**Timetable Summary***15 December 1935*

| Destinations                               | Off-peak trip time | Day | First trip    |         | Last trip     |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|---------|---------------|---------|-------------------------|-------|
|  |                    |     | From          | Time    | From          | Time    |                         |       |
| Elizabeth Bay-Darlinghurst (Taylor Square) | 8                  | M-F | Elizabeth Bay | 7.07am  | Elizabeth Bay | 11.47pm | 20                      | A     |
|  |                    | Sat |               | 7.07am  |               | 11.47pm | 20                      | A     |
|  |                    | Sun |               | 10.07am |               | 11.47pm | 20                      | A     |

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

**Route 6****DOVER HEIGHTS – ROSE BAY – VAUCLUSE**■**Timeline****8 August 1937:** Dover Heights – Rose Bay – Vaucluse commenced.**6 September 1937:** Rose Bay – Vaucluse replaced by 228, leaving route as Rose Bay (Dover Rd) – Dover Heights (Russell St [now Kobada Rd]).**12 May 1940:** Renumbered 306, as part of renumbering of Eastern Suburbs routes into the 300-399 series.**Route 20****BONDI BEACH – ROSE BAY – VAUCLUSE**■**Timeline****15 April 1934:** Full time service taken over from FW Raines.**12 May 1940:** Renumbered 320, as part of renumbering of Eastern Suburbs routes into the 300-399 series.**Streets***From 15 April 1934***From Bondi Beach** (Campbell Pde) via Warners Av, Mitchell St, Murrivier Rd, Old South Head Rd, Dover Rd (Rose Bay), New South Head Rd, Vaucluse Rd, Wentworth Rd, Fitzwilliam Rd to Hopetoun Av (Vaucluse).**From Vaucluse** (Fitzwilliam Rd at Hopetoun Av?) via reverse route to Warners Av, then Gould St, Matilda St [now Beach Rd], Campbell Pde to Bondi Beach.**Timetable Summary***15 April 1934*

| Destinations         | Off-peak trip time | Day | First trip  |        | Last trip   |         | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|-------------|--------|-------------|---------|-------------------------|-------|
|                      |                    |     | From        | Time   | From        | Time    |                         |       |
| Bondi Beach-Vaucluse | 22                 | M-F | Bondi Beach | 7.40am | Vaucluse    | 11.38pm | 30*                     | A     |
|                      |                    | Sat |             | 7.40am | Bondi Beach | 11.40pm | 20                      | A     |
|                      |                    | Sun |             | 7.40am | Vaucluse    | 11.38pm | 20                      | A     |

\* More frequent in peak hours.

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

**Route 29****BONDI JUNCTION – CLOVELLY**■**Timeline****4 January 1938:** Daily service commenced, replacing equivalent part of 159.**12 May 1940:** Renumbered 329, as part of renumbering of Eastern Suburbs routes into the 300-399 series.**Streets***From 4 January 1938***From Bondi Junction** (Newland St?) via Oxford St, Cowper St [now Bronte Rd], Carrington Rd (Waverley), Pine St, Albion St, Fern St, Varna St, Arden St, Burnie St, Clovelly Rd to Clovelly Beach.**From Clovelly** (Clovelly Rd at beach) via reverse route to Cowper St [now Bronte Rd], then Spring St, Newland St (Bondi Junction).

### Timetable Summary

4 January 1938

| Destinations            | Off-peak trip time | Day | First trip     |        | Last trip |        | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|----------------|--------|-----------|--------|-------------------------|-------|
|                         |                    |     | From           | Time   | From      | Time   |                         |       |
| Bondi Junction-Clovelly | 12                 | M-F | Bondi Junction | 7.15am | Clovelly  | 8.00pm | 30                      | A     |
|                         |                    | Sat |                | 7.15am |           | 8.00pm | 30                      |       |
|                         |                    | Sun |                | 9.15am |           | 7.30pm | 30                      |       |

A – Extra trips Friday night.

### Route 30

#### **CITY (Eddy Av, Central Railway) – WEST BELLEVUE HILL – BONDI JUNCTION**

##### Timeline

**8 March 1933:** Commenced, replacing private 29 Double Bay – Bondi Junction.

**12 May 1940:** Renumbered 330, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

##### Streets

*From 8 March 1933*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Edgecliff, Double Bay**), Kiaora Rd, Carlotta Rd, Arthur St, Bellevue Rd (**West Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St, Cowper St, Spring St, Newland St (Bondi Junction).

**From Bondi Junction** (Newland St) via Oxford St, then reverse route to Central Railway (City).

### Timetable Summary

8 March 1933

| Destinations   | Off-peak trip time | Day | First trip |        | Last trip      |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|----------------|---------|-------------------------|-------|
|  |                    |     | From       | Time   | From           | Time    |                         |       |
| City (Eddy Av, Cent Rly)-West Bellevue Hill-Bondi Junction | 30                 | M-F | Eddy Av    | 6.50am | Bondi Junction | 11.53pm | 15                      |       |
|  |                    | Sat |            | 6.50am |                | 11.53pm | 15                      |       |
|  |                    | Sun |            | 8.17am |                | 11.32pm | 20                      |       |

### Route 61

#### **CITY (York St) – CRONULLA**

*(City (York St) terminus [at Queen Victoria Building] was renamed Queen Victoria Building in about 1993.)*

##### Timeline

**24 February 1935:** Daily service commenced. Shared various parts of route with private 62 (Sutherland – Cronulla), 63 (Strathfield – Rockdale – Cronulla) & 241 (Hurstville – Cronulla), all operated by Bardsley's Deluxe Blue Bus Service.

**16 December 1939:** Ceased when Sutherland – Cronulla railway line opened.

##### Streets

*From 24 February 1935 (based on DRTT network map)*

**From City (York St)** [at Queen Victoria Building] via George St, Central [now Railway] Square, Broadway, Parramatta Rd, Australia St, King St (**Newtown**), Princes Hwy (**Rockdale, Kogarah, Blakehurst**), Madiera Rd [now part of Port Hacking Rd] (**Sylvania**), Port Hacking Rd, Kingsway (**Miranda, Caringbah**), Curranulla St [now Bicentennial Plaza] (**Cronulla**), Waratah St (?), Ewos Pde to South Cronulla.

## Timetable Summary

26 January 1936

| Destinations            | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|                         |                    |     | From       | Time   | From      | Time   |                         |       |
| City (York St)-Cronulla | 59                 | M-F | York St    | 6.50am | Cronulla  | 7.00pm | 5 trips                 | A     |
|                         |                    | Sat |            | 6.50am |           | 7.00pm | 5 trips                 |       |
|                         |                    | Sun |            | 9.00am |           | 9.00pm | 6 trips                 |       |

A – Extra trip on Friday night preceding a Monday Public Holiday.

## Route 65

### **CAMPSIE – CITY – BONDI BEACH**

See Government Route Histories –Inner West

## Route 66

### **BONDI JUNCTION – ROSE BAY HEIGHTS – WATSONS BAY via Old South Head Rd**

- **Bondi Junction – East Bellevue Hill – Rose Bay – Rose Bay Heights via New South Head Rd (1934)**

*(Rose Bay Heights is now known as Dover Heights.)*

## Timeline

**26 March 1933:**

- Bondi Junction – Rose Bay Heights commenced.
- Replaced parts of private 6 & 210.

**21 May 1933:** Extended from Rose Bay Heights to Watsons Bay, replacing Rose Bay North – South Head Cemetery section of 230.

**11 March 1934:**

- Curtailed/rerouted as Bondi Junction – Rose Bay – East Bellevue Hill – Rose Bay Heights.
- Rose Bay Heights – Watsons Bay replaced by extended 230.
- Rerouting between Rose Bay (Dover Rd) & Bondi Junction via New South Head Rd & East Bellevue Hill replaced 159 local service.

**18 June 1934:** On account of roadworks in Old South Head Rd between Palmer St & South Head Cemetery:

- Discontinued.
- Rose Bay – Bondi Junction replaced by alternate trips on 88 being rerouted to Bondi Junction.
- Service to Rose Bay Heights provided by rerouting of selected trips on 230.

## Streets

### **Bondi Junction – Rose Bay Heights via Old South Head Rd**

*From 26 March 1933*

**From Bondi Junction** (Newland St) via Old South Head Rd, Dover Rd (**Rose Bay**) [to New South Head Rd, then return via Dover Rd], Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Rose Bay Heights).

### **Bondi Junction – Rose Bay Heights – Watsons Bay**

#### Alteration

*From 21 May 1933 (likely route)*

Extended from Rose Bay Heights (Peel St/Russell St) via (?), Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay.

### **Bondi Junction – East Bellevue Hill – Rose Bay Heights**

*From 11 March 1934 (likely route)*

**From Bondi Junction** (Newland St) via Old South Head Rd, Victoria Rd, Birriga Rd, Bundarra Rd, Blaxland Rd, Bunyula Rd (**East Bellevue Hill**), Balfour Rd, New South Head Rd, Dover Rd (**Rose Bay**) Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Rose Bay Heights).



## Timetable Summary

26 March 1933

| Destinations                    | Off-peak trip time | Day | First trip   |        | Last trip    |         | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|--------------|--------|--------------|---------|-------------------------|-------|
|                                 |                    |     | From         | Time   | From         | Time    |                         |       |
| Bondi Junction-Rose Bay Heights |                    | M-F | Rose Bay Hts | 7.30am | Rose Bay Hts | 12.00mn | 30                      |       |
|                                 |                    | Sat |              | 7.30am |              | 12.00mn | 30                      |       |
|                                 |                    | Sun |              | 9.00am |              | 12.00mn | 30                      |       |

15 October 1933

| Destinations                                | Off-peak trip time | Day | First trip     |        | Last trip   |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|-------------|---------|-------------------------|-------|
|   |                    |     | From           | Time   | From        | Time    |                         |       |
| Bondi Junction-Rose Bay Heights-Watsons Bay |                    | M-F | Bondi Junction | 7.08am | Watsons Bay | 9.17pm  | 60                      | A     |
|   |                    | Sat |                | 7.08am |             | 10.47am | 60                      |       |
|   |                    | Sun |                | 8.00am |             | 10.59pm | 60                      |       |

A – Later trips Friday night.

## Route 69

### CITY (various termini) – DARLING POINT – EDGECLIFF■

#### Timeline

**28 February 1937:** Edgecliff – Darling Point via Darling Point Rd taken over from Mrs L Davis & extended as City (Eddy Av, Central Railway) – Edgecliff – Darling Point.

**22 August 1937:**

- City terminus altered to York St.
- Rerouted in a U-shaped through Darling Point to terminate at Edgecliff.
- Route was then City (York St) – Darling Point – Edgecliff.

**12 May 1940:** Renumbered 369 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### Streets

### City (York St) – Darling Point

*From 22 August 1937*

**From City (York St)** (at Market St) via York St, Druitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay**), Beach Rd, Yarranabbe Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, Mona Rd, New South Head Rd to Darling Point Rd (Edgecliff).

**From Edgecliff** (New South Head Rd at Darling Point Rd) via Darling Point Rd, Etham Av, Darling Point Rd, Thornton St, then reverse route to Park St, then George St, Market St, York St to near Market St (City).

## Route 74

### CITY (York St) – RANDWICK JUNCTION – COOGEE BEACH via Bream St■

- **Extended from City (York St) to Balmain (Sundays, 1940)**

*(City (York St) terminus [at Queen Victoria Building] was renamed Queen Victoria Building in about 1993.)*

#### Timeline

**4 January 1938:** Coogee Beach – Randwick Junction part of 74 taken over from Mrs EL Tolhurst & extended from Randwick Junction to City (York St).

**7 April 1940:** Extended from City (York St) to Balmain on Sundays (until 26 May 1940), together with 401, partly replacing Fort Macquarie – Balmain tram service on that day, when trams stopped running due to a coal strike.

**12 May 1940:** Renumbered 374 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### Streets

### City (York St) – Coogee Beach

*From 4 January 1938*

**From City (York St)** (at Market St) via Druitt St, Park St, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St, Dolphin St (Coogee Beach).

**From Coogee Beach** (Dolphin St) via Beach St [former part of street along beachfront], Bream St, then reverse route to Park St, then George St, Market St, York St to Market St.

## City (York St) – Coogee Beach (*extended to Balmain on Sundays*)

### Alteration

**From 7 April 1940**

**Balmain extension** (*Sundays only*): From City (York St) via Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St, Miller St, Bank St, Glebe Island Bridge, Commercial Rd, Barnes St [last two now Victoria Rd], Robert St, Mullens St, Montague St, Darling St. Return via reverse route to Market St, then York St.

### Timetable Summary

**4 January 1938**

| Destinations                             | Off-peak trip time | Day | First trip   |        | Last trip |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|-----------|---------|-------------------------|-------|
|  |                    |     | From         | Time   | From      | Time    |                         |       |
| City (York St)-Coogee Beach via Bream St | 25                 | M-F | Coogee Beach | 6.45am | York St   | 11.30pm | 30*                     | A     |
|  |                    | Sat |              | 6.45am |           | 11.30pm | 30                      | A     |
|  |                    | Sun | York St      | 8.30am |           | 11.30pm | 30                      | B     |

**7 April 1940**

| Destinations                              | Off-peak trip time   | Day | First trip   |         | Last trip          |                     | Av day freq/No of trips | Notes |
|---|----------------------|-----|--------------|---------|--------------------|---------------------|-------------------------|-------|
|   |                      |     | From         | Time    | From               | Time                |                         |       |
| City (York St)-Coogee Beach via Bream St† | Fr Coogee 28Y<br>42B | M-F | Coogee Beach | 6.45amY | York St            | 11.30pmC            | 30*                     | A     |
|   |                      | Sat |              | 6.45amY |                    | 12.00mnC            | 30                      | A     |
|   |                      | Sun |              | 9.00amB | Balmain<br>York St | 6.16pmC<br>11.30pmC | D                       |       |

\* 20 on Fridays. More frequent in peak hours.

† Extended to Balmain on Sundays.

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

B – To Balmain.

C – To Coogee Beach.

D – Day, Balmain-Coogee Beach 30. Night, City (York St)-Coogee Beach. Plus short-working/s after last trip shown.

Y – To City (York St).

## Route 79

### CITY (Town Hall) – QUEENS PARK – SOUTH BONDI■

**(Although the outer terminus was generally known as “Tamarama” under private ownership, it was altered to “South Bondi” (same location), as that name already appeared on PTC bus destination signs.)**

### Timeline

**6 June 1974:**

- Monday-Saturday service taken over from Bowden’s Express Bus Service (Joe Bowden), when Bowden handed in his license due to route being commercially unviable, having been the only private route in that part of the Eastern Suburbs.
- Service temporarily continued under same route number & similar timetable.

**26 August 1974:** Service to South Bondi rearranged as:

376 City (Town Hall) – Queens Park – South Bondi (peak hours only)

391 City (Circular Quay) – Paddington – Bondi Junction – South Bondi (off-peak)

391 Bondi Junction – South Bondi (Saturdays).

### Streets

**From 6 June 1974**

**From City (Town Hall)** (George St) via Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St, York Rd, Birrell St, Ashton St, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Bronte Rd, Murray St (**Waverley**), Hewlett St, Bayview St, Bronte Marine Dr, Tamarama Marine Dr (**Tamarama**), Pacific Av, Dellview St, Fletcher St, Rowland Av, Wilga St, Sandridge St to near Wilga St (South Bondi).



**From South Bondi** (Sandridge St at Wilga St) via Sandridge St, Alexander St, Gaerloch Av, Pacific Av, then reverse route to Elizabeth St, then Park St, George St to Town Hall (City).

### Timetable Summary

6 June 1974

| Destinations                     | Off-peak trip time | Day | First trip  |        | Last trip |         | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
|                                  |                    |     | From        | Time   | From      | Time    |                         |       |
| City (Town Hall)-<br>South Bondi | 30                 | M-F | South Bondi | 6.10am | Town Hall | 11.05pm | 23*                     |       |
|                                  |                    | Sat |             | 6.47am |           | 11.05pm | 33                      |       |
|                                  |                    | Sun |             |        |           |         |                         |       |

\* More frequent in peak hours.

### Route 070

**CITY (Macquarie St) – KINGSFORD (TRAM SUPPLEMENTARY ROUTE) ■**

#### Timeline

(?): Commenced.

10 August 1952: Normal tram service then provided all service.

### Route 098

**CITY (Railway Square) – MAROUBRA BEACH – PAGEWOOD DEPOT via Dacey Av■**

*(Pagewood Depot was located on the site of current Eastgardens shops.)*

#### Timeline

15 June 1976: City (Railway Square) – Pagewood Depot peak hour service renumbered from 398.

By 20 October 1985: Curtailed to run City (Railway Square) – Maroubra Beach.

16 October 1987: Renumbered 371.

#### Streets

**City (Railway Square) – Maroubra Beach – Pagewood Depot**

*From 15 June 1976 (based on October 1978 timetable)*

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Randle St, Devonshire St, Elizabeth St (**Redfern**), Phillip St, Crescent St, Dowling St, Dacey Av (**Moore Park**), Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Bunnerong Rd to Pagewood Depot.

**From Pagewood Depot** via reverse route to Belmore Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Phillip St, then Elizabeth St, Redfern St, Chalmers St, Randle St, Elizabeth St, Eddy Av, Pitt St to Railway Square.

#### Alteration

By 5 October 1980: To approach City (Railway Square) from Chalmers St via Eddy Av. Return from Eddy Av via Elizabeth St, Phillip St.

**City (Railway Square) – Maroubra Beach**

#### Alteration

By 20 October 1985: Ex City (Railway Square) to terminate at Marine Pde (Maroubra Beach). Reverse on return.

### Timetable Summary

October 1978

| Destinations   | Off-peak trip time      | Day | First trip   |        | Last trip  |        | Av day freq/No of trips | Notes |
|--|-------------------------|-----|--------------|--------|------------|--------|-------------------------|-------|
|  |                         |     | From         | Time   | From       | Time   |                         |       |
| City (Railway Square)-Maroubra<br>Bch-Pagewood Depot | Fr Rly Sq<br>32M<br>39P | M-F | Pagewood Dep | 6.13am | Railway Sq | 5.58pm | Ph                      |       |
|  |                         | Sat |              |        |            |        |                         |       |
|  |                         | Sun |              |        |            |        |                         |       |

M – To Maroubra Beach.

P – To Pagewood Depot.

Ph – Peak hours only (both directions). Some trips City (Railway Square)-Maroubra Beach only.

20 October 1985

| Destinations                         | Off-peak trip time | Day | First trip   |        | Last trip  |        | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|--------------|--------|------------|--------|-------------------------|-------|
|                                      |                    |     | From         | Time   | From       | Time   |                         |       |
| City (Railway Square)-Maroubra Beach | 32                 | M-F | Maroubra Bch | 6.18am | Railway Sq | 6.02pm | Ph                      |       |
|                                      |                    | Sat |              |        |            |        |                         |       |
|                                      |                    | Sun |              |        |            |        |                         |       |

Ph – Peak hours only (both directions).

## Route 158

### **DOUBLE BAY – BONDI JUNCTION – MAROUBRA JUNCTION – PEGWOOD**

#### **Timeline**

**4 January 1938:** Double Bay – Maroubra Junction commenced, coincident with takeover of 174 from Mrs EL Tolhurst. 158 & 159 shared Bondi Junction – Maroubra Junction (Pagewood from 4 September 1938).

**4 September 1938:** Extended from Maroubra Junction to Pagewood.

**12 May 1940:** Renumbered 358 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### **Streets**

*From 4 September 1938*

**From Double Bay** (Kiora Rd/New South Head Rd) via New South Head Rd, Manning Rd, Suttie Rd, Ranfurley Rd, Warren Rd, Streatfield Rd, Cooper Park Rd, Bellevue Rd (**Bellevue Hill**), Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, York Rd (**Queens Park**), Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Meeks St, Anzac Pde (**Daceyville Junction [now Kingsford]**), Rainbow St, Avoca St, Holmes St, Loch Maree St, Storey St, Garden St, Maroubra Bay [now Maroubra] Rd (**Maroubra Junction**) to Bunnerong Rd (Pagewood).

**From Pagewood** (Maroubra Bay Rd/Bunnerong Rd) via reverse route to Newland St, then Oxford St, then reverse route to Manning Rd, then Forest Rd, Kiora Rd to New South Head Rd (Double Bay).

#### **Timetable Summary**

*See 159*

## Route 159

### **CITY (Eddy Av, Central Railway) – EAST BELLEVUE HILL – BONDI JUNCTION**

### **CITY (Eddy Av, Central Railway) – EAST BELLEVUE HILL – NORTH BONDI**

#### **Timeline**

**14 May 1933:** City (Eddy Av, Central Railway) – East Bellevue Hill – North Bondi commenced.

**19 June 1933:** Rerouted as City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Junction, replacing private 5.

**18 November 1933:** Rearranged as:

City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach (Saturday afternoons & Sundays).

City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Junction (weekdays & Saturday mornings)

**18 December 1933:**

- City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach amalgamated (daily?) with 88 as 88 Enfield – City (Central Railway) – East Bellevue Hill – Bondi Beach (*see Government Route Histories – Inner West*).
- 159 continued to provide a local service over part of the same route, Rose Bay – East Bellevue Hill – Bondi Junction.

**11 March 1934:** Local service, Rose Bay – East Bellevue Hill – Bondi Junction, amalgamated with 66 as 66 Rose Bay Heights – Rose Bay – East Bellevue Hill – Bondi Junction.

**18 June 1934:** Local service Rose Bay – East Bellevue Hill – Bondi Junction reinstated, when 66 ceased.

**24 June 1934:** Local service Rose Bay – East Bellevue Hill – Bondi Junction absorbed into 88.

#### **Streets**

*From 14 May 1933*

### **City (Eddy Av, Central Railway) – East Bellevue Hill – North Bondi**

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Edgecliff, Double Bay**), Victoria Rd, Drumalbyn Rd, Beresford

Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Birriga Rd, Old South Head Rd, Blair St, Warners Av, Campbell Pde to Marine Pde (North Bondi).

**From North Bondi** (Campbell Pde/Marine Pde) via Campbell Pde, Ramsgate Av, Mitchell St, Warners Av, then reverse route to Central Railway.

### **City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Junction**

*From 19 June 1933 (likely route)*

**From City (Eddy Av, Central Railway)** via same route to Blaxland Rd, then Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St, Cowper St [now Bronte Rd], Spring St, Newland St to Oxford St (Bondi Junction).

**From Bondi Junction** (Newland St at Oxford St) via Oxford St, then reverse route to Central Railway.

### **City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach (Saturday afternoons & Sundays)**

*From 18 November 1933*

#### **Alteration**

Ex City (Eddy Av, Central Railway) from Blaxland Rd, then Birriga Rd, Blair St, Warners Av, Campbell Pde to Bondi Beach.

### **Rose Bay – Bondi Junction (local service)**

*From 18 December 1933*

**From Rose Bay** (Balfour Rd at New South Head Rd) via Balfour Rd, Bunyula Rd, Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd (**East Bellevue Hill**), Old South Head Rd, Oxford St, Cowper St [now Bronte Rd], Spring St, Newland St to Oxford St (Bondi Junction)

**From Bondi Junction** (Newland St at Oxford St) via Oxford St, then reverse route to Balfour Rd, then Powell Rd, O'Sullivan Rd, New South Head Rd, Balfour Rd to near New South Head Rd (Rose Bay).

### **Timetable Summary**

*14 March 1933*

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip   |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From        | Time    |                         |       |
| City (Eddy Av, Cent Rly)-East Bellevue Hill-North Bondi |                    | M-F | Eddy Av    | 6.51am | North Bondi | 11.42pm | 30                      |       |
|   |                    | Sat |            | 6.51am |             | 11.42pm | 30                      |       |
|   |                    | Sun |            | 8.10am |             | 11.12pm | 30                      |       |

*18 November 1933*

| Destinations  | Off-peak trip time | Day | First trip  |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From        | Time   | From      | Time    |                         |       |
| City (Eddy Av, Cent Rly)-East Bellevue Hill-Bondi Beach |                    | M-F |             |        |           |         |                         |       |
|   |                    | Sat | Eddy Av     | 1.44pm | Eddy Av   | 12.02am | 30                      |       |
|   |                    | Sun | Bondi Beach | 7.33am |           | 11.30pm | 30                      |       |

*Timetable for City (Eddy Av, Central Railway)-East Bellevue Hill-Bondi Junction at this date not available, but remained unaltered.*

*18 December 1933*

*Timetable not available.*

Trip time for local service Rose Bay – Bondi Junction, 12 minutes. Number of omnibuses, 1.

## **Route 159**

### **ROSE BAY – BONDI JUNCTION – MAROUBRA JUNCTION – PAGEWOOD**

#### **• Rose Bay – Bondi Junction – Clovelly (1937-38)**

**26 November 1934:** Rose Bay (Balfour Rd) – Bondi Junction – Randwick (Earl St) commenced. Streets between Rose Bay & Bondi Junction same as route in the previous entry.

**25 March 1935:** Extended in Rose Bay from Balfour Rd to Dover Rd.

**12 December 1937:** Extended from Randwick (Earl St) to Clovelly.

**4 January 1938:** As part of the takeover of Mrs EL Tolhurst's 74:

- 159 altered to run Rose Bay (Dover Rd) – Bondi Junction – Maroubra Junction, replacing equivalent part of 74.
- 158 & 159 then shared Bondi Junction – Maroubra Junction (Pagewood from 4 September 1938).
- Service between Bondi Junction & Clovelly replaced by new 29.

**4 September 1938:** Extended from Maroubra Junction to Pagewood.

**12 May 1940:** Renumbered 359 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

## Streets

### Rose Bay (Balfour Rd) – Bondi Junction – Randwick (Earl St)

*From 26 November 1934*

**From Rose Bay** (Balfour Rd at New South Head Rd) via Balfour Rd, Bunyula Rd (**Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, Victoria St [now Queens Park Rd], York Rd (**Queens Park**), Avoca St, Earl St (Randwick).

### Rose Bay (Dover Rd) – Bondi Junction – Randwick (Earl St)

#### Alteration

*From 25 March 1935:* Extended in Rose Bay from Balfour Rd via New South Head Rd to Dover Rd.

### Rose Bay (Dover Rd) – Bondi Junction – Clovelly

#### Alteration

*From 12 December 1937:* Extended from Randwick (Earl St) via Clovelly Rd, Gilderthorpe Av, Albion St, Fern St, Varna St, Arden St, Burnie St, Clovelly Rd to Park St (Clovelly).

### Rose Bay (Dover Rd) – Bondi Junction – Pagewood

*From 4 September 1938*

**From Rose Bay** (Dover Rd/New South Head Rd) via New South Head Rd, Balfour Rd, Bunyula Rd (**Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, York Rd (**Queens Park**), Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Meeks St, Anzac Pde (**Daceyville Junction [now Kingsford]**), Rainbow St, Avoca St, Holmes St, Loch Maree St, Storey St, Garden St, Maroubra Bay [now Maroubra] Rd (**Maroubra Junction**) to Bunnerong Rd (Pagewood).

**From Pagewood** (Maroubra Bay Rd/Bunnerong Rd) via reverse route to Newland St, then Oxford St, then reverse route to Rose Bay.

## Timetable Summary

*26 November 1934*

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From      | Time    |                         |       |
| <b>159:</b> Rose Bay (Balfour Rd)-Bondi Jun-Randw'k (Earl St) | 21                 | M-F | Balfour Rd | 7.45am | Earl St   | 11.07pm | 60*                     | A     |
|   |                    | Sat |            | 7.45am |           | 11.07pm | 60                      |       |
|   |                    | Sun |            |        |           |         |                         |       |

\* More frequent in peak hours.

A – Extra trips Friday night.

*25 March 1935*

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|   |                    |     | From       | Time   | From      | Time   |                         |       |
| <b>159:</b> Rose Bay (Dover Rd)-Bondi Junction-Randwick (Earl St) | 24                 | M-F | Dover Rd   | 8.42am | Earl St   | 7.10pm | 60                      | A     |
|   |                    | Sat |            | 8.42am |           | 7.10pm | 60                      | A     |
|   |                    | Sun |            |        |           |        |                         |       |

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

12 December 1937

| Destinations                                     | Off-peak trip time    | Day | First trip     |         | Last trip |         | Av day freq/No of trips | Notes |
|--|-----------------------|-----|----------------|---------|-----------|---------|-------------------------|-------|
|  |                       |     | From           | Time    | From      | Time    |                         |       |
| 159: Rose Bay (Dover Rd)-Bondi Junction-Clovelly | Fr Clov<br>15B<br>31D | M-F | Clovelly       | 8.02amD | Clovelly  | 7.02pmD | A                       |       |
|  |                       | Sat |                | 8.02amD |           | 7.02pmD | A                       |       |
|  |                       | Sun | Bondi Junction | 9.10amC |           | 7.27pmB | 40                      | E     |

A – Day, Clovelly-Bondi Junction 30, Clovelly-Rose Bay (Dover Rd) 60. Extra trips Friday night. Plus short-working/s before first trip & after last trip shown.

B – To Bondi Junction.

C – To Clovelly.

D – To Rose Bay (Dover Rd).

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

4 September 1938

### Bondi Junction – Pagewood routes

158, 159

| Destinations                                     | Off-peak trip time    | Day | First trip     |         | Last trip  |          | Av day freq/No of trips# | Notes |
|--|-----------------------|-----|----------------|---------|------------|----------|--------------------------|-------|
|  |                       |     | From           | Time    | From       | Time     |                          |       |
| 158: Double Bay-Bondi Junction-Pagewood          | 51                    | M-F | Double Bay     | 6.20amP | Double Bay | 8.19pmP  | 60                       |       |
|  |                       | Sat |                | 6.20amP |            | 8.19pmP  | 60                       |       |
|  |                       | Sun |                |         |            |          |                          |       |
| 159: Rose Bay (Dover Rd)-Bondi Junction-Pagewood | Fr Page<br>34B<br>50R | M-F | Pagewood       | 7.45amR | Dover Rd   | 7.51pmP  | A                        |       |
|  |                       |     |                |         | Pagewood   | 11.45pmB |                          |       |
|  |                       | Sat |                | 7.45amR | Dover Rd   | 7.51pmP  | A                        |       |
|  |                       |     |                |         | Pagewood   | 11.45pmB |                          |       |
|  |                       | Sun | Bondi Junction | 8.05amP |            | 11.45pmB | 30                       | C     |

# Average day frequencies along common route:

M-F Bondi Junction-Pagewood (158, 159) 30.

Sat Bondi Junction-Pagewood (158, 159) 30.

Sun Bondi Junction-Pagewood (159) 30.

A – Day, Rose Bay (Dover Rd)-Pagewood 60. Night, Bondi Junction-Pagewood. Plus short-working/s before first trip shown.

B – To Bondi Junction.

C – It is not clear whether night & Sunday trips Bondi Junction-Pagewood displayed 158 or 159. But the streets followed would have been identical.

P – To Pagewood.

R – To Rose Bay (Dover Rd).

### Route 160

### CITY (Eddy Av, Central Railway) – NORTH BONDI – DOVER HEIGHTS via Glenayr Av

#### Timeline

**18 June 1933:** Bondi Junction – North Bondi (Murrivier Rd) taken over from Hawkins Bus Co. By 1 December 1935 a full time route.

**1 December 1935:** Extended from Bondi Junction to City (Eddy Av, Central Railway).

**20 September 1936:** Extended in North Bondi from Murrivier Rd to Military Rd.

**2 May 1937:** Extended from North Bondi (Military Rd) to Dover Heights, to become City (Eddy Av, Central Railway) – Bondi Junction – Dover Heights.

**12 May 1940:** As part of renumbering of Eastern Suburbs routes into the 300-399 series, renumbered:

360 City (Eddy Av, Central Railway) – North Bondi – Dover Heights

363 City (Eddy Av, Central Railway) – North Bondi.

## Streets

### Bondi Junction – North Bondi (Murriverie Rd)

From 18 June 1933

From North Bondi (Murriverie Rd) (at Frederick St) via Murriverie Rd, Glenayr Av, Sophia St [now O'Brien St], O'Brien St, Old South Head Rd, Cowper St [now Bronte Rd], Spring St, Newland St (Bondi Junction).

### City (Eddy Av, Central Railway) – North Bondi (Murriverie Rd)

From 1 December 1935

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, O'Brien St, Sophia St, Glenayr Av, Murriverie Rd (North Bondi). Reverse on return.

### City (Eddy Av, Central Railway) – North Bondi (Military Rd)

From 20 September 1936

Alteration (likely route)

Extended in North Bondi from Murriverie Rd/Frederick St via Murriverie Rd, Wairoa Av, Blair St to Military Rd.

### City (Eddy Av, Central Railway) – North Bondi – Dover Heights

From 2 May 1937

Alteration (likely route)

Extended from North Bondi (Military Rd/Blair St) via Military Rd, Lancaster Rd, Peel St to Kimberley St (Dover Heights).

## Timetable Summary

1 December 1935

| Destinations   | Off-peak trip time | Day | First trip    |        | Last trip |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
|  |                    |     | From          | Time   | From      | Time    |                         |       |
| City (Eddy Av, Cent Rly)-North Bondi (Murriverie Rd) | Fr Murr Rd 13B 27E | M-F | Murriverie Rd | 6.22am | Eddy Av   | 11.37pm | 15*                     | C     |
|  |                    | Sat |               | 6.22am |           | 11.52pm | A                       |       |
|  |                    | Sun | Eddy Av       | 7.07am |           | 11.37pm | 30                      | D     |

\* More frequent in peak hours.

A – Morning, North Bondi (Murriverie Rd)-Bondi Junction 7/8, North Bondi (Murriverie Rd)-City (Eddy Av, Central Railway) 15. Afternoon, North Bondi (Murriverie Rd)-City (Eddy Av, Central Railway) 15. Night, North Bondi (Murriverie Rd)-City (Eddy Av, Central Railway). Plus short-working/s before first trip & after last trip shown.

B – To Bondi Junction.

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

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

E – To City (Eddy Av, Central Railway).

## Route 161

### CITY (Martin Pl) – NORTH BONDI via Glenayr Av ■

## Timeline

**2 August 1937:** Peak hour route commenced, supplementary to 160.

**12 May 1940:** Renumbered 361, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

## Streets

From 2 August 1937 (likely route)

From City (Martin Pl) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, O'Brien St, Sophia St, Glenayr Av, Murriverie Rd, Wairoa Av, Blair St to Military Rd (North Bondi). Reverse on return.



## Route 162

### **CITY (Martin Pl) – NORTH BONDI – DOVER HEIGHTS via Glenayr Av ■**

#### **Timeline**

**21 March 1938:** City (Martin Pl) – North Bondi commenced, supplementary to 160.

**6 June 1938:** Extended from North Bondi to Dover Heights.

**12 May 1940:** Renumbered 362, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### **Streets**

#### **City (Martin Pl) – North Bondi**

*From 21 March 1938 (likely route)*

**From City (Martin Pl)** via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, O'Brien St, Sophia St, Glenayr Av, Murrivier Rd, (?) to terminus (location?) (North Bondi).

#### **City (Martin Pl) – North Bondi – Dover Heights**

*From 6 June 1938*

**Alteration** (likely route)

Extended from North Bondi (? location) via Military Rd. Lancaster Rd, Peel St to Kimberley St (Dover Heights).

## Route 192

### **PYRMONT (Bayview St) – CITY – WOOLLOOMOOLOO ■**

#### **Timeline**

**1 October 1933:** Pyrmont (Union St/Harris St?) – City (York St) taken over from Bowerman's Pioneer Motor Service.

**29 July 1935:** Extended from City (York St) to Woolloomooloo, replacing Circular Quay – Woolloomooloo tram service, to become Pyrmont (Union St/Harris St) – City – Woolloomooloo.

**14 September 1935:** Extended in Pyrmont from Union St/Harris St (?) to Bayview St.

**12 May 1940:** Renumbered 392, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### **Streets**

#### **Pyrmont (Union St) – City**

*From 1 October 1933 (based on private 192 before takeover)*

**From Pyrmont** (Union St at soldiers' memorial [corner of Harris St]) via Union St, Pyrmont Bridge, Market St, York St to near Market St (City).

**From City (York St)** (at Market St) via York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St to Pyrmont.

#### **Pyrmont (Union St) – City – Woolloomooloo**

*From 29 July 1935*

**From Pyrmont** (Union St) via Pyrmont Bridge, Clarence St, Jamieson St, Lang St, Grosvenor St (**City**), George St, Bridge St, Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway to Wylde St (Woolloomooloo).

**From Woolloomooloo** (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St [to Harris St?] (Pyrmont).

#### **Pyrmont (Bayview St) – City – Woolloomooloo**

*From 14 September 1935*

**Alteration** (likely route, based on later timetables for 092)

Extended in Pyrmont from Union St via Harris St, Scott St, Cross St, Bowman St to Bayview St. Reverse on return.

## Timetable Summary

29 July 1935

| Destinations                         | Off-peak trip time | Day | First trip  |        | Last trip |        | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
|                                      |                    |     | From        | Time   | From      | Time   |                         |       |
| Pymont (Union St)-City-Woolloomooloo |                    | M-F | Wool'mooloo | 6.18am | Union St  | 8.30pm | 15*                     | A     |
|                                      |                    | Sat |             | 6.18am |           | 8.30pm | 15                      |       |
|                                      |                    | Sun |             |        |           |        |                         |       |

\* More frequent in peak hours.

A – Extra trips Friday night.

## Route 199

### CITY (various termini) – RANDWICK – MAROUBRA BEACH■

#### Timeline

**31 October 1937:** Maroubra Beach – Randwick Junction part of private 199 taken over from B LeQueune & extended from Randwick Junction to City (Martin Pl).

**11 December 1937:** Extended in City from Martin Pl to Wynyard on Saturday afternoons & Sunday daytime.

**12 May 1940:** Renumbered 399, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### Streets

*By 11 December 1937*

**From City (Martin Pl)** (between Phillip St & Macquarie St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St, Arden St, Malabar Rd, Torrington Rd, Marine Pde to Maroubra Beach.

**From Maroubra Beach** (Marine Pde) via The Corso, Duncan St, then reverse route to Macquarie St, then Hunter St, Phillip St, Martin Pl (City).

**City (Wynyard) extension** (*Saturday afternoons & Sundays*): From Macquarie St via Hunter St to Wynyard. Return via George St, Martin Pl, Macquarie St.

## Timetable Summary

11 December 1937

| Destinations                     | Off-peak trip time              | Day | First trip   |         | Last trip |          | Av day freq/No of trips | Notes |
|----------------------------------|---------------------------------|-----|--------------|---------|-----------|----------|-------------------------|-------|
|                                  |                                 |     | From         | Time    | From      | Time     |                         |       |
| City (Martin Pl)-Maroubra Beach† | Fr Mar Bch<br>18R<br>36M<br>35Y | M-F | Maroubra Bch | 6.23amM | Martin Pl | 11.50pmB | 30*                     | A     |
|                                  |                                 | Sat |              | 6.23amM | Wynyard   | 7.34pmB  | C                       |       |
|                                  |                                 |     | Wynyard      | 2.04pmB | Martin Pl | 11.51pmB |                         |       |
|                                  |                                 | Sun | Martin Pl    | 8.50amB | Wynyard   | 7.34pmB  | D                       |       |
|                                  |                                 |     | Maroubra Bch | 9.26amY | Martin Pl | 10.51pmB |                         |       |

\* More frequent in peak hours.

† Extended to City (Wynyard) on Saturday afternoons & daytime Sundays.

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

B – To Maroubra Beach.

C – Morning, City (Martin Pl)-Maroubra Beach 30. Afternoon, Maroubra Beach-Randwick (Alison Rd/Belmore Rd) 15, Maroubra Beach-City (Wynyard) 30. Night, Maroubra Beach-City (Martin Pl). Plus short-working/s before first trip & after last trip shown.

D – Day, Maroubra Beach-Randwick (Alison Rd/Belmore Rd) 15, Maroubra Beach-City (Wynyard) 30. Night, Maroubra Beach-City (Martin Pl). Plus short-working/s before first trip & after last trip shown.

M – To City (Martin Pl).

R – To Randwick (Alison Rd/Belmore Rd).

Y – To City (Wynyard).

## Route 227

### CITY (Eddy Av, Central Railway) – WATSONS BAY via New South Head Rd■

#### Timeline

**21 May 1933:** Full time service commenced. Shared most of route with 228.

**12 May 1940:** Renumbered 327, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

## Streets

From 21 May 1933

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool, St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), Hopetoun Av (**Vaucluse**), Salisbury St, Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

## Timetable Summary

20 May 1933

| Destinations                                | Off-peak trip time | Day | First trip |        | Last trip   |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From        | Time    |                         |       |
| City (Eddy Av, Central Railway)-Watsons Bay |                    | M-F | Eddy Av    | 6.43am | Watsons Bay | 11.42pm | 30*                     |       |
|   |                    | Sat |            | 6.43am |             | 11.42pm | 30                      |       |
|   |                    | Sun |            | 8.33am |             | 11.42pm | 30                      |       |

\* More frequent in peak hours.

10 September 1939

| Destinations                                | Off-peak trip time | Day | First trip    |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From          | Time   | From      | Time    |                         |       |
| City (Eddy Av, Central Railway)-Watsons Bay | 36                 | M-F | Eddy Av       | 5.55am | Eddy Av   | 11.35pm | 20                      |       |
|   |                    | Sat | Not available |        |           |         |                         |       |
|   |                    | Sun | Not available |        |           |         |                         |       |

## Route 228

**CITY (Martin Pl) – WATSONS BAY via New South Head Rd** ■

## Timeline

**6 September 1937:** Peak hour service, Monday-Saturday, commenced. The Rose Bay – Vaucluse part of route replaced the equivalent part of 6. Shared most of route with 227.

**12 May 1940:** Renumbered 328, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

## Streets

From 6 September 1937

**From City (Martin Pl)** via Macquarie St, Queens Square, Prince Albert Rd, College St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), Hopetoun Av (**Vaucluse**), Salisbury St, Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay.

**From Watsons Bay** via reverse route to Macquarie St, then Hunter St, Phillip St to Martin Pl (City).

## Timetable Summary

6 September 1937

| Destinations                 | Off-peak trip time | Day | First trip  |        | Last trip |        | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
|                              |                    |     | From        | Time   | From      | Time   |                         |       |
| City (Martin Pl)-Watsons Bay |                    | M-F | Watsons Bay | 7.41am | Martin Pl | 6.13pm | Ph                      |       |
|                              |                    | Sat |             | 7.41am |           | 1.03pm | Ph                      |       |
|                              |                    | Sun |             |        |           |        |                         |       |

Ph – Peak hours (including Saturday midday) only.

## Route 229

### **CITY (Eddy Av, Central Railway) – PADDINGTON – WOOLLAHRA – BONDI JUNCTION ■ DARLING POINT – DARLINGHURST – PADDINGTON (Lawson St) ■**

#### **Timeline**

**15 December 1935:**

- Darling Point – Darlinghurst – Paddington (Lawson St) commenced, comprising:
  - Darling Point – Darlinghurst, new route via Beach Rd, Darling Point (compared with 69 which ran via Darling Point Rd, Darling Point).
  - Darlinghurst – Paddington (Lawson St) replacing equivalent section of 4.
- Then or later a full time service.

**1 March 1937:**

- Altered/extended to run City (Eddy Av, Central Railway) – Woollahra (Ocean St).
- Darling Point – Darlinghurst replaced by extended 69 (via Darling Point Rd, Darling Point), taken from Mrs L Davis. 69 was rerouted to run via both Darling Point Rd & Beach Rd from 22 August 1937.

**3 May 1937:** Extended as City (Eddy Av, Central Railway) – Woollahra (Queen St).

**13 December 1937:** Extended as City (Eddy Av, Central Railway) – Woollahra – Bondi Junction. Ran Mondays-Saturdays.

**9 January 1939:** Curtailed to run City (Eddy Av, Central Railway) – Paddington (Lawson St) (days of the week?), due to poor patronage between Paddington & Bondi Junction (which was not replaced).

**21 January 1940:** Sunday service ceased.

**12 May 1940:** Renumbered 326, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### **Streets**

##### **Darling Point – Darlinghurst – Paddington (Lawson St)**

*From 15 December 1935*

**From Darling Point** (Etham Av at Darling Point Rd) via Etham Av, Darling Point Rd, Thornton St, Yarranabee Rd, Beach Rd, New South Head Rd, Bayswater Rd, Darlinghurst Rd (**Kings Cross**), Burton St, Forbes St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Liverpool St, Glenmore Rd to Lawson St (Paddington). Reverse on return.

##### **City (Eddy Av, Central Railway) – Woollahra (Ocean St)**

*From 1 March 1937*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd (**Paddington**), Gurner St, Cascade St, Hargrave St, Jersey Rd (**Woollahra**), Trelawney St, Ocean St (Woollahra).

**From Woollahra** (Ocean St at Trelawney St) via Ocean St, Jersey Rd, then reverse route to Eddy Av, Central Railway (City).

##### **City (Eddy Av, Central Railway) – Woollahra (Queen St)**

*From 3 May 1937*

###### **Alteration**

Extended from Jersey Rd via Ocean St, Edgecliff Rd to Queen St (Woollahra).

##### **City (Eddy Av, Central Railway) – Woollahra – Bondi Junction**

*From 13 December 1937*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd (**Paddington**), Gurner St, Cascade St, Hargrave St, Jersey Rd (**Woollahra**), Trelawney St, Ocean St, Edgecliff Rd, Grosvenor St to Grafton St (Bondi Junction).

##### **City (Eddy Av, Central Railway) – Paddington (Lawson St)**

*From 9 January 1939*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St, Glenmore Rd to Lawson St (Paddington). Reverse on return.

## Timetable Summary

13 December 1937

| Destinations   | Off-peak trip time | Day | First trip |        | Last trip      |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|----------------|--------|-------------------------|-------|
|  |                    |     | From       | Time   | From           | Time   |                         |       |
| City (Eddy Av, Cent Railway)-Paddington-Bondi Junction | 27                 | M-F | Eddy Av    | 7.13am | Bondi Junction | 7.44pm | 30                      | A     |
|  |                    | Sat |            | 7.13am |                | 7.44pm | 30                      |       |
|  |                    | Sun |            |        |                |        |                         |       |

A – Extra trips Friday night.

## Route 230

**CITY (Eddy Av, Central Railway) – ROSE BAY HEIGHTS via Moore Park Rd & Old South Head Rd■**

**CITY (Eddy Av, Central Railway) – ROSE BAY NORTH – SOUTH HEAD CEMETERY via Moore Park Rd & Old South Head Rd■**

- **Rose Bay North service extended to Watsons Bay (1934)**

*(Rose Bay Heights is now known as Dover Heights.)*

*(Rose Bay North is a locality name in the vicinity of Towns Rd, Vaucluse.)*

## Timeline

**12 March 1933:**

- City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery commenced.
- As a result of competition by 230, private 210 ceased on 20 May 1933.

**21 May 1933:** Curtailed to run City (Eddy Av, Central Railway) – Rose Bay North (Kimberley St [now Military Rd]). Rose Bay North – South Head Cemetery replaced by extension of 66.

**11 March 1934:** Extended from Rose Bay North to Watsons Bay, replacing equivalent part of 66.

**18 June 1934:** On account of roadworks in Old South Head Rd between Palmer St & South Head Cemetery:

- Curtailed to run City (Eddy Av, Central Railway) – Rose Bay North (Towns Rd).
- Selected trips rerouted to form additional route, City (Eddy Av, Central Railway) – Rose Bay Heights, replacing part of ceased 66 in Rose Bay Heights.

**4 October 1934:** City (Eddy Av, Central Railway) – Rose Bay North (Towns Rd) re-extended as City (Eddy Av, Central Railway) – South Head Cemetery.

**10 July 1939:** City (Eddy Av, Central Railway) – South Head Cemetery supplemented by peak hour 231 from City (Martin Pl).

**12 May 1940:** Rearranged & renumbered as part of renumbering of Eastern Suburbs routes into the 300-399 series:

332 City (Martin Pl) – Dover Heights via Old South Head Rd

333 City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery via Old South Head Rd.

## Streets

**CITY – ROSE BAY NORTH – WATSONS BAY**

**City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery**

*From 12 March 1933*

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St (**Woollahra**), Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd (**Rose Bay North, Vaucluse**) to South Head Cemetery.

**City (Eddy Av, Central Railway) – Rose Bay North (Kimberley St)**

Alteration

*From 21 May 1933:* Curtailed to terminate at Rose Bay Heights (Kimberley St [now Military Rd]/Old South Head Rd).

**City (Eddy Av, Central Railway) – Rose Bay North – Watsons Bay**

Alteration

*From 11 March 1934 (likely route):* Extended from Rose Bay North (Kimberley St) via Old South Head Rd (**South Head Cemetery**), Robertson Pl, Military Rd to Watsons Bay.

## City (Eddy Av, Central Railway) – Rose Bay North (Towns Rd)

From 18 June 1934

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd (*not* via Queen St, Nelson St), Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd to Towns Rd (Rose Bay North).

## City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery

### Alterations

From 4 October 1934:

- Ex City (Eddy Av, Central Railway) from Moore Park Rd via Queen St, Nelson St, Oxford St. Reverse on return.
- (*Likely route*) Extended from Rose Bay North (Old South Head Rd/Towns Rd) via Old South Head Rd to South Head Cemetery. Reverse on return.

## CITY – ROSE BAY HEIGHTS

From 18 June 1934

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd (*not* via Queen St, Nelson St), Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd, Dover Rd, Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Rose Bay Heights). Reverse on return.

### Alterations

By 4 November 1934:

- Ex City (Eddy Av, Central Railway) from Moore Park Rd via Queen St, Nelson St, Oxford St. Reverse on return.
- Extended from Peel St/Russell St via (?) to Old South Head Rd/Towns Rd.

### Timetable Summary

12 March 1933

| Destinations   | Off-peak trip time | Day | First trip |         | Last trip    |          | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|---------|--------------|----------|-------------------------|-------|
|  |                    |     | From       | Time    | From         | Time     |                         |       |
| City (Eddy Av, Central Railway)-Bondi Junction-South Head Cemetery | 36                 | M-F | Eddy Av    | 6.01amT | Sth Head Cem | 11.42pmE | A                       |       |
|  |                    |     |            | 8.02amC | Towns Rd     | 11.53pmE |                         |       |
|  |                    | Sat |            | 6.16amT | Sth Head Cem | 11.42pmE | B                       |       |
|  |                    |     |            | 8.02amC | Towns Rd     | 11.53pmE |                         |       |
|  |                    | Sun |            | 8.31amT | Sth Head Cem | 11.42pmE | D                       |       |
|  |                    |     |            | 8.46amC | Towns Rd     | 11.53pmE |                         |       |

A – Morning peak hour, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd). Day, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) 15, City (Eddy Av, Central Railway)-South Head Cemetery 60.

B – Early morning, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd). Day, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) 15, City (Eddy Av, Central Railway)-South Head Cemetery 60.

C – To South Head Cemetery.

D – Morning, Day, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) 15, City (Eddy Av, Central Railway)-South Head Cemetery 30. Afternoon, City (Eddy Av, Central Railway)-South Head Cemetery 15. Night, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) or South Head Cemetery.

E – To City (Eddy Av, Central Railway).

T – To Rose Bay North (Towns Rd).



18 June 1934

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip    |         | Av day freq/No of trips# | Notes |
|---|--------------------|-----|------------|--------|--------------|---------|--------------------------|-------|
|   |                    |     | From       | Time   | From         | Time    |                          |       |
| City (Eddy Av, Central Railway)-Bondi Junction-Rose Bay North   | 33                 | M-F | Eddy Av    | 5.42am | Eddy Av      | 11.45pm | 15/15/30                 | A     |
|   |                    | Sat |            | 5.42am |              | 11.45pm | B                        |       |
|   |                    | Sun |            | 7.30am |              | 11.45pm | AM 20 PM 15              | C     |
| City (Eddy Av, Central Railway)-Bondi Junction-Rose Bay Heights | 35                 | M-F | Eddy Av    | 7.30am | Rose Bay Hts | 11.36pm | 60*                      | D     |
|   |                    | Sat |            | 7.30am |              | 11.36pm | AM 30 PM 60              | D     |
|   |                    | Sun |            |        |              |         |                          |       |

# Average day frequencies along common route:

M-F City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15.  
 Sat AM City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15  
 Bondi Junction-Rose Bay (Dover Rd) 6 trips per hour.  
 Sat PM City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15.  
 Sun City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15.

\* More frequent in peak hours.

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

B – Morning, City (Eddy Av, Central Railway)-Rose Bay North 30, Bondi Junction-Rose Bay North frequent service.  
 Afternoon, City (Eddy Av, Central Railway)-Rose Bay North 15/15/30. Plus short-working/s before first trip shown.

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

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

## Route 231

### **CITY (Martin Place) – SOUTH HEAD CEMETERY via Moore Park Rd & Old South Head Rd**■

#### **Timeline**

**10 July 1939:** Peak hour service commenced, supplementary to 230.

**12 May 1940:** Renumbered 331, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

#### **Streets**

*From 10 July 1939 (likely route, based on later 331)*

**From City (Martin Pl)** via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd (**Rose Bay North**) to South Head Cemetery. Reverse on return.

## Route 244

### **BONDI JUNCTION – WAVERLEY (Gibson St)**■

#### **Timeline**

**1 December 1949:** Temporarily taken over from private 203 (L Wilson), which ceased due to operator's reluctance to replace ageing fleet when route was at risk of Government takeover.

**26 February 1950:** Transferred to JH (Joe) Bowden.

#### **Streets**

*Same as or similar to 313 from 21 February 1952 over same route.*

## Route 300

### **CITY (various termini) – ERSKINEVILLE■**

- **Erskineville – Central Railway – Alexandria** (*Saturday afternoons and all-day Sundays, 1954-59*)
- **Extended to Millers Point/Walsh Bay** (*selected peak hour trips from circa 1959*) (**INDUSTRIAL**)

*(Alexandria terminus was referred to as St Peters after buses fully replaced trams in 1959.)*

#### **Timeline**

**7 January 1940:** New full-time route, City (Martin Pl) – Erskineville, commenced, replacing Circular Quay – Erskineville tram service.

**10 March 1940:** City terminus altered to Circular Quay on weekends.

**25 April 1941:** Extended to Erskineville Oval on football Saturdays (when ceased?).

**(?):** City terminus altered to Martin Pl.

**By 29 December 1946:** City terminus altered to Circular Quay on Sundays.

**25 March 1949:** City terminus altered to Circular Quay on Saturdays (until 18 June 1949, when altered back to Martin Pl).

**By 9 July 1950:** City terminus altered to Central Railway (Hay St).

**26 November 1951:** City terminus altered to:

- Millers Point (Hickson Rd) (weekdays & Saturday mornings).
- Circular Quay West (Saturday afternoons & Sundays).

**23 November 1952:** City terminus altered to Central Railway.

**22 May 1954:** Saturday afternoon & Sunday trips extended as Erskineville – Central Railway – Alexandria, replacing 386 which had itself replaced Circular Quay – Alexandria tram service at those times three weeks earlier.

**18 May 1958:** Curtailed to run Central Railway – Erskineville on Sundays, when the Central Railway – Alexandria part of the route ceased due to low patronage.

**By 1959:** Selected peak hour trips extended to Millers Point/Walsh Bay as an industrial service.

**By 2 February 1959:**

- Times of service reduced to weekday daytime & Saturday mornings.
- Assumed that trips extended to Alexandria on Saturday afternoons ceased.

**8 April 1980:** Ceased without replacement.

#### **Streets**

### **City (Martin Pl) – Erskineville** (*extended to Circular Quay at weekends*)

*By 29 December 1946*

**From City (Martin Pl)** via Martin Pl, Elizabeth St, Hay St, Pitt St, Railway Square, Broadway, Abercrombie St (**Chippendale, Darlington**), Golden Grove St (**Golden Grove**), Wilson St, Burren St, Erskineville Rd (Erskineville).

**From Erskineville** via Erskineville Rd, Septimus St, Albert St, Burren St, Wilson St, Golden Grove St, Abercrombie St, Broadway, Railway Square, George St, Hay St, Elizabeth St, Hunter St, Macquarie St, Martin Pl (City).

**Circular Quay extension** (*Sundays*): To approach City from Elizabeth St via St James Rd, Queens Square, Macquarie St, Circular Quay Roadway [now Circular Quay East, Alfred St] to Customs House (Circular Quay, City). Return from Circular Quay via Alfred St, Loftus St, Bridge St, Macquarie St, Martin Pl.

### **Erskineville – Central Railway – Alexandria** (*Saturday afternoons & Sundays*)

*From 22 May 1954 (based on 9 December 1957 timetable)*

*Route between Central Railway & Erskineville not listed in timetable, but likely route is as above.*

**Extended** (*Saturday afternoons & Sundays*) from City (Eddy Av, Central Railway) via Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd [part now Sydney Park Rd] to King St (Alexandria). Reverse on return.

### **City (Pitt St, Central Railway) – Erskineville** (*selected peak hour trips extended to Millers Point/Walsh Bay*)

*By 2 February 1959*

**From City (Pitt St, Central Railway)** via Pitt St, Railway Square, Broadway, Abercrombie St (**Chippendale, Darlington**), Golden Grove St, Wilson St, Burren St, Albert St, Charles St to Erskineville Rd (Erskineville).

**From Erskineville** (Charles St/Erskineville Rd) via Erskineville Rd, Septimus St, Albert St, then reverse route to Railway Square, then George St, Hay St, Pitt St to Central Railway (City).

**Millers Point/Walsh Bay extension:** Extended from Railway Square via George St, King St, Sussex St, Hickson Rd to Walsh Bay. Return via Hickson Rd, Sussex St, Erskine St, York St, Druitt St, George St, Hay St, Pitt St.

### Alterations

- **By January 1966:** Ex Erskineville from Abercrombie St via Blackfriars St, Buckland St, Broadway. Unaltered on return.
- **By April 1969:** To approach Central Railway from George St via Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St. Unaltered on return.
- **From 1 November 1974:** Ex Erskineville from Abercrombie St via Myrtle St, Buckland St, Broadway. Unaltered on return.
- **By January 1979:** Ex Erskineville from Abercrombie St via Broadway (*not* via Myrtle St, Buckland St). Unaltered on return.

### Timetable Summary

**29 December 1946**

| Destinations                   | Off-peak trip time | Day | First trip   |         | Last trip     |          | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|--------------|---------|---------------|----------|-------------------------|-------|
|                                |                    |     | From         | Time    | From          | Time     |                         |       |
| City (Martin Pl)-Erskineville† | 20ME               | M-F | Erskineville | 5.22amM | Martin Pl     | 11.30pmE | 20*                     | A     |
|                                |                    | Sat |              | 5.22amM |               | 11.54pmE | AM 15<br>PM 20          | A     |
|                                |                    | Sun |              | 8.10amC | Circular Quay | 11.20pmE | 20                      | A     |

\* More frequent in peak hours.

† Extended to Circular Quay on Sundays & Holidays.

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

C – To City (Circular Quay).

E – To Erskineville.

M – To City (Martin Pl).

ME – City (Martin Pl)-Erskineville.

**9 December 1957**

| Destinations                                | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From      | Time    |                         |       |
| City (Eddy Av, Central Railway)-Alexandria† | 14                 | M-F |            |        |           |         |                         |       |
|   |                    | Sat | Alexandria | 2.22pm | Eddy Av   | 12.05am | 30                      | †     |
|   |                    | Sun |            | 8.13am |           | 10.56pm | 30                      | †     |

† The full route of these buses was Erskineville-Central Railway-Alexandria, but only the times between Central Railway & Alexandria are available.

**January 1966**

| Destinations                                  | Off-peak trip time | Day | First trip     |         | Last trip     |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|---------|---------------|---------|-------------------------|-------|
|   |                    |     | From           | Time    | From          | Time    |                         |       |
| City (Pitt St, Central Railway)-Erskineville† | 13                 | M-F | Pitt St, C/Rly | 5.07amE | Millers Point | 4.50pmE | A                       |       |
|   |                    |     | Erskineville   | 7.15amM | Erskineville  | 7.05pmC |                         |       |
|   |                    | Sat |                | 6.45amC |               | 1.24pmC | 20                      |       |
|   |                    | Sun |                |         |               |         |                         |       |

\* More frequent in peak hours.

† Selected peak hour trips extended to Millers Point.

A – Day 40\*, selected peak hour trips extended to Millers Point.

C – To City (Pitt St, Central Railway).

E – To Erskineville.

M – To Millers Point.

## January 1979

| Destinations                                      | Off-peak trip time | Day | First trip   |                    | Last trip      |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------------------|----------------|---------|-------------------------|-------|
|   |                    |     | From         | Time               | From           | Time    |                         |       |
| City (Pitt St, Central Railway)-<br>Erskineville† | 13                 | M-F | Erskineville | 5.25amC<br>6.50amM | Pitt St, C/Rly | 5.35pmE | A                       |       |
|   |                    | Sat |              |                    |                |         |                         |       |
|   |                    | Sun |              |                    |                |         |                         |       |

\* More frequent in peak hours.

† Selected peak hour trips extended to Millers Point.

A – Day 40\*, selected peak hour trips extended to Millers Point.

C – To City (Pitt St, Central Railway).

E – To Erskineville.

M – To Millers Point.

## Route 300

### **CITY (Circular Quay) – SYDNEY AIRPORT (EXPRESS) ■**

- **Extended from Circular Quay to Kings Cross (late at night, 1990-2002)**
- **Kings Cross – City (Circular Quay) – Sydney Airport (2002-03)**

*(Buses on this route had a distinctive yellow livery.)*

### **Timeline**

#### **1 October 1982:**

- City (No 2 Jetty, Circular Quay) – Sydney Airport commenced, replacing services provided by airline companies, TAA & Ansett.
- Shared route between Central Railway & Sydney Airport at different times with 350 & 352.

**28 October 1990** (*commencement of 350*): After approx 8.30pm, 300 extended from Circular Quay to Kings Cross (El Alamein Fountain), replacing part of 350 at those times.

**5 December 1993:** City terminus altered to Phillip St, Circular Quay.

**Late 1994:** City terminus reverted to No 2 Jetty, Circular Quay.

**4 February 2002:** Extended full time from Circular Quay to Kings Cross, replacing 350, which ceased.

**10 May 2003:** Ceased. Service between City & Sydney Airport provided by existing Airport railway line, which had opened on 21 May 2000.

### **Streets**

#### **City (Circular Quay) – Sydney Airport**

*From 1 October 1982*

**From City (Circular Quay)** (No 2 Jetty) via Alfred St, George St, Rawson Pl, Eddy Av (**Central Railway**), Elizabeth St, Bourke St, O’Riordan St, Sir Reginald Ansett Dr, Tenth St, Keith Smith Av (**Domestic Terminals**), Shiers Av, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

**From Sydney Airport** (International Terminal) via Airport Dr, Qantas Dr, Ninth Av, Keith Smith Av (Domestic Terminals), Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke St, Elizabeth St, Redfern St, Chalmers St, Eddy Av, George St, Alfred St to No 2 Jetty (Circular Quay, City).

#### **City (Circular Quay) – Sydney Airport (extended to Kings Cross late at night)**

*From 28 October 1990*

Full route within the City & Kings Cross areas not shown in timetable. But ex Sydney Airport normal route via George St towards Circular Quay, then to Kings Cross, then return to Sydney Airport.

#### **Airport area alteration**

**From May 1991:** Ex Sydney Airport from O’Riordan St via Bourke Rd, Coward St, O’Riordan St. Unaltered on return.

#### **City area alterations**

- **From 5 December 1993:** Ex Sydney Airport from George St via Bridge St, Phillip St to Circular Quay. Return via Alfred St, George St, Argyle St, Harrington St, Essex St, George St.
- **By May 1996:** Ex City (Circular Quay) from Essex St via George St, Campbell St, Pitt St, ramp to Central Railway (country platforms), then return via ramp, Pitt St, Eddy Av.

- **By September 1996:** Ex City (Circular Quay) from Essex St via George St, Goulburn St, Pitt St. Unaltered on return.
- **By March 1997:** Ex City (Circular Quay) from Goulburn St via Pitt St, Eddy Av. Unaltered on return.
- **By 1 April 1998:** Ex City (Circular Quay) from Essex St via George St, Rawson Pl, Eddy Av. Unaltered on return.
- **By 9 January 2000:** To approach City (Circular Quay) from Bridge St via Loftus St, Alfred St.
- **By July 2000:** Ex City (Circular Quay) from Harrington St via Grosvenor St, George St.

## Kings Cross – City (Circular Quay) – Sydney Airport

*From 4 March 2002*

**From Kings Cross** (Victoria St at station) via Victoria St, Challis Av, Macleay St, Wylde St (**Potts Point**), Cowper Wharf Roadway, Cahill Expwy, Bent St, Loftus St, Alfred St (**Circular Quay**), George St, Argyle St, Harrington St, Grosvenor St, George St, Rawson Pl, Eddy Av (**Central Railway**), Elizabeth St, Bourke St, O’Riordan St, Sir Reginald Ansett Dr, Tenth St, Keith Smith Av (**Domestic Terminals**), Shiers Av, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

**From Sydney Airport** (International Terminal) via Airport Dr, Qantas Dr, Ninth Av, Keith Smith Av (**Domestic Terminals**), Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke St (**Mascot**), Coward St, O’Riordan St, Elizabeth St, Redfern St, Chalmers St, Eddy Av (**Central Railway**), George St, Bridge St, Loftus St, Alfred St (**Circular Quay**), George St, Argyle St, Harrington St, Grosvenor St, George St, Bridge St, Macquarie St, Cahill Expwy, Cowper Wharf Roadway, Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd (**Elizabeth Bay**), Ward Av, Bayswater Rd, Darlinghurst Rd, Kings Cross Rd, Ward Av, Craigend St, Darlinghurst Rd, Victoria St to Kings Cross station.

### Timetable Summary

*1 October 1982*

| Destinations                                    | Off-peak trip time | Day | First trip    |        | Last trip      |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|----------------|---------|-------------------------|-------|
|   |                    |     | From          | Time   | From           | Time    |                         |       |
| <b>300:</b> City (Circular Quay)-Sydney Airport | 35                 | M-F | Circular Quay | 6.00am | Sydney Airport | 10.00pm | 20                      |       |
|   |                    | Sat |               | 6.00am |                | 10.00pm | 30                      |       |
|   |                    | Sun |               | 6.00am |                | 10.00pm | 30                      |       |

*28 October 1990*

### City (Central Railway) – Sydney Airport Express routes 300, 350

| Destinations                                    | Off-peak trip time | Day | First trip    |        | Last trip      |         | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|--------|----------------|---------|--------------------------|-------|
|   |                    |     | From          | Time   | From           | Time    |                          |       |
| <b>300:</b> City (Circular Quay)-Sydney Airport | 38                 | M-F | Circular Quay | 5.15am | Sydney Airport | 10.55pm | 20                       | A     |
|   |                    | Sat |               | 5.15am |                | 10.55pm | 30                       | A     |
|   |                    | Sun |               | 5.15am |                | 10.55pm | 30                       | A     |
| <b>350:</b> Kings Cross-Sydney Airport          | 40                 | M-F | Kings Cross   | 6.13am | Kings Cross    | 8.43pm  | 20                       | B     |
|   |                    | Sat |               | 6.13am |                | 8.43pm  | 30                       | B     |
|   |                    | Sun |               | 6.13am |                | 8.43pm  | 30                       | B     |

# Average day frequencies along common route:

M-F City (Eddy Av, Central Railway)-Sydney Airport (300, 350) 10.

Sat City (Eddy Av, Central Railway)-Sydney Airport (300, 350) 15.

Sun City (Eddy Av, Central Railway)-Sydney Airport (300, 350) 15.

A – Night trips after 8.30pm extended from City (Circular Quay) to Kings Cross (El Alamein Fountain).

B – Later service to Kings Cross (El Alamein Fountain) provided by night extension of 300.

4 March 2002

| Destinations  | Off-peak trip time | Day | First trip     |        | Last trip      |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|----------------|--------|-------------------------|-------|
|   |                    |     | From           | Time   | From           | Time   |                         |       |
| <b>300:</b> Kings Cross-City (Circular Quay)-Sydney Airport | 52KA<br>65AK       | M-F | Kings Cross    | 6.29am | Sydney Airport | 7.50pm | 20                      |       |
|   |                    | Sat | Sydney Airport | 6.30am |                | 8.00pm | 30                      |       |
|   |                    | Sun |                | 6.30am |                | 8.00pm | 30                      |       |

AK – From Sydney Airport to Kings Cross.

KA – From Kings Cross to Sydney Airport.

## Route 300

### **KINGS CROSS – CITY (Railway Square)**

#### **Timeline**

**31 December 2013:** Express Nightride service commenced. Runs *from* Kings Cross to Railway Square only.

#### **Streets**

*From 31 December 2013*

**From Kings Cross** (Bayswater Rd) via Darlinghurst Rd, William St, Park St, George St to Railway Square (City).

*By 4 October 2015*

**From Kings Cross** (Bayswater Rd) via Darlinghurst Rd, William St, Park St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

#### **Timetable Summary**

*5 October 2015*

| Destinations                      | Off-peak trip time | Day | First trip  |        | Last trip   |        | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|-------------|--------|-------------|--------|-------------------------|-------|
|                                   |                    |     | From        | Time   | From        | Time   |                         |       |
| Kings Cross-City (Railway Square) | 15                 | M-F |             |        |             |        |                         |       |
|                                   |                    | Sat | Kings Cross | 1.10am | Kings Cross | 5.10am | 10-20                   |       |
|                                   |                    | Sun |             | 1.10am |             | 5.10am | 10-20                   |       |

## Route 301

### **CITY (various termini) – KINGS CROSS – POTTS POINT (Wylde St) via William St**

#### **Timeline**

**12 April 1948:** New full-time route, City (Town Hall) – Potts Point (Wylde St), commenced, replacing City (Town Hall) – Potts Point (Wylde St) trolley bus service & 322 motor bus (which had been a replacement motor bus route for trolley buses on Sundays (?)).

**11 December 1955:** Extended in City from Town Hall to Erskine St Wharf, replacing part of 316.

**8 February 1959:**

- 301 & 316 combined on Sundays as 317 City (Erskine St Wharf) – Kings Cross – Potts Point (Wylde St).
- Similarly combined on weeknights from 20 July 1959.

**10 July 1960:** As part of rearrangement of routes in the City/Kings Cross/Elizabeth Bay area (301, 304, 311, 316 & 317), when the Queens Square – Watsons Bay tram service was replaced by buses:

- 301 curtailed to run limited morning peak hour service, City (Erskine St Wharf) to City (Elizabeth St/Liverpool St).
- Service along William St replaced by 316 & 324.
- Service to Potts Point replaced by 312.

**28 January 1964:**

- Ceased when Erskine St Wharf closed & the Erskine St – Balmain ferry service rerouted to Circular Quay.
- Cross-City bus service already being provided by 312.

#### **Streets**

### **City (Town Hall) – Potts Point (Wylde St)**

*From 12 April 1948 (based on trolley bus route being replaced & later route)*

**From City (Town Hall)** (George St) via Bathurst St, Elizabeth St, Liverpool St, College St, William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St to St Neot Av (Potts Point).



**From Potts Point** (Wylde St at St Neot Av) via Wylde St, Macleay St, Darlinghurst Rd, William St, Park St, George St to Town Hall (City).

### City (Erskine St Wharf) – Potts Point (Wylde St)

*From 9 December 1957*

**From City (Erskine St Wharf)** via New St [former street], Shelley St, Erskine St, York St, Druitt St, George St (Town Hall), Bathurst St, Elizabeth St, Liverpool St, College St, William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St to St Neot Av (Potts Point).

**From Potts Point** (Wylde St at St Neot Av) via Wylde St, Macleay St, Darlinghurst Rd, William St, Park St, George St, King St, Clarence St, Erskine St to wharf (City).

#### Timetable Summary

*Undated (between 1948 & 1955)*

| Destinations                            | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From      | Time    |                         |       |
| City (Town Hall)-Potts Point (Wylde St) | 10†                | M-F | Town Hall  | 6.27am | Town Hall | 11.39pm | 15*                     | A     |
|   |                    | Sat |            | 6.27am |           | 11.39pm | AM 10 PM 15             | A     |
|   |                    | Sun |            | 7.54am |           | 11.24pm | 30                      | A     |

\* More frequent in peak hours.

† Trip time *from* Potts Point. Trip time for reverse route 14.

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

*9 December 1957*

| Destinations                                   | Off-peak trip time          | Day | First trip     |         | Last trip      |          | Av day freq/No of trips | Notes |
|--|-----------------------------|-----|----------------|---------|----------------|----------|-------------------------|-------|
|  |                             |     | From           | Time    | From           | Time     |                         |       |
| City (Erskine St Wharf)-Potts Point (Wylde St) | Fr Potts Pt<br>10T†<br>17E† | M-F | Wylde St       | 6.39amE | Erskine St Whf | 8.02pmP  | A                       |       |
|  |                             |     |                |         | Town Hall      | 11.52pmP |                         |       |
|  |                             | Sat | Erskine St Whf | 5.32amP | Erskine St Whf | 7.59pmP  | B                       |       |
|  |                             |     |                |         | Town Hall      | 11.52pmP |                         |       |
|  |                             | Sun | Wylde St       | 7.04amE | Erskine St Whf | 8.02pmP  | C                       |       |
|  |                             |     |                |         | Town Hall      | 10.52pmP |                         |       |

\* More frequent in peak hours.

† Trip time *from* Potts Point. Times *to* Potts Point: 21 from Erskine St Wharf, 14 from Town Hall.

A – Peak hours & day, City (Erskine St Wharf)-Potts Point (Wylde St) 20\*. Night, City (Town Hall)-Potts Point (Wylde St). Plus short-working/s before first trip & after last trip shown.

B – Day, City (Erskine St Wharf)-Potts Point (Wylde St) 20. Night, City (Town Hall)-Potts Point (Wylde St). Plus short-working/s before first trip & after last trip shown.

C – Day, City (Erskine St Wharf)-Potts Point (Wylde St) 30. Night, City (Town Hall)-Potts Point (Wylde St). Plus short-working/s after last trip shown.

E – To City (Erskine St Wharf).

P – To Potts Point (Wylde St).

T – To City (Town Hall).

### Route 301

#### CITY (Circular Quay) – KENSINGTON (Virginia St)■

##### Timeline

**13 March 1967:** Most 304 trips City (Circular Quay) – West Kensington extended to Virginia St, Kensington & renumbered.

**26 March 1984:**

- Off-peak trips rerouted via Riley & Devonshire Sts, Surry Hills & renumbered 304.
- 301 remained as a peak hour service.

**9 February 1987:** Renumbered part of 302.

## Streets

*From 13 March 1967*

**From City (Circular Quay)** (Alfred St) via Pitt St, Goulburn St, Commonwealth St, Campbell St, Riley St, Albion St, Bourke St (**Surry Hills**), Crescent St, Dowling St, Todman Av, Baker St, Virginia St to Lenthall St (West Kensington).

**From Kensington (Virginia St)** (at Lenthall St) via Lenthall St, McDougall St, Baker St, Todman Av, Dowling St, Crescent St, Baptist St, Crown St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

## Timetable Summary

*See 302*

## Route 301

### ROSEBERY – EASTGARDENS ■

#### Timeline

**20 October 1987:** New off-peak service commenced, as part of the rearrangement of routes following the opening of Westfield Eastgardens in September 1987.

**By March 1988:** Days of service extended to Saturdays.

**6 August 1990:** Ceased as part of general reorganisation of Eastern Suburbs routes. Replaced by new 302.

## Streets

*From 20 October 1987*

**From Rosebery** (Rothschild Av at Crewe Pl) via Rothschild Av, Harcourt Pde, Primrose Av, Gardeners Rd, Racecourse Pl, Evans Av, Maloney St (**Eastlakes**), King St, Sutherland St, Wentworth Av, Page St, Heffron Rd, Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

## Timetable Summary

*20 October 1987*

| Destinations         | Off-peak trip time | Day | First trip |        | Last trip   |        | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
|                      |                    |     | From       | Time   | From        | Time   |                         |       |
| Rosebery-Eastgardens | 25                 | M-F | Rosebery   | 9.20am | Eastgardens | 5.30pm | 60                      |       |
|                      |                    | Sat |            |        |             |        |                         |       |
|                      |                    | Sun |            |        |             |        |                         |       |

*March 1988*

| Destinations         | Off-peak trip time | Day | First trip |        | Last trip   |        | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
|                      |                    |     | From       | Time   | From        | Time   |                         |       |
| Rosebery-Eastgardens | 25                 | M-F | Rosebery   | 9.20am | Eastgardens | 5.30pm | 60                      | A     |
|                      |                    | Sat |            | 9.00am |             | 4.30pm | 60                      |       |
|                      |                    | Sun |            |        |             |        |                         |       |

A – Extra trips Thursday night.

## Route 301

### CITY (Circular Quay) – ZETLAND – MASCOT – EASTGARDENS ■ REDFERN – ZETLAND – MASCOT – EASTGARDENS

#### Timeline

**5 August 1990:** In a rearrangement of 301-304, 301 in previous entry altered & extended as City (Circular Quay) – Rosebery – Mascot – Eastgardens, as part of general reorganisation of Eastern Suburbs routes. Service ran daytime Mondays to Saturdays (also Sundays by 19 November 1995).

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- Rerouted via Zetland instead of Kensington
- Hours of service extended to a full time service.

**12 February 2017:** Service between City & Zetland improved to run 24 hours a day Monday-Sunday.

**2 December 2018:** Curtailed/rerouted to Redfern instead of City (Circular Quay), as part of the Green Square/Waterloo Transport Action Plan. Service between Redfern area & City (Circular Quay) replaced by new 304.

## **Streets**

### **City (Circular Quay) – Mascot – Eastgardens**

*From 5 August 1990*

**From City (Circular Quay)** via Pitt St, Hunter St, Castlereagh St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Riley St (**Surry Hills**), Albion St, Bourke St, Crescent St, Dowling St, Todman Av, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd (**Kingsford**), Racecourse Pl, Evans Av, Maloney St, George St, Lismore St, Florence Av (**Eastlakes**), King St, Botany Rd (**Mascot**), Wentworth Av, Page St, Heffron Rd, Bunnerong Rd to bus terminal (Eastgardens).

**From Eastgardens** (bus terminal) via reverse route to Crescent St, then Phillip St, Baptist St, Crown St, Campbell St, Elizabeth St, Bent St, Loftus St to Circular Quay.

#### **Alterations**

- **From 9 September 1991:** Ex City (Circular Quay) from Todman Ave via Baker St, Virginia St, Lenthall St, Todman Av.
- **By 19 November 1995:** Ex City (Circular Quay) from Riley St, Devonshire St, Bourke St, Crescent St. Return from Crown St via Devonshire St, Crown St, Campbell St.
- **By 2 February 1997:** To approach Eastgardens from Wentworth Av via Bunnerong Rd to. Return via Bunnerong Rd, Westfield Rd, Banks Av, Wentworth Av.

*By March 2000*

**From City (Circular Quay)** via Loftus St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Riley St (**Surry Hills**), Devonshire St, Bourke St, O'Dea Av, Dowling St, Todman Av, Baker St, Virginia St, Todman Av, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd (**Kingsford**), Racecourse Pl, Evans Av, Maloney St, George St, St , Lismore St, Florence Av (**Eastlakes**), King St, Botany Rd (**Mascot**), Wentworth Av, Page St, Heffron Rd, Bunnerong Rd to Eastgardens bus terminal.

**From Eastgardens** (bus terminal) via Bunnerong Rd, Westfield Rd, Banks Av, Wentworth Av, then reverse route to Bourke St, then Devonshire St, Riley St, Campbell St, Hunt St, Goulburn St, Elizabeth St, Phillip St to Circular Quay.

*From 23 June 2002*

**From City (Circular Quay)** via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Hunt St, Campbell St, Crown St (**Surry Hills**), Baptist St, Phillip St, Bourke St, O'Dea Av, Joynton Av (**Zetland**), Epsom Rd, Rosebery Av, Kimberley Gv, Dalmeny St (**Rosebery**), Gardeners Rd, Racecourse Pl, Evans Av, Maloney St, George St, St Helena Pde, Lismore Av, Florence Av (**Eastlakes**), King St, Botany Rd (**Mascot**), Wentworth Av, Bunnerong Rd to Eastgardens bus terminal.

**From Eastgardens** (bus terminal) via Bunnerong Rd, Heffron Rd, Banks Av, Wentworth Av, then reverse route to Campbell St, then Elizabeth St, Phillip St to Circular Quay (City).

#### **Alterations**

- **By 18 March 2012:** From Eastgardens via Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av.
- **From 4 October 2015** (*commencement of light rail construction in George St, City/new CBD bus network*): To approach City from Campbell St via Elizabeth St, Phillip St to Circular Quay. Return from Circular Quay (Alfred St) via Young St, Bridge St, Phillip St, Elizabeth St, Goulburn St.

### **Redfern – Mascot – Eastgardens**

*From 2 December 2018*

**From Redfern** (Gibbons St at station) via Lawson Square, Regent St, Botany Rd, Raglan St, Elizabeth St (**Waterloo**), Phillip St, Bourke St, O'Dea Av, Joynton Av (**Zetland**), Epsom Rd, Rosebery Av, Kimberley Gr, Dalmeny St (**Rosebery**), Gardeners Rd, Racecourse Pl, Evans Av, Maloney St, George St, St Helena Pde, Lismore Av, Florence Av (**Eastlakes**), King St, Botany Rd (**Mascot**), Wentworth Av, Bunnerong Rd to Eastgardens bus terminal.

**From Eastgardens** (bus terminal) via Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av, then reverse route to Raglan St, then Henderson Rd, Wyndham St, Gibbons St to Redfern station.

## Timetable Summary

5 August 1990

| Destinations                            | Off-peak trip time | Day | First trip    |        | Last trip   |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|-------------|--------|-------------------------|-------|
|   |                    |     | From          | Time   | From        | Time   |                         |       |
| City (Circular Quay)-Mascot-Eastgardens | 52                 | M-F | Circular Quay | 8.27am | Eastgardens | 5.10pm | 30                      | A     |
|   |                    | Sat |               | 8.55am |             | 4.25pm | 30                      |       |
|   |                    | Sun |               |        |             |        |                         |       |

A – Plus extra trips Thursday nights, Eastlakes-Eastgardens.

19 November 1995

| Destinations                            | Off-peak trip time | Day | First trip    |         | Last trip   |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|---------|-------------|--------|-------------------------|-------|
|   |                    |     | From          | Time    | From        | Time   |                         |       |
| City (Circular Quay)-Mascot-Eastgardens | 62                 | M-F | Circular Quay | 8.27am  | Eastgardens | 5.16pm | 30                      | A     |
|   |                    | Sat |               | 8.50am  |             | 4.14pm | 30                      | B     |
|   |                    | Sun |               | 10.20am |             | 4.16pm | 30                      | C     |

A – Plus extra trips Thursday nights, Eastlakes-Eastgardens.

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

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

23 June 2002

| Destinations                                    | Off-peak trip time | Day | First trip    |         | Last trip     |          | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|---------|---------------|----------|-------------------------|-------|
|   |                    |     | From          | Time    | From          | Time     |                         |       |
| City (Circular Quay)-Zetland-Mascot-Eastgardens | Fr C/Quay 45M 54E  | M-F | Mascot        | 5.53amC | Eastgardens   | 5.36pmC  | A                       |       |
|   |                    |     | Circular Quay | 7.25amE | Circular Quay | 11.30pmM |                         |       |
|   |                    | Sat | Mascot        | 6.47amC | Eastgardens   | 5.36pmC  | B                       |       |
|   |                    |     | Circular Quay | 7.55amE | Circular Quay | 11.30pmM |                         |       |
|   |                    | Sun | Mascot        | 7.07amC | Eastgardens   | 5.36pmC  | B                       |       |
|   |                    |     | Circular Quay | 8.40amE | Circular Quay | 10.30pmM |                         |       |

\* More frequent in peak hours.

A – Early morning & night, City (Circular Quay)-Mascot. Day, City (Circular Quay)-Eastgardens 30\*.

B – Early morning & night, City (Circular Quay)-Mascot. Day, City (Circular Quay)-Eastgardens 30.

C – To City (Circular Quay).

E – To Eastgardens.

M – To Mascot.

2 December 2018

| Destinations               | Off-peak trip time | Day | First trip |         | Last trip   |          | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|---------|-------------|----------|-------------------------|-------|
|                            |                    |     | From       | Time    | From        | Time     |                         |       |
| Redfern-Mascot-Eastgardens | Fr Red 32M 40E     | M-F | Mascot     | 5.53amR | Eastgardens | 5.29pmR  | A                       |       |
|                            |                    |     | Redfern    | 8.15amE | Redfern     | 12.00mnM |                         |       |
|                            |                    | Sat | Mascot     | 6.41amR | Eastgardens | 7.00pmR  | A                       |       |
|                            |                    |     | Redfern    | 8.15amE | Redfern     | 1.00amM  |                         |       |
|                            |                    | Sun | Mascot     | 7.41amR | Eastgardens | 7.02pmR  | A                       |       |
|                            |                    |     | Redfern    | 8.15amE | Redfern     | 12.00mnM |                         |       |

A – Early morning & night, Redfern-Mascot. Day, Redfern-Eastgardens 30.

E – To Eastgardens.

M – To Mascot.

R – To Redfern.

## Route 302

**CITY (various termini) – KENSINGTON – DOLLS POINT – SANS SOUCI**■

**CITY (Circular Quay) – KENSINGTON – MASCOT AIRPORT**■

- **All trips via Florence Av (or St Helena Pde, 1943-46), Eastlakes**
- **Extended from Sans Souci to Caringbah (peak hours, 1965-90)**

*(The histories of Routes 302 & 303 are intertwined from 1942 to 2002.)*

**1 March 1942:** Alternate trips on 503 City (Eddy Av, Central Railway) – Dolls Point rerouted via Florence Av, Eastlakes, at the time of renumbering 503 as 303. Then or later a full time service. 302 shared most of route with 303.

**27 September 1942:** Due to wartime conditions:

- Sunday service curtailed to run feeder service, Kensington (Doncaster Av) – Dolls Point.
- Off-peak, night & Saturday afternoon service similarly curtailed from 19 October 1942.

**19 October 1947:** Full time service restored, City (Eddy Av, Central Railway) – Kensington – Dolls Point.

**19 April 1948** (*other than in peak hours & on Sundays*): Extended from Dolls Point to Sans Souci (Rocky Point Rd/Russell Av).

**3 September 1951:**

- Extension from Dolls Point to Sans Souci (Rocky Point Rd/Russell Av) ceased.
- Selected trips extended from Dolls Point to Waldron St, Sandringham.

**22 June 1952** (*times of service?*): Extended from Waldron St, Sandringham to Sans Souci (trolley bus terminus).

**By 30 June 1954:** Saturday mornings & Sunday service extended from Dolls Point to Sans Souci.

**19 July 1959:**

- Other than selected peak hour trips, rerouted as City (Circular Quay) – Kensington – Dolls Point – Sans Souci via Crown St, Surry Hills instead of Darlinghurst & Flinders St, partly replacing 387.
- Selected peak hour trips continued to run City (Eddy Av, Central Railway) – Kensington – Dolls Point – Sans Souci (further selected trips extended to City (Railway Square)). Central Railway ceased to be a terminus by April 1977.
- Existing 387 (renumbered 304 on 2 November 1959) became supplementary to 302 & 303.

**24 October 1960** (*when Circular Quay – Botany tram service replaced by buses*): Selected trips on 302 & 303 extended from Mascot to Sydney Airport in off-peak & Saturday mornings, replacing private 233 which had ceased in July 1960.

**31 May 1965:** Selected peak hour trips extended from Sans Souci to Caringbah across newly opened Captain Cook Bridge linking Sans Souci & Taren Point. Off-peak service Sans Souci – Caringbah provided by private 130.

**By 20 October 1985:** Night service curtailed to run City (Circular Quay) – Mascot.

**8 February 1987:** 301 renumbered 302.

**5 August 1990:** In a rearrangement of 301-304, as part of general reorganisation of Eastern Suburbs routes:

- Curtailed to run City (Circular Quay) – Sans Souci. Sans Souci – Caringbah replaced by extended 477.
- City (Circular Quay) – Mascot Airport ceased. Service to Airport replaced by existing 300 (commenced in 1982) & 350 (commenced in 1990) Airport Express routes.
- Curtailed to run City (Circular Quay) – Mascot on Mondays-Saturdays, apart from selected early morning & late night trips, which continued to run to Sans Souci. City (Circular Quay) – Sans Souci service provided at all other times by 303. Sunday service similarly curtailed as from 19 November 1995.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- Ceased, but new 302 (*see next entry*) continued to run via same route between City (Circular Quay) & Kensington.
- All service between Kensington & Sans Souci provided by 303.
- Service in Florence Av, Eastlakes area replaced by new 301.

## Streets

**CITY – KENSINGTON – SANS SOUCI** (*extended to Caringbah in peak hours*)

**City (Eddy Av, Central Railway) – Dolls Point via Darlinghurst**

*From 1 March 1942 (based on Gregory's Street Directory, circa 1946)*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Moore Park**), Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Maloney St, George St, St Helena Pde (**Eastlakes**), Lismore St, Florence Av, King St (**Mascot**), Botany Rd, Lords Rd, Ascot Av [former street], General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Sandringham St, Malua St, Russell Av to Clareville Av (Dolls Point).

## Alterations

### Kensington feeder route terminus (*other than peak hours*)

- **From 27 September 1942:** In Doncaster Av between Anzac Pde & Roma Av.
- **From 25 May 1944:** Altered to Addison St.
- **From 17 November 1944:** Reverted to Doncaster Av between Anzac Pde & Roma Av.

### Eastlakes area

- **8 November 1943:** Ex City (Eddy Av, Central Railway) from George St via St Helena Pde, King St (*not* via Florence Av?). Reverse on return.
- **20 January 1946:** Resumed original route via Florence Av.

## **City (Eddy Av, Central Railway) – Sans Souci (Russell Av/Rocky Point Rd)**

### Alteration

**By 11 July 1948:** Extended from Dolls Point (Russell Av/Clareville Av) via Russell Av to Rocky Point Rd (Sans Souci). Reverse on return.

## **City (Eddy Av, Central Railway) – Sandringham**

### Alteration

**3 September 1951** (*selected trips?*): Extended from Dolls Point (Russell Av/Clareville Av) via Clareville Av, Riverside Dr to Waldron St (Sandringham).

## **City (Eddy Av, Central Railway) – Sans Souci (Fraters Av/Rocky Point Rd)**

### Alteration

**22 June 1952:** Extended from Sandringham (Riverside Dr/Waldron St) via Riverside Dr, Fraters Av to Rocky Point Rd [same as Sans Souci trolley bus terminus].

**By 18 November 1957**

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Moore Park**), Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Maloney St, George St, Lismore St, Florence St (**Eastlakes**), King St (**Mascot**), Botany Rd, Lords Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Sandringham St, Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Fraters Av to Rocky Point Rd (Sans Souci). Reverse on return.

## **City (Circular Quay) – Sans Souci via Crown St**

**From 19 July 1959** (*based on 1 November 1959 timetable*)

**From City (Circular Quay)** (Alfred St at Pitt St) via Pitt St, Liverpool St, Oxford St, Crown St (**Surry Hills**), Baptist St, Phillip St, Crescent St, Dowling St, Todman Av (**West Kensington**), Anzac Pde, Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Maloney St, George St, Lismore St, Florence Av (**Eastlakes**), King St (**Mascot**), Botany Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Fraters Av to Rocky Point Rd (Sans Souci).

**From Sans Souci** (Fraters Av at Rocky Point Rd) via reverse route to Liverpool St, then Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

**City (Railway Square) trips** (*peak hours*): Ex Sans Souci from Campbell St/Elizabeth St via Elizabeth St, Eddy Av Pitt St to Railway Square (City). Reverse on return.

### Alteration

**From 2 November 1959:** Ex Circular Quay from Pitt St via Goulburn St, Hunt St, Campbell St, Crown St. Reverse on return.

**From 12 November 1964** (*based on 13 March 1967 timetable*)

**From City (Circular Quay)** (Alfred St) via Pitt St, Goulburn St, Commonwealth St, Campbell St, Riley St, Bourke St (**Surry Hills**), Crescent St, Dowling St, Todman Av (**West Kensington**), Anzac Pde, Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Florence Av [then intersecting with Gardeners Rd], Barber Av [part now Evans Av], Longworth Av (**The Lakes [now Eastlakes] shops**), Evans Av, Maloney St, George St, Lismore St, Florence Av (**Eastlakes**), King St (**Mascot**), Botany Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Napoleon St, Fontainebleau St, Rocky Point Rd to Fraters Av (Sans Souci).

**From Sans Souci** (Rocky Point Rd/Fraters Av) via Fraters Av, Riverside Cr, then reverse route to Crescent St, then Baptist St, Crown St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).



**City (Railway Square) trips** (*peak hours*): Ex Sans Souci from Campbell St/Elizabeth St via Elizabeth St, Eddy Av Pitt St to Railway Square (City). Reverse on return.

### **City (Circular Quay) – Sans Souci (*extended to Caringbah in peak hours*)**

#### **Alterations**

- **From 31 May 1965**  
**Caringbah extension** (*peak hours*): From Sans Souci via Captain Cook Bridge, Taren Point Rd, Kingsway, Banksia Rd, Denman Av to Caringbah station. Return via Denman Av, Kingsway, then reverse route to Sans Souci.
- **From 20 May 1969:** Ex City (Circular Quay) from Gardeners Rd via Racecourse Pl, Evans Av, Maloney St. Reverse on return.
- **From 17 September 1973** (*trips terminating at Sans Souci*): To approach Sans Souci from Fontainebleau St via Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd. Return via Fontainebleau St.
- **By April 1977:** Ex Caringbah from Rocky Point Rd via Fontainebleau St. Unaltered ex City (Circular Quay).
- **From 8 February 1987** (*opening of Pitt St pedestrian mall*): To approach City from Goulburn St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Pitt St via Hunter St, Castlereagh St, Goulburn St.

### **City (Circular Quay) – Sans Souci**

#### **Alterations**

- **From 5 August 1990:** Caringbah extension ceased.
- **By 5 August 1990:** Ex Sans Souci from Campbell St via Elizabeth St (*not* via Hunt St, Goulburn St). Unaltered from City (Circular Quay).
- **By 19 November 1995:** Ex City (Circular Quay) from Riley St, Devonshire St, Bourke St, Crescent St. Return from Crown St via Devonshire St, Riley St, Campbell St.
- **By March 2000:** From City (Circular Quay) via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Hunt St, Campbell St, Riley St, Albion St, Bourke St, O'Dea Av, Todman Av. Return from Todman Av via O'Dea Av, Bourke St, Phillip St, Baptist St, Crown St, Foveaux St, Riley St, Campbell St, Hunt St, Goulburn St, Elizabeth St, Phillip St to Circular Quay.

### **CITY – KENSINGTON – MASCOT AIRPORT**

*From 12 November 1964 (based on 13 March 1967 timetable)*

**From City (Circular Quay)** (Alfred St) via Pitt St, Goulburn St, Commonwealth St, Campbell St, Riley St, Bourke St (**Surry Hills**), Crescent St, Dowling St, Todman Av (**West Kensington**), Anzac Pde, Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Florence Av [then intersecting with Gardeners Rd], Barber Av [part now Evans Av], Longworth Av (**The Lakes [now Eastlakes] shops**), Evans Av, Maloney St, George St, Lismore St, Florence Av (**Eastlakes**), King St (**Mascot**), O'Riordan St, Tenth St [now Sir Reginal Ansett Dr], Vickers St, Sixth St, Keith Smith Av to Domestic Terminal (Mascot Airport).

**From Mascot Airport** (Domestic Terminal) via Shiers Av, Seventh St, Vickers St, Tenth St, O'Riordan St, King St, then reverse route to Crescent St, then Baptist St, Crown St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

#### **Alterations**

- **From 20 May 1969:** Ex City (Circular Quay) from Gardeners Rd via Racecourse Pl, Evans Av, Maloney St. Reverse on return.
- **By 20 October 1985:** Ex City (Circular Quay) from O'Riordan St via Robey St extension, Ninth St, Vickers St, Sixth Av, Keith Smith Av to terminal. Return via Shiers Av, Tenth St, O'Riordan St, King St.
- **From 8 February 1987** (*opening of Pitt St pedestrian mall*): To approach City from Goulburn St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Pitt St via Hunter St, Castlereagh St, Goulburn St.

## Timetable Summary

11 July 1948

### City – Kensington – Sans Souci routes 302, 303

| Destinations   | Off-peak trip time     | Day | First trip  |         | Last trip   |          | Av day freq/No of trips# | Notes |
|--|------------------------|-----|-------------|---------|-------------|----------|--------------------------|-------|
|  |                        |     | From        | Time    | From        | Time     |                          |       |
| <b>302:</b> City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd)† | Fr C/Rly<br>63D<br>66R | M-F | Dolls Point | 6.25amE | Rocky Pt Rd | 11.30pmE | A                        |       |
|  |                        |     | Eddy Av     | 9.01amR |             |          |                          |       |
|  |                        | Sat | Dolls Point | 6.25amE |             | 11.30pmE | B                        |       |
|  |                        |     | Eddy Av     | 1.18pmR |             |          |                          |       |
|  |                        | Sun | Dolls Point | 6.28amE | Eddy Av     | 11.48pmD | 30                       |       |
| <b>303:</b> City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd)‡ | Fr C/Rly<br>59D<br>62R | M-F | Dolls Point | 5.10amE | Rocky Pt Rd | 11.30pmE | C                        |       |
|  |                        |     | Eddy Av     | 8.45amR |             |          |                          |       |
|  |                        | Sat | Dolls Point | 5.10amE | Eddy Av     | 11.25pmR | F                        |       |
|  |                        |     | Eddy Av     | 1.03pmR |             |          |                          |       |
|  |                        | Sun | Dolls Point | 6.58amE | Dolls Point | 11.43pmE | 30                       | G     |

# Average day frequencies along common route:

M-F City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd) (302, 303) 20.  
 Sat AM City (Eddy Av, Central Railway)-Dolls Point (302, 303) 15.  
 Sat PM City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd) (302, 303) 15.  
 Sun City (Eddy Av, Central Railway)-Dolls Point (302, 303) 15.

\* More frequent in peak hours.

† Via Florence Av, Eastlakes. Sans Souci (Rocky Point Rd) terminus was at the corner of Russell Av.

‡ Via Maloney Av, Eastlakes. Sans Souci (Rocky Point Rd) terminus was at the corner of Russell Av.

A – Peak hours, City (Eddy Av, Central Railway)-Dolls Point. Off-peak, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd) 40\*. Night, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd). Plus short-working/s before first trip & after last trip shown.

B – Morning, City (Eddy Av, Central Railway)-Dolls Point 30. Afternoon, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd) 30. Night, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd). Plus short-working/s after last trip shown.

C – Peak hours, City (Eddy Av, Central Railway)-Dolls Point. Off-peak, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd) 40\*. Night, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd). Plus short-working/s before first trip & after last trip shown (first trip 3.40am from Kensington to Ramsgate, last trip 2.19am from Ramsgate to Kensington).

D – To Dolls Point.

E – To City (Eddy Av, Central Railway).

F – Morning, City (Eddy Av, Central Railway)-Dolls Point 30. Afternoon, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd) 30. Night, City (Eddy Av, Central Railway)-Sans Souci (Rocky Point Rd). Plus short-working/s before first trip & after last trip shown (first trip 3.40am from Kensington to Ramsgate, last trip 2.19am from Ramsgate to Kensington).

G – Plus short-working/s before first trip & after last trip shown (first trip 5.00am from Kensington to Ramsgate, last trip 1.59am from Ramsgate to Kensington).

R – To Sans Souci (Rocky Point Rd).

1 November 1959

**City – Kensington – Sans Souci routes**

**302-304**

| Destinations   | Off-peak trip time                | Day | First trip    |                     | Last trip     |                                 | Av day freq/No of trips# | Notes |
|--|-----------------------------------|-----|---------------|---------------------|---------------|---------------------------------|--------------------------|-------|
|  |                                   |     | From          | Time                | From          | Time                            |                          |       |
| <b>302:</b> City (Circular Quay)-Sans Souci via Florence Av, Eastlakes | Fr<br>C/Quay<br>42M<br>60D<br>64S | M-F | Sans Souci    | 4.15amQ             | Circular Quay | 5.40pmS                         | A                        |       |
|  |                                   |     |               |                     | Dolls Point   | 11.10pmQ                        |                          |       |
|  |                                   |     |               |                     | Mascot        | 12.06amQ                        |                          |       |
|  |                                   | Sat | Sans Souci    | 4.15amQ             | Circular Quay | 5.52pmS<br>11.52pmD             | B                        |       |
|  |                                   | Sun | Dolls Point   | 5.44amQ             |               | 1.46pmS<br>6.10pmD<br>10.35pmM  | C                        |       |
|  |                                   |     | Sans Souci    | 1.32pmQ             |               |                                 |                          |       |
| <b>303:</b> City (Circular Quay)-Sans Souci via Maloney Av, Eastlakes  | Fr<br>C/Quay<br>39M<br>57D<br>61S | M-F | Circular Quay | 6.23amS             | Circular Quay | 5.59pmS                         | Ph                       |       |
|  |                                   | Sat |               | 5.20amM<br>10.18amS | Sans Souci    | 6.31pmQ                         | E                        |       |
|  |                                   |     |               |                     | Dolls Point   | 11.12pmQ                        |                          |       |
|  |                                   | Sun | Sans Souci    | 9.21amQ             | Circular Quay | 4.56pmS<br>10.05pmD<br>11.05pmM | F                        |       |
|  |                                   |     |               |                     |               |                                 |                          |       |
| <b>304:</b> City (Circular Quay)-West Kensington                       | 22                                | M-F | W Kensington  | 5.21am              | Circular Quay | 6.36pm                          | 20*                      |       |
|  |                                   | Sat |               | 5.24am              |               | 10.54pm                         | G                        |       |
|  |                                   | Sun | Circular Quay | 3.50pm              |               | 5.41pm                          | H                        |       |

# Average day frequencies along common route:

- M-F City (Circular Quay)-West Kensington (302-304) 10.  
City (Circular Quay)-Mascot (302, 303) 20.  
City (Circular Quay)-Sans Souci (303) 60.
- Sat AM City (Circular Quay)-West Kensington (302-304) 8-10.  
City (Circular Quay)-Mascot (302, 303) 10.  
City (Circular Quay)-Sans Souci (303) 20.
- Sat PM City (Circular Quay)-Sans Souci (302, 303) 20.
- Sun AM City (Circular Quay)-Dolls Point (302, 303) 30.  
City (Circular Quay)-Sans Souci (303) 60.
- Sun PM City (Circular Quay)-Mascot (302, 303) 15.  
City (Circular Quay)-Sans Souci (302, 303) 20-40.

\* More frequent in peak hours.

A – Peak hours, City (Circular Quay)-Mascot, Dolls Point or Sans Souci. Day, City (Circular Quay)-Mascot 20, City (Circular Quay)-Sans Souci 60. Night, City (Circular Quay)-Mascot or City (Circular Quay)-Dolls Point.  
Plus short-working/s after last trip shown.

B – Morning, City (Circular Quay)-Sans Souci 20. Afternoon, City (Circular Quay)-Sans Souci 40. Night, City (Circular Quay)-Dolls Point. Plus short-working/s after last trip shown.

C – Early morning & night, mainly City (Circular Quay)-Mascot (first trip from Dolls Point to City (Circular Quay)). Afternoon, City (Circular Quay)-Dolls Point or Sans Souci (irregular). Night, City (Circular Quay)-Mascot.  
Plus short-working/s after last trip shown.

D – To Dolls Point.

E – Morning, mainly City (Circular Quay)-Mascot 30. Afternoon, City (Circular Quay)-Sans Souci 40. Night, City (Circular Quay)-Mascot.

F – Morning, City (Circular Quay)-Sans Souci 60. Afternoon, City (Circular Quay)-Dolls Point or Sans Souci. Night, City (Circular Quay)-Dolls Point.

G – Morning, 12-20. Afternoon, occasional trips.

H – 4 trips from City (Circular Quay).

M – To Mascot.

Ph – Peak hours only, City (Circular Quay)-Dolls Point or Sans Souci.

Q – To City (Circular Quay).

S – To Sans Souci.

February 1970

**City – Kensington – Sans Souci – Caringbah routes**

**301-304**

| Destinations  | Off-peak trip time                    | Day | First trip     |         | Last trip     |                     | Av day freq/No of trips# | Notes |
|---|---------------------------------------|-----|----------------|---------|---------------|---------------------|--------------------------|-------|
|   |                                       |     | From           | Time    | From          | Time                |                          |       |
| <b>301:</b> City (Circular Quay)-Kensington (Virginia St)               | 26                                    | M-F | Virginia St    | 6.07am  | Circular Quay | 6.14pm              | 20                       |       |
|   |                                       | Sat |                |         |               |                     |                          |       |
|   |                                       | Sun |                |         |               |                     |                          |       |
| <b>302:</b> City (Circular Quay)-Sans Souci via Florence Av, Eastlakes† | Fr C/Quay<br>44M<br>63D<br>67S<br>79C | M-F | Sans Souci     | 4.19amQ | Caringbah     | 6.51pmQ             | A                        |       |
|   |                                       |     | Circular Quay  | 5.45amC | Dolls Point   | 11.12pmQ            |                          |       |
|   |                                       |     |                |         | Mascot        | 12.18pmQ            |                          |       |
|   |                                       | Sat | Sans Souci     | 4.17amQ | Sans Souci    | 7.04pmQ             | B                        |       |
|   |                                       |     |                |         | Dolls Point   | 11.12pmQ            |                          |       |
|   |                                       |     |                |         | Mascot        | 11.54pmQ            |                          |       |
|   |                                       | Sun | Dolls Point    | 6.03amQ | Sans Souci    | 10.33pmQ            | E                        |       |
|   |                                       |     | Sans Souci     | 8.28amQ | Circular Quay | 10.35pmS            |                          |       |
| <b>303:</b> City (Circular Quay)-Sans Souci via Maloney Av, Eastlakes†  | Fr C/Quay<br>41M<br>60D<br>64S<br>76C | M-F | Caringbah      | 6.04amQ | Circular Quay | 5.15pmC<br>5.55pmS  | Ph1                      |       |
|   |                                       |     |                |         |               |                     |                          |       |
|   |                                       | Sat | Mascot         | 7.29amQ | Sans Souci    | 6.44pmQ             | F                        |       |
|   |                                       |     | Sans Souci     | 7.56amQ | Circular Quay | 10.35pmM            |                          |       |
|   |                                       | Sun |                | 9.11amQ |               | 4.55pmS<br>11.05pmM | G                        |       |
| <b>304:</b> City (Circular Quay)-West Kensington                        | 24                                    | M-F | W Kensington   | 7.25am  | Circular Quay | 5.33pm              | Ph2                      |       |
|   |                                       | Sat |                | 5.24am  |               | 10.55pm             | H                        |       |
|   |                                       | Sun | Circular Quay  | 4.50pm  |               | 5.42pm              | I                        |       |
| <b>302 or 303:</b> City (Circular Quay)-Mascot Airport                  | 48 (302)<br>45 (303)                  | M-F | Circular Quay  | 7.11am  | Circular Quay | 5.50pm              | 20/40                    |       |
|   |                                       | Sat | Mascot Airport | 9.01am  |               | 12.44pm             | J                        |       |
|   |                                       | Sun |                |         |               |                     |                          |       |

# Average day frequencies along common route:

M-F City (Circular Quay)-West Kensington (301-303) 10.

City (Circular Quay)-Mascot (302, 303) 20

City (Circular Quay)-Sans Souci (303) 60

Sat AM City (Circular Quay)-West Kensington (302-304) 10.

City (Circular Quay)-Mascot (302, 303) 15-20

City (Circular Quay)-Sans Souci (303) 30.

Sat PM City (Circular Quay)-Sans Souci (302, 303) 20.

Sun AM City (Circular Quay)-Dolls Point (302, 303) 20.

City (Circular Quay)-Sans Souci (303) 40.

Sun PM City (Circular Quay)-Sans Souci (302, 303) 15.

\* More frequent in peak hours.

† Peak hour trips extended to Caringbah.

A – Peak hours, City (Circular Quay)-Mascot, Dolls Point, Sans Souci or Caringbah. Day, City (Circular Quay)-Mascot 20, City (Circular Quay)-Sans Souci 60. Night, City (Circular Quay)-Mascot or City (Circular Quay)-Dolls Point.

B – Morning, mostly City (Circular Quay)-Sans Souci 20 (selected trips extended to Sans Souci). Afternoon, City (Circular Quay)-Sans Souci 40. Night, City (Circular Quay)-Mascot or Dolls Point. Plus short-working/s after last trip shown.

C – To Caringbah.

D – To Dolls Point.

E – Morning, City (Circular Quay)-Mascot, Dolls Point, Sans Souci 40. Afternoon, City (Circular Quay)-Sans Souci 30. Night, City (Circular Quay)-Mascot or Dolls Point. Plus short-working/s after last trip shown.

F – Morning, mainly City (Circular Quay)-Sans Souci 60. Afternoon, City (Circular Quay)-Sans Souci 40. Night, City (Circular Quay)-Mascot (limited service).

G - Morning, City (Circular Quay)-Dolls Point or Sans Souci. Afternoon, City (Circular Quay)-Sans Souci 40. Night, City (Circular Quay)-Mascot (limited service).

H – Morning 10-60. Night, limited service.

I – 2 trips from City (Circular Quay).

J – 5 trips from City (Circular Quay), 3 trips from Mascot Airport. Plus short-working/s after last trip shown.

M – To Mascot.

Ph1 – Peak hours only (City (Circular Quay)-Mascot, Dolls Point, Sans Souci or Caringbah).

Ph2 – Peak hours only.

Q – To City (Circular Quay).

S – To Sans Souci.

**5 August 1990**

### **City – Kensington – Mascot routes**

#### **301-303**

| Destinations   | Off-peak trip time      | Day | First trip    |         | Last trip     |          | Av day freq/No of trips# | Notes |
|--|-------------------------|-----|---------------|---------|---------------|----------|--------------------------|-------|
|  |                         |     | From          | Time    | From          | Time     |                          |       |
| <b>301:</b> City (Circular Quay)-Mascot-Eastgardens                    | 55                      | M-F | Circular Quay | 8.27am  | Circular Quay | 4.30pm   | 30                       | A     |
|  |                         | Sat |               | 8.55am  |               | 4.27pm   | 30                       | B     |
|  |                         | Sun |               |         |               |          |                          |       |
| <b>302:</b> City (Circular Quay)-Sans Souci via Florence Av, Eastlakes | Fr C/Quay<br>47M<br>74S | M-F | Sans Souci    | 4.17amQ | Sans Souci    | 7.40pmQ  | PNs                      |       |
|  |                         |     |               |         | Circular Quay | 12.27amM |                          |       |
|  |                         | Sat |               | 4.20amQ | Sans Souci    | 7.49pmQ  | MNs                      |       |
|  |                         |     |               |         | Circular Quay | 12.27amM |                          |       |
|  |                         | Sun |               | 5.58amQ | Sans Souci    | 7.49pmQ  | C                        |       |
|  |                         |     |               |         | Circular Quay | 11.02pmM |                          |       |
| <b>303:</b> City (Circular Quay)-Sans Souci†                           | 71                      | M-F | Sans Souci    | 5.13am  | Circular Quay | 5.40pm   | 30                       | B     |
|  |                         | Sat |               | 7.56am  |               | 5.05pm   | 30                       |       |
|  |                         | Sun |               |         |               |          |                          |       |

# Average day frequencies along common route:

M-F City (Circular Quay)-Mascot (301, 303) 15.

Sat City (Circular Quay)-Mascot (301, 303) 15.

Sun City (Circular Quay)-Mascot (302) 30.

† Via Maloney Av, Eastlakes.

A – Plus later trips on Thursday night Eastlakes-Eastgardens (last trip 9.15pm from Eastgardens).

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

C – Day, City (Circular Quay)-Sans Souci 30. Night, City (Circular Quay)-Mascot.

MNs – Mornings, City (Circular Quay)-Mascot or Sans Souci. Night, City (Circular Quay)-Mascot.

PNs – Peak hours, City (Circular Quay)-Sans Souci. Night, City (Circular Quay)-Mascot.

M – To Mascot.

Q – To City (Circular Quay).

S – To Sans Souci.

### **Route 302**

#### **CITY (Circular Quay) – KENSINGTON – KINGSFORD – EASTGARDENS**

#### **REDFERN – KENSINGTON – KINGSFORD – EASTGARDENS**

#### **Timeline**

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs Service review:

- New daily daytime service, City (Circular Quay) – Kensington – Kingsford – Eastgardens, commenced.
- Shared City (Circular Quay) – Kensington with 303.

**2 December 2018:** As part of the Green Square/Waterloo Transport Action Plan:

- Curtailed/rerouted to Redfern instead of City (Circular Quay).
- City (Circular Quay) – Waterloo via Crown St replaced by new 304.
- Shared Redfern – Kensington with 303.

#### **Streets**

**From 23 June 2002**

**From City (Circular Quay)** via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Crown St (**Surry Hills**), Baptist St, Phillip St, Bourke St, O’Dea Av, Todman Av, Baker St, Virginia St (**West Kensington**), Lenthall St, Todman Av, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd (**Kingsford**), Bunnerong Rd to Eastgardens bus terminal.

**From Eastgardens** (bus terminal) via reverse route to Campbell St, then Elizabeth St, Phillip St to Circular Quay.

#### **Alterations**

- **From 26 April 2009:** Ex City (Circular Quay) from Todman Av direct (*not* via Virginia St). Reverse on return.
- **From 4 October 2015** (*commencement of light rail construction in George St, City/new CBD bus network*): To approach City from Campbell St via Elizabeth St, Phillip St to Circular Quay. Return from Circular Quay (Alfred St) via Young St, Bridge St, Phillip St, Elizabeth St, Goulburn St.

### **Redfern – Kensington – Eastgardens**

*From 2 December 2018*

**From Redfern** (Gibbons St at station) via Lawson Square, Regent St, Botany Rd, Raglan St, Elizabeth St (Waterloo), Phillip St, Bourke St, O'Dea Av, Todman Av, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd (**Kingsford**), Bunnerong Rd to Eastgardens bus terminal.

**From Eastgardens** (bus terminal) via reverse route to Raglan St, then Henderson Rd, Wyndham St, Gibbons St to Redfern station.

#### **Timetable Summary**

*23 June 2002*

#### **City – Kensington routes**

#### **302, 303**

| Destinations  | Off-peak trip time | Day | First trip    |        | Last trip   |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|-------------|--------|-------------------------|-------|
|   |                    |     | From          | Time   | From        | Time   |                         |       |
| <b>302:</b> City (Circular Quay)-Kensington-Eastgardens | 50                 | M-F | Circular Quay | 8.40am | Eastgardens | 4.40pm | 60                      |       |
|   |                    | Sat |               | 9.12am |             | 4.46pm | 60                      |       |
|   |                    | Sun |               | 8.55am |             | 4.44pm | 60                      |       |
| <b>303:</b> City (Circular Quay)-Kensington-Sans Souci  | 74                 | M-F | Sans Souci    | 4.35am | Sans Souci  | 7.57pm | 60*                     |       |
|   |                    | Sat |               | 4.53am |             | 7.57pm | 60                      |       |
|   |                    | Sun |               | 6.05am |             | 7.57pm | 60                      |       |

# Average day frequencies along common route:

M-F City (Circular Quay)-Kensington (302, 303) 30.

Sat City (Circular Quay)-Kensington (302, 303) 30.

Sun City (Circular Quay)-Kensington (302, 303) 30.

\* More frequent in peak hours.



2 December 2018

## Redfern – Kensington routes

### 302, 303

| Destinations                                     | Off-peak trip time | Day | First trip |         | Last trip   |          | Av day freq/No of trips# | Notes |
|--|--------------------|-----|------------|---------|-------------|----------|--------------------------|-------|
|  |                    |     | From       | Time    | From        | Time     |                          |       |
| <b>302:</b> Redfern-Kensington-Eastgardens       | 35                 | M-F | Redfern    | 9.00am  | Eastgardens | 4.49pm   | 60                       |       |
|  |                    | Sat |            | 9.00am  | Redfern     | 5.00pm   | 60                       |       |
|  |                    | Sun |            | 9.00am  |             | 5.00pm   | 60                       |       |
| <b>303:</b> Redfern-Kensington-Mascot-Sans Souci | Fr Red 35M 61S     | M-F | Sans Souci | 4.47amR | Sans Souci  | 8.00pmR  | A                        |       |
|  |                    |     |            |         | Redfern     | 12.30amM |                          |       |
|  |                    | Sat |            | 4.51amR | Sans Souci  | 8.05pmR  | B                        |       |
|  |                    |     |            |         | Redfern     | 12.30amM |                          |       |
|  |                    | Sun |            | 5.49amR | Sans Souci  | 7.02pmR  | B                        |       |
|  |                    |     |            |         | Redfern     | 11.30pmM |                          |       |

# Average day frequencies along common route:

M-F Redfern-Kensington (302, 303) 30.

Sat Redfern-Kensington (302, 303) 30.

Sun Redfern-Kensington (302, 303) 30.

\* More frequent in peak hours.

A – Day, Redfern-Sans Souci 60\*. Night, Redfern-Mascot.

B – Day, Redfern-Sans Souci 60. Night, Redfern-Mascot.

M – To Mascot.

R – To Redfern.

S – To Sans Souci.

### Route 303

**CITY (various termini) – KENSINGTON – DOLLS POINT – SANS SOUCI ■**

**CITY (Circular Quay) – KENSINGTON – MASCOT AIRPORT ■**

**REDFERN – KENSINGTON – DOLLS POINT – SANS SOUCI**

- All trips via Maloney St, Eastlakes
- Extended from Sans Souci to Caringbah (*peak hours, 1965-90*)

### Route X03

**CITY (Circular Quay) – DOLLS POINT – SANS SOUCI via Maloney St, Eastlakes (EXPRESS) ■**

*(The histories of Routes 302 & 303 are intertwined from 1942 to 2002.)*

### Timeline

**1 March 1942:**

- 303 City (Eddy Av, Central Railway) – Kensington – Dolls Point renumbered from 503.
- Some trips (?) rerouted via St Helena Pde, Eastlakes & renumbered 302. Then or later a full time service. 302 & 303 then shared most of route (except through Eastlakes).

**27 September 1942:** Due to wartime conditions:

- Sunday service curtailed to run as a feeder service, Kensington (Doncaster Av) – Dolls Point.
- Off-peak service similarly curtailed from 19 October 1942.

**19 October 1947:** Full time service restored, City (Eddy Av, Central Railway) – Kensington – Dolls Point.

**19 April 1948** (*other than in peak hours & on Sundays*): Extended from Dolls Point to Sans Souci (Rocky Point Rd/Russell Av).

**3 September 1951:**

- Extension from Dolls Point to Sans Souci (Rocky Point Rd/Russell Av) ceased.
- Selected trips extended from Dolls Point to Waldron St, Sandringham.

**22 June 1952** (*times of service?*): Extended from Waldron St, Sandringham to Sans Souci (trolley bus terminus).

**By 30 June 1954:** Saturday mornings & Sunday service extended from Dolls Point to Sans Souci.

### 19 July 1959:

- Other than selected peak hour trips, rerouted as City (Circular Quay) – Kensington – Dolls Point – Sans Souci via Crown St, Surry Hills instead of Darlinghurst & Flinders St, partly replacing 387.
- Selected peak hour trips continued to run City (Eddy Av, Central Railway) – Kensington – Dolls Point – Sans Souci (further selected trips extended to City (Railway Square)). Central Railway ceased to be a terminus by April 1977.
- Existing 387 (renumbered 304 on 2 November 1959) became supplementary to 302 & 303.

**24 October 1960** (*when Circular Quay – Botany tram service replaced by buses*): Selected trips on 302 & 303 extended from Mascot to Sydney Airport in off-peak & Saturday mornings, replacing private 233 which had ceased in July 1960.

**31 May 1965:** Selected peak hour trips extended from Sans Souci to Caringbah across newly opened Captain Cook Bridge linking Sans Souci & Taren Point. Off-peak service Sans Souci – Caringbah provided by private 130.

**5 May 1971:** Sunday service replaced by 302.

**29 October 1984:** Morning peak hour express trip commenced.

**5 August 1990:** In a rearrangement of 301-304, as part of general reorganisation of Eastern Suburbs routes:

- Curtailed to run City (Circular Quay) – Sans Souci. Sans Souci – Caringbah replaced by extended 477.
- City (Circular Quay) – Mascot Airport ceased. Service to Airport replaced by existing 300 (commenced in 1982) & 350 (commenced in 1990) Airport Express routes.
- All Monday-Saturday trips (except selected early morning & late night trips) over full route City (Circular Quay) – Sans Souci ran as 303. Sunday trips over full route ran as 303 from 19 November 1995.
- Express trips renumbered X03.

**By 2 February 1997:** X03 limited morning peak hour express renumbered from 303.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- 303 replaced 302 as only route to run City (Circular Quay) – Sans Souci.
- 302 & 303 continued to share City (Circular Quay) – Mascot.

**27 April 2009:** X03 hours of service extended to afternoon peak hour.

**6 May 2018:** X03 ceased.

**2 December 2018:** As part of the Green Square/Waterloo Transport Action Plan:

- 303 curtailed/rerouted to Redfern – Sans Souci.
- City (Circular Quay) – Waterloo via Crown St replaced by new 304.
- 303 shared Redfern – Kensington with 302.

## Streets

### Route 303

#### **CITY – KENSINGTON – SANS SOUCI (*extended to Caringbah in peak hours*)**

#### **City (Eddy Av, Central Railway) – Dolls Point via Darlinghurst**

*From 1 March 1942 (based on Gregory's Street Directory, circa 1946)*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Moore Park**), Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Maloney St, King St (**Mascot**), Botany Rd, Lords Rd, Ascot Av [former street], General Holmes Dr, The Grand Pde (**Brighton-le-Sands**, **Monterey**, **Ramsgate**), Sandringham St, Malua St, Russell Av to Clareville Av (Dolls Point).

#### Alterations

**Kensington feeder route terminus** (*other than peak hours*):

- **From 27 September 1942:** In Doncaster Av between Anzac Pde & Roma Av.
- **From 25 May 1944:** Altered to Addison St.
- **From 17 November 1944:** Reverted to Doncaster Av between Anzac Pde & Roma Av.

#### **City (Eddy Av, Central Railway) – Sans Souci (Russell Av/Rocky Point Rd)**

#### Alteration

**By 11 July 1948:** Extended from Dolls Point (Russell Av/Clareville Av) via Russell Av to Rocky Point Rd (Sans Souci). Reverse on return.

#### **City (Eddy Av, Central Railway) – Sandringham (Waldron St)**

#### Alteration

**3 September 1951 (*selected trips?*):** Extended from Dolls Point (Russell Av/Clareville Av) via Clareville Av, Riverside Dr to Waldron St, Sandringham.

## **City (Eddy Av, Central Railway) – Sans Souci (Fraters Av/Rocky Point Rd)**

### **Alteration**

**22 June 1952:** Extended from Sandringham (Riverside Dr/Waldron St) via Riverside Dr, Fraters Av to Rocky Point Rd [same as Sans Souci trolley bus terminus].

*By 18 November 1957*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Moore Park**), Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Maloney St (**Eastlakes**), King St (**Mascot**), Botany Rd, Lords Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Sandringham St, Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Fraters Av to Rocky Point Rd (Sans Souci). Reverse on return.

## **City (Circular Quay) – Sans Souci via Crown St**

*From 19 July 1959 (based on 1 November 1959 timetable)*

**From City (Circular Quay)** (Alfred St at Pitt St) via Pitt St, Liverpool St, Oxford St, Crown St (**Surry Hills**), Baptist St, Phillip St, Crescent St, Dowling St, Todman Av (**West Kensington**), Anzac Pde, Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Maloney St (**Eastlakes**), King St (**Mascot**), Botany Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Fraters Av to Rocky Point Rd (Sans Souci).

**From Sans Souci** (Fraters Av at Rocky Point Rd) via reverse route to Liverpool St, then Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

**City (Railway Square) trips** (*peak hours*): Ex Sans Souci from Campbell St/Elizabeth St via Elizabeth St, Eddy Av Pitt St to Railway Square (City). Reverse on return.

### **Alteration**

**From 2 November 1959:** Ex Circular Quay from Pitt St via Goulburn St, Hunt St, Campbell St, Crown St. Reverse on return.

*From 12 November 1964 (based on 13 March 1967 timetable)*

**From City (Circular Quay)** (Alfred St) via Pitt St, Goulburn St, Commonwealth St, Campbell St, Riley St, Bourke St (**Surry Hills**), Crescent St, Dowling St, Todman Av (**West Kensington**), Anzac Pde, Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Florence Av [then intersecting with Gardeners Rd], Barber Av [part now Evans Av], Evans Av (**The Lakes [now Eastlakes] shops**), Maloney St (**Eastlakes**), King St (**Mascot**), Botany Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Napoleon St, Fontainebleau St, Rocky Point Rd to Fraters Av (Sans Souci).

**From Sans Souci** (Rocky Point Rd/Fraters Av) via Fraters Av, Riverside Cr, then reverse route to Crescent St, then Baptist St, Crown St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

**City (Railway Square) trips** (*peak hours*): Ex Sans Souci from Campbell St/Elizabeth St via Elizabeth St, Eddy Av Pitt St to Railway Square (City). Reverse on return.

## **City (Circular Quay) – Sans Souci (*extended to Caringbah in peak hours*)**

### **Alterations**

- **From 31 May 1965**  
**Caringbah extension** (*peak hours*): From Sans Souci via Captain Cook Bridge, Taren Point Rd, Kingsway, Banksia Rd, Denman Av to Caringbah station. Return via Denman Av, Kingsway, then reverse route to Sans Souci.
- **From 20 May 1969:** Ex City (Circular Quay) from Gardeners Rd via Racecourse Pl, Evans Av, Maloney St. Reverse on return.
- **From 17 September 1973 (trips terminating at Sans Souci):** To approach Sans Souci from Fontainebleau St via Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd. Return via Fontainebleau St.
- **By April 1977:** Ex Caringbah from Rocky Point Rd via Fontainebleau St. Unaltered ex City (Circular Quay).
- **From 29 October 1984:**  
**Express trip:** From Sans Souci via normal route to General Holmes Dr, then Southern Cross Dr, Dowling St, Flinders St, Campbell St, Hunt St, then normal 303.
- **From 8 February 1987 (opening of Pitt St pedestrian mall):** To approach City from Goulburn St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Pitt St via Hunter St, Castlereagh St, Goulburn St.

## City (Circular Quay) – Sans Souci

### Alterations

- **From 5 August 1990:** Caringbah extension ceased.
- **By 5 August 1990:** Ex Sans Souci from Campbell St via Elizabeth St (*not* via Hunt St, Goulburn St). Unaltered from City (Circular Quay).
- **By 19 November 1995:** Ex City (Circular Quay) from Riley St, Devonshire St, Bourke St, Crescent St. Return from Crown St via Devonshire St, Riley St, Campbell St.
- **By March 2000:** From City (Circular Quay) via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Hunt St, Campbell St, Riley St, Albion St, Bourke St, O'Dea Av, Todman Av. Return from Todman Av via O'Dea Av, Bourke St, Phillip St, Baptist St, Crown St, Foveaux St, Riley St, Campbell St, Hunt St, Goulburn St, Elizabeth St, Phillip St to Circular Quay.

### *From 23 June 2002*

**From City (Circular Quay)** via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Crown St (**Surry Hills**), Baptist St, Phillip St, Bourke St, O'Dea Av, Todman Av, Baker St, Virginia St (**West Kensington**), Lenthall St, Todman Av, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd, Racecourse Pl, Evans Av, Maloney St (**Eastlakes**), King St (**Mascot**), Botany Rd, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Napoleon St, Fontainebleau St, Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd (Sans Souci).

**From Sans Souci** (Wellington St at Rocky Point Rd) via Fontainebleau St, then reverse route to Campbell St, then Elizabeth St, Phillip St, to Circular Quay (City).

### Alterations

- **From 26 April 2009:** Ex City (Circular Quay) from Todman Av direct (*not* via Virginia St). Reverse on return.
- **From 4 October 2015** (*commencement of light rail construction in George St, City/new CBD bus network*): To approach City from Campbell St via Elizabeth St, Phillip St to Circular Quay. Return from Circular Quay (Alfred St) via Young St, Bridge St, Phillip St, Elizabeth St, Goulburn St.

## CITY – KENSINGTON – MASCOT AIRPORT

### *From 12 November 1964 (based on 13 March 1967 timetable)*

**From City (Circular Quay)** (Alfred St) via Pitt St, Goulburn St, Commonwealth St, Campbell St, Riley St, Bourke St (**Surry Hills**), Crescent St, Dowling St, Todman Av (**West Kensington**), Anzac Pde, Day Av (**Kensington**), Eastern Av (**Kingsford**), Gardeners Rd, Florence Av [then intersecting with Gardeners Rd], Barber Av [part now Evans Av], Evans Av (**The Lakes [now Eastlakes] shops**), Maloney St (**Eastlakes**), King St (**Mascot**), O'Riordan St, Tenth St [now Sir Reginal Ansett Dr], Vickers St, Sixth St, Keith Smith Av to Domestic Terminal (Mascot Airport).

**From Mascot Airport** (Domestic Terminal) via Shiers Av, Seventh St, Vickers St, Tenth St, O'Riordan St, King St, then reverse route to Crescent St, then Baptist St, Crown St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

### Alterations

- **From 20 May 1969:** Ex City (Circular Quay) from Gardeners Rd via Racecourse Pl, Evans Av, Maloney St. Reverse on return.
- **By 20 October 1985:** Ex City (Circular Quay) from O'Riordan St via Robey St extension, Ninth St, Vickers St, Sixth Av, Keith Smith Av to terminal. Return via Shiers Av, Tenth St, O'Riordan St, King St.
- **From 8 February 1987** (*opening of Pitt St pedestrian mall*): To approach City from Goulburn St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Pitt St via Hunter St, Castlereagh St, Goulburn St.

## REDFERN – KENSINGTON – SANS SOUCI

### *From 2 December 2018*

**From Redfern** (Gibbons St at station) via Lawson Square, Regent St, Botany Rd, Raglan St, Elizabeth St (**Waterloo**), Phillip St, Bourke St, O'Dea Av, Joynton Av (**Zetland**), Epsom Rd, Rosebery Av, Kimberley Gr, Dalmeny St (**Rosebery**), Gardeners Rd, Racecourse Pl, Evans Av, Maloney St (**Eastlakes**), King St, Botany Rd (**Mascot**), General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St (**Dolls Point**), Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Napoleon St, Fontainebleau St, Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd (Sans Souci).

**From Sans Souci** (Wellington St at Rocky Point Rd) via Fontainebleau St, then reverse route to Raglan St, then Henderson Rd, Wyndham St, Gibbons St to Redfern station.

### Route X03

#### CITY – KENSINGTON – SANS SOUCI

*By 2 February 1997 (morning peak hour)*

**From Sans Souci** (Wellington St at Rocky Point Rd) via Fontainebleau St, Napoleon St, Riverside Dr, Clareville Av (Sandringham), Russell Av, Malua St (**Dolls Point**), The Grand Pde (**Ramsgate, Monterey, Brighton-le-Sands**), General Holmes Dr, Southern Cross Dr, Dowling St, Crescent St, Phillip St, Baptist St, Crown St, Campbell St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

#### Alteration

*By March 2000:* To approach City (Circular Quay) from Elizabeth St via Phillip St to Circular Quay.

*From 27 April 2009 (afternoon peak hour)*

**From City (Pitt St/Spring St)** via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St, Bourke Rd, Botany Rd, Mill Pond Dr, General Holmes Dr, The Grand Pde (**Brighton-le-Sands, Monterey, Ramsgate**), Malua St, Russell Av, Clareville Av (**Sandringham**), Riverside Dr, Napoleon St, Fontainebleau St, Rocky Point Rd, Nelson St, Harris St, Wellington St to Rocky Point Rd (Sans Souci).

### Timetable Summary

#### Route 303

See 302

#### Route X03

*2 February 1997*

| Destinations                         | Off-peak trip time | Day | First trip |        | Last trip |      | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|------------|--------|-----------|------|-------------------------|-------|
|                                      |                    |     | From       | Time   | From      | Time |                         |       |
| X03: Sans Souci-City (Circular Quay) | 66                 | M-F | Sans Souci | 7.07am |           |      | Ph                      |       |
|                                      |                    | Sat |            |        |           |      |                         |       |
|                                      |                    | Sun |            |        |           |      |                         |       |

Ph – Morning peak hour only (from Sans Souci only).

*27 April 2009*

| Destinations                                    | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|   |                    |     | From       | Time   | From      | Time   |                         |       |
| X03: City (Circular Quay or Pitt St)-Sans Souci | 68                 | M-F | Sans Souci | 7.10am | Pitt St†  | 5.47pm | Ph                      |       |
|   |                    | Sat |            |        |           |        |                         |       |
|   |                    | Sun |            |        |           |        |                         |       |

† At Spring St.

Ph – Peak hours only (mornings from Sans Souci, afternoons from City (Pitt St)).

### Route 304

#### CITY (Eddy Av, Central Railway) – ELIZABETH BAY■

#### Timeline

**12 May 1940:** Renumbered from 4, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

**27 September 1942:** Due to wartime conditions:

- Sunday service curtailed to run as a feeder service, Darlinghurst – Elizabeth Bay.
- Weekday off-peak service similarly curtailed from 19 October 1942.

**14 December 1947:** Re-extended to run City (Eddy Av, Central Railway) – Kings Cross – Elizabeth Bay.

**7 September 1952:** Sunday service again curtailed to run as a feeder service, Darlinghurst – Elizabeth Bay.

**26 October 1952:** Sunday service ceased.

**10 July 1960:** Ceased as part of rearrangement of routes in the City/Kings Cross/Elizabeth Bay area (301, 304, 311, 316 & 317), when the Queens Square-Watsons Bay tram service was replaced by buses. Part of route between Central Railway & Kings Cross replaced by 312.

## Streets

*Circa 1946*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Liverpool St, Oxford St, Darlinghurst Rd (**Darlinghurst**), Liverpool St, Victoria St, Darlinghurst Rd (**Kings Cross**), Elizabeth Bay Rd, Onslow Av, Billyard Av, Ithaca Rd, Elizabeth Bay Rd to end (Elizabeth Bay).

**From Elizabeth Bay** (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

## Timetable Summary

*4 September 1949*

| Destinations                                      | Off-peak trip time | Day | First trip    |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From          | Time   | From      | Time    |                         |       |
| City (Eddy Av, Central Railway)-<br>Elizabeth Bay | 18                 | M-F | Elizabeth Bay | 7.05am | Eddy Av   | 11.35pm | 20*                     | A     |
|   |                    | Sat | Eddy Av       | 7.05am |           | 11.35pm | 20                      | B     |
|   |                    | Sun |               | 7.15am |           | 11.40pm | 30                      | B     |

\* More frequent in peak hours.

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

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

## Route 304

### **CITY (Circular Quay) – WEST KENSINGTON via Crown St**

#### **Timeline**

**2 November 1959:** Renumbered from 387 after it had become supplementary to 302 & 303, when rerouted via Crown St, Surry Hills on 19 July 1959.

**13 June 1967:** Most trips extended to Kensington (Virginia St) & renumbered 301. 304 remained as a peak hour service.

**26 March 1984:** Renumbered part of 302, when 304 used for route in next entry.

## Streets

*From 2 November 1959*

**From City (Circular Quay)** (Alfred St at Pitt St) via Pitt St, Liverpool St, Oxford St, Crown St (**Surry Hills**), Baptist St, Phillip St, Crescent St, Dowling St, Todman Av to Baker St (West Kensington).

**From West Kensington** (Todman Av to Baker St) via reverse route to Liverpool St, then Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

## Timetable Summary

*See 302*

## Route 304

### **CITY (Circular Quay) – KENSINGTON (Virginia St) via Riley & Devonshire Sts**

#### **Timeline**

**26 March 1984:** Off-peak trips on 301 rerouted via Riley & Devonshire Sts, Surry Hills & renumbered.

**5 August 1990:** Replaced by new 304, as part of general reorganisation of Eastern Suburbs routes (*see next entry*).

## Streets

*From 26 March 1984*

**From City (Circular Quay)** (Alfred St) via Pitt St, Goulburn St, Commonwealth St, Campbell St, Riley St (**Surry Hills**), Devonshire St, Bourke St, Crescent St, Dowling St, Todman Av, Baker St, Virginia St to Lenthall St (Kensington).

**From Kensington (Virginia St)** (at Lenthall St) via Lenthall St, McDougall St, Baker St, Todman Av, Dowling St, Crescent St, Phillip St, Baptist St, Crown St, Devonshire St, Riley St, Campbell St, Hunt St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

#### **Alteration**

**From 8 February 1987 (opening of Pitt St pedestrian mall):** To approach City from Goulburn St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St.



### Timetable Summary

26 March 1984

| Destinations   | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|  |                    |     | From          | Time   | From          | Time   |                         |       |
| City (Circular Quay)-Kensington (Virginia St) via Riley St | 27                 | M-F | Circular Quay | 9.02am | Circular Quay | 3.14pm | 20                      |       |
|  |                    | Sat |               |        |               |        |                         |       |
|  |                    | Sun |               |        |               |        |                         |       |

### Route 304

#### CITY (Queen Victoria Building) – SURRY HILLS – COOGEE via Bream St■

#### Timeline

**5 August 1990:** As part of general reorganisation of Eastern Suburbs routes:

- New routes commenced, replacing 304 in previous entry:  
City (Queen Victoria Building) – Coogee (daytime Mondays to Saturdays).  
Randwick Junction – Coogee (peak hours, nights & Sundays).
- Peak hour service provided by 374 & X74 (morning from Coogee and afternoon from City (Circular Quay)).

**19 November 1995:** Replaced by increased service on 374 (full time) (& X74 in peak hours).

#### Streets

*From 5 August 1990 (based on 4 August 1991 timetable)*

**From City (Queen Victoria Building)** (York St) via Druitt St, Park St, Castlereagh St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Riley St (**Surry Hills**), Devonshire St, Bourke St (**Redfern**), Crescent St, Dowling St, Dacey Av (**Moore Park**), Alison Rd, Cowper St, Cook St, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St to Coogee.

**From Coogee** (Arden St) via reverse route to Crescent St, then Phillip St, Baptist St, Crown St, Devonshire St, Riley St, Campbell St, Elizabeth St, Market St, York St to Queen Victoria Building (City).

### Timetable Summary

4 August 1991

| 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)-Coogee via Bream St | Fr Coogee<br>10R<br>36Q | M-F | Randwick Jun | 7.08amC | Q Vic Bldg   | 3.12pmC  | A                       |       |
|  |                         |     | Coogee       | 9.08amQ | Randwick Jun | 11.54pmC |                         |       |
|  |                         | Sat |              | 5.56amR | Q Vic Bldg   | 5.42pmC  | B                       |       |
|  |                         |     |              | 7.58amQ | Randwick Jun | 12.02amC |                         |       |
|  |                         | Sun |              | 8.54amR |              | 6.13amC  | 30                      |       |

A – Peak hours, Randwick Junction-Coogee (morning from Randwick Junction, afternoon from Coogee). Day, City (Queen Victoria Building)-Coogee 30. Night, Randwick Junction-Coogee.

B – Early morning & night, Randwick Junction-Coogee. Day, City (Queen Victoria Building)-Coogee 30.

C – To Coogee.

Q – To City (Queen Victoria Building).

R – To Randwick Junction.

### Route 304

#### CITY (Circular Quay) – ZETLAND – RANDWICK (Prince of Wales Hospital)■

#### Timeline

**2 February 1997:** Daily daytime service commenced. Shared part of route with 301-303.

**28 June 1998:** Rerouted via Central Railway.

**23 June 2002:** Replaced by parts of 302 & 374, as a result of “Better Buses” Eastern Suburbs service review.

## Streets

*From 2 February 1997*

**From City (Circular Quay)** (Alfred St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Hunt St, Campbell St, Riley St (**Surry Hills**), Albion St, Bourke St (**Waterloo**), O'Dea Av, Joynton Av (**Zetland**), Epsom Rd, Link Rd, Dowling St, Todman Av (**Kensington**), Anzac Pde, High St to Prince of Wales Hospital (Randwick).

**From Randwick** (High St at Prince of Wales Hospital) via Belmore Rd, Arthur St, Clara St, High St, then reverse route to O'Dea Av, then Bourke St, Phillip St, Baptist St, Crown St, Campbell St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

## Alterations

- **By April 1998:** Extended in Randwick from High St via Avoca St, Barker St, Prince of Wales Hospital internal roads. Reverse on return (*not* via Arthur St, Clara St).
- **From 28 June 1998:** Ex City (Circular Quay) from Goulburn St via Elizabeth St, Campbell St, Pitt St, Eddy Av (**Central Railway**), Elizabeth St, Albion St, Riley St, Devonshire St, Bourke St. Return from Crown St via Devonshire St, Riley St, Foveaux St, Elizabeth St.

## Timetable Summary

*2 February 1997*

| Destinations  | Off-peak trip time         | Day | First trip    |         | Last trip     |         | Av day freq/No of trips | Notes |
|---|----------------------------|-----|---------------|---------|---------------|---------|-------------------------|-------|
|   |                            |     | From          | Time    | From          | Time    |                         |       |
| City (Circular Quay)-<br>Randwick (Prince of<br>Wales Hospital) | Fr<br>C/Quay<br>32R<br>50P | M-F | Rosebery      | 7.01amC | Pr/Wales Hosp | 6.15pmC | 30*                     | A     |
|   |                            |     | Circular Quay | 8.00amP | Circular Quay | 7.15pmR |                         |       |
|   |                            | Sat |               | 9.10amP | Pr/Wales Hosp | 4.44pmC | 30                      | B     |
|   |                            | Sun |               | 9.10amP |               | 4.46pmC | 30                      | B     |

\* More frequent in peak hours.

A – Early morning, from Rosebery to City (Circular Quay). Late afternoon, from City (Circular Quay) to Rosebery.

Day, City (Circular Quay)-Randwick (Prince of Wales Hospital) 30.

A – Plus short-working/s (City (Circular Quay)-Rosebery) before first trip & after last trip shown.

C – To City (Circular Quay).

P – To Randwick (Prince of Wales Hospital).

R – To Rosebery.

## Route 304

### **CITY (Circular Quay) – WATERLOO – ROSEBERY (Kimberley Gr) via Crown St**

## Timeline

**2 December 2018:** Full time service commenced as part of the Green Square/Waterloo Transport Action Plan, replacing City (Circular Quay) – Waterloo area part of 301-303.

## Streets

*From 2 December 2018*

**From City (Circular Quay)** (Alfred St at Phillip St) via Young St, Bridge St, Phillip St, Elizabeth St, Goulburn St, Commonwealth St, Hunt St, Campbell St, Crown St (**Surry Hills**), Baptist St (**Redfern**), Phillip St, Bourke St, O'Dea Av (**Waterloo**), Gadigal Av, Joynton Av (**Zetland**), Epsom Rd, Rosebery Av, Kimberley Gr to Dalmeny Av (Rosebery).

**From Rosebery (Kimberley Gr)** (at Dalmeny Av) via Dalmeny Av, Morley Av, Rosebery Av, then reverse route to Campbell St, then Elizabeth St, Phillip St to Museum of Sydney (Circular Quay, City).

## Timetable Summary

2 December 2018

| Destinations                                 | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|  |                    |     | From          | Time   | From          | Time   |                         |       |
| City (Circular Quay)-Rosebery (Kimberley Gr) | 33                 | M-F | Circular Quay | 4.00am | Circular Quay | 3.00am | 12*                     | A     |
|  |                    | Sat |               | 4.00am |               | 3.00am | AM 15 PM 12             | A     |
|  |                    | Sun |               | 4.00am |               | 3.00am | AM 15 PM 12             | A     |

\* More frequent in peak hours.

A – Continuous service Mondays-Sundays.

## Route 305

### CITY (Railway Square) – WEST KENSINGTON ■

#### Timeline

**1 November 1959:** Renumbered from 386.

**17 January 1980:** Express trips commenced.

**After 20 October 1985:** Ceased. 301-304 continued to provide service between West Kensington & elsewhere in the City.

#### Streets

*By November 1968*

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Randle St, Chalmers St, Cleveland St, Bourke St, Crescent St, Dowling St, Todman Av to Baker St (West Kensington).

**From West Kensington** (Todman Av at Baker St) via Todman Av, Dowling St, Crescent St, Phillip St, Baptist St, Cleveland St, then reverse route to Railway Square (City).

#### Alterations

- **From 25 February 1969:** Ex Railway Square from Randle St via Devonshire St, Elizabeth St, Cleveland St. Unaltered on return..
- **By September 1980:** Ex Railway Square from Eddy Av via Elizabeth St, Cleveland St. Unaltered on return.

## Timetable Summary

7 December 1964

| Destinations                          | Off-peak trip time | Day | First trip |        | Last trip    |        | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
|                                       |                    |     | From       | Time   | From         | Time   |                         |       |
| City (Railway Square)-West Kensington | 12                 | M-F | Railway Sq | 5.55am | W Kensington | 5.20pm | Ph                      |       |
|                                       |                    | Sat |            |        |              |        |                         |       |
|                                       |                    | Sun |            |        |              |        |                         |       |

Ph – Peak hours only (morning, mostly from City (Railway Square), afternoon, from West Kensington).

## Route 305

### CITY (Railway Square) – MASCOT – SYDENHAM ■

#### Timeline

**12 July 1993:** Weekday daytime route, City (Railway Square) – Sydney Airport – Sydenham, commenced, replacing industrial routes 041 & 043.

**2 February 1997:** Curtailed to run in peak hours only, City (Railway Square) – Mascot (Qantas Centre), with only limited service extended to Sydenham. Off-peak service replaced by new 100, running over a similar route between Central Railway & Sydney Airport (until 100 ceased on 25 June 2001).

**24 July 2000:** Extension to Sydenham ran only in the afternoon peak hour.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- Curtailed to run City (Railway Square)-Mascot (Qantas Centre, Bourke Rd)
- Service between Mascot & Sydenham not replaced, but Airport railway provided an alternative service.

**By July 2002:** Extended in Mascot from Qantas Centre to Stamford Plaza Hotel.

**1 July 2018:** Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (see *Private Route Histories – Contract Region 6*).

## Streets

### City (Railway Square) – Sydney Airport – Sydenham

From 12 July 1993

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Raglan St, Wyndham St, McEvoy St, Bowden St (**Alexandria**), Bourke Rd (**Beaconsfield**), Gardeners Rd, Kent St, Coward St (**Mascot**), Bourke Rd, O’Riordan St, Robey St, Ninth St, Keith Smith Av, Shiers Av (**Domestic Terminal**), Ninth St, Qantas Dr, **International Terminal** (lower), Cooks River Av, Marsh St, Flora St, West Botany St, Princes Hwy (**Tempe**), Railway Rd, Burrows Av to Sydenham station.

**From Sydenham** (Burrows Av at station) via Gleeson Av, Unwins Bridge Rd, Gannon St, Princes Hwy, West Botany St, Flora St, Marsh St, International Terminal (lower), Qantas Dr, Ninth St, Keith Smith Av, Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, then reverse route to McEvoy St, then Botany Rd, Raglan St, Wyndham St, Lawson St, Regent St, Redfern St, Chalmers St, Eddy Av, Pitt St to Railway Square (City).

### Alterations

- **By 5 December 1994:** Ex City (Railway Square) from Regent St via Botany Rd, McEvoy St. Unaltered on return.
- **By 5 December 1994:** Ex City (Railway Square) from O’Riordan St via Sir Reginald Ansett Dr, Shiers Av, Ninth St, Keith Smith Av.
- **By 25 September 1995:** Ex City (Railway Square) from McEvoy St via Maddox St (**not** Bowden St), Bourke Rd. Reverse on return.

### City (Railway Square) – Mascot (Qantas Centre)

By 28 April 2002

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, McEvoy St, Maddox St (**Alexandria**), Bourke Rd (**Beaconsfield**), Gardeners Rd, Kent St, Coward St (**Mascot**), Bourke Rd to Qantas Centre (Mascot).

**From Mascot (Qantas Centre)** (Bourke Rd) via reverse route to McEvoy St, then Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St, Chalmers St, Eddy Av, Pitt St to Railway Square (City).

### City (Railway Square) – Mascot (Stamford Plaza Hotel)

#### Alteration

**By July 2002:** Extended from Qantas Centre, Mascot via Bourke Rd, O’Riordan St to Robey St (Stamford Plaza Hotel). Reverse on return.

## Timetable Summary

12 July 1993

| Destinations                                  | Off-peak trip time      | Day | First trip |         | Last trip       |         | Av day freq/No of trips | Notes |
|---|-------------------------|-----|------------|---------|-----------------|---------|-------------------------|-------|
|   |                         |     | From       | Time    | From            | Time    |                         |       |
| City (Railway Square)-Sydney Airport-Sydenham | Fr Rly Sq<br>40I<br>49S | M-F | Railway Sq | 4.30amI | Railway Sq      | 5.14pmS | A                       |       |
|   |                         |     | Sydenham   | 6.05amR | Internat’l Term | 7.34pmR |                         |       |
|   |                         | Sat |            |         |                 |         |                         |       |
|   |                         | Sun |            |         |                 |         |                         |       |

A – Base service, City (Railway Square)-Sydney Airport. Morning peak hour, extended to start from Sydenham, plus frequent short-workings from Redfern to Sydney Airport (Qantas Mascot). Day, City (Railway Square)-Sydney Airport (International Terminal) 30. Afternoon peak hour, extended to Sydenham, plus frequent short-workings from Sydney Airport (Qantas Mascot) to City (Railway Square).

I – To Sydney Airport (International Terminal).

R – To City (Railway Square).

S – To Sydenham.

2 February 1997

| Destinations                                  | Off-peak trip time      | Day | First trip |         | Last trip     |         | Av day freq/No of trips | Notes |
|---|-------------------------|-----|------------|---------|---------------|---------|-------------------------|-------|
|   |                         |     | From       | Time    | From          | Time    |                         |       |
| City (Railway Square)-Sydney Airport-Sydenham | Fr Rly Sq<br>32Q<br>53S | M-F | Railway Sq | 4.30amI | Railway Sq    | 4.15pmS | A                       |       |
|   |                         |     | Sydenham   | 6.31amR | Qantas Centre | 7.17pmR |                         |       |
|   |                         | Sat |            |         |               |         |                         |       |
|   |                         | Sun |            |         |               |         |                         |       |

\* More frequent in peak hours.

A – Morning peak hour, mainly from City (Railway Square) to Mascot (Qantas Centre), plus less frequent service from Sydenham or Mascot (Qantas Centre) to City (Railway Square). Afternoon peak hour, mainly from Mascot (Qantas Centre) to City (Railway Square), plus less frequent service from City (Railway Square) to Mascot (Qantas Centre) or Sydenham.

I – To Sydney Airport (International Terminal).

Q – To Mascot (Qantas Centre, Bourke Rd).

R – To City (Railway Square).

S – To Sydenham.

28 April 2002

| Destinations                                 | Off-peak trip time | Day | First trip |        | Last trip  |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
|  |                    |     | From       | Time   | From       | Time   |                         |       |
| City (Railway Square)-Mascot (Qantas Centre) | 27                 | M-F | Railway Sq | 5.35am | Qantas Ctr | 5.50pm | Ph                      | A     |
|  |                    |     |            |        |            |        |                         |       |
|  |                    | Sat |            |        |            |        |                         |       |
|  |                    | Sun |            |        |            |        |                         |       |

\* More frequent in peak hours.

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

Ph – Peak hours only (morning from City (Railway Square), afternoon from Mascot (Qantas Centre)).

## Route 306

### **CITY (various termini) – ROSE BAY – DOVER HEIGHTS via New South Head Rd■**

- **Feeder service (at various times): EDGECLIFF or ROSE BAY – DOVER HEIGHTS**

*(“West Circular Quay” refers to termini in Alfred St between George St & Pitt St and in the former street Circular Quay West between Alfred St & Argyle St. That part of the street Circular Quay West is in current First Fleet Park.)*

### **Timeline**

**12 May 1940:** Feeder service, Rose Bay (Dover Rd) – Dover Heights (Russell St [now Kobada Rd]), renumbered from 6, as part of renumbering of Eastern Suburbs routes into the 300-399 series. Then or later a full time service.

**17 March 1941:** Extended in Dover Heights from Russell St to Kimberley St [now Military Rd]/Old South Head Rd.

**27 November 1949:** Sunday service ceased.

**28 May 1950:** Extended as City (Macquarie St) – Rose Bay – Dover Heights, supplementing Erskine St – Watsons Bay tram service when it was re-extended from Dover Rd to Watsons Bay. By 28 October 1950, a full time route (including Sundays).

**5 August 1951:** Sunday service curtailed to run as a feeder service, Rose Bay – Dover Heights (connecting at Rose Bay with Erskine St trams) (when did Sunday service cease again?)

**7 September 1952:** Sunday service curtailed to run as a feeder service, Rose Bay – Dover Heights. Similarly curtailed in off-peak and weekends from 17 November 1952. Peak hour service continued as City (Macquarie St) – Dover Heights.

**July (?) 1953:** Sunday service ceased.

**25 October 1953:** Sunday service restored until 25 April 1954 (was it restored during Summer in later years?).

**20 July 1959:** Night service ceased.

**11 July 1960:** As part of the replacement of the Queens Square – Watsons Bay tram service by buses:

- City terminus altered to Bridge St (same as 324). Shared City (Bridge St) – Rose Bay with 323 & 324.
- Hours of service improved to run all-day Mondays to Saturdays.

**8 August 1966:** City terminus altered to West Circular Quay (Alfred St at Pitt St).

**14 July 1969:** City (West Circular Quay) terminus altered to Circular Quay West [former street].

**30 January 1974:** Night trips Monday-Saturday extended to Opera House.

**23 June 1979:** Curtailed to run as a feeder service, Edgecliff – Dover Heights & renumbered 323, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

## Streets

### Rose Bay (Dover Rd) – Dover Heights

*Circa 1946*

**From Dover Heights** (Kimberley St/Old South Head Rd) via Peel St, Lancaster Rd, Portland St, Victory St, Dover Rd to New South Head Rd (Rose Bay). Reverse on return.

### City (Macquarie St) – Dover Heights

*From 28 May 1950 (based on 28 October 1950 timetable)*

**From City (Macquarie St)** (at Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Park St, William St, Darlinghurst Rd (Kings Cross), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay**), Dover Rd (**Rose Bay**), Victory St, Portland St, Lancaster Rd, Peel St, Kimberley St [now Military Rd] to Old South Head Rd (Dover Heights).

**From Dover Heights** (Kimberley St/Old South Head Rd) via reverse route to Elizabeth St, then Hunter St, Macquarie St to Bridge St (City).

### City (Bridge St) – Dover Heights

#### Alteration

*From 11 July 1960 (based on 11 December 1961 timetable):* To approach City from Park St via George St, Bridge St to between George St & Pitt St. Return via Pitt St, Park St.

### City (West Circular Quay) – Dover Heights

#### Alterations

- *From 8 August 1966 (based on January 1967 timetable):* To approach City from George St via Alfred St to between George St & Pitt St (West Circular Quay). Return via Pitt St.
- *From 14 July 1969:* To approach City from George St via Argyle St, Circular Quay West [former street] to between Argyle St & Alfred St. Return via Pitt St.

### City (West Circular Quay) – Dover Heights (extended to Opera House at night)

#### Alterations

- *From 30 January 1974 (based on March 1974 timetable)*  
**Opera House extension (nights):** From George St, City via Alfred St, Circular Quay East to Opera House. Return via Circular Quay East, Alfred St, Pitt St.
- *By March 1976:* Ex City from Bayswater Rd via Kellett Av, Kings Cross Rd, Bayswater Rd. Ex Dover Heights from Bayswater Rd via Craigend St, Kellett Av, Bayswater Rd.

## Timetable Summary

*1 May 1949*

| Destinations                      | Off-peak trip time | Day | First trip |        | Last trip     |         | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
|                                   |                    |     | From       | Time   | From          | Time    |                         |       |
| Rose Bay (Dover Rd)-Dover Heights | 9                  | M-F | Dover Rd   | 7.08am | Dover Heights | 12.12am | 30*                     |       |
|                                   |                    | Sat |            | 6.58am |               | 12.12am | 30                      |       |
|                                   |                    | Sun |            | 6.57am |               | 11.42am | 30                      |       |

\* More frequent in peak hours.

*28 October 1950*

| Destinations                      | Off-peak trip time | Day | First trip    |        | Last trip    |         | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|---------------|--------|--------------|---------|-------------------------|-------|
|                                   |                    |     | From          | Time   | From         | Time    |                         |       |
| City (Macquarie St)-Dover Heights | 34                 | M-F | Dover Heights | 7.07am | Macquarie St | 11.38pm | 20                      | A     |
|                                   |                    | Sat |               | 7.14am |              | 11.38pm | AM 20<br>PM 30          |       |
|                                   |                    | Sun |               | 7.20am |              | 11.38pm | 30                      |       |

\* More frequent in peak hours.

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



*11 December 1961*

| Destinations                   | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|                                |                    |     | From          | Time   | From          | Time   |                         |       |
| City (Bridge St)-Dover Heights | 38                 | M-F | Dover Heights | 6.22am | Dover Heights | 7.22pm | 20*                     | A     |
|                                |                    | Sat |               | 7.18am |               | 7.54pm | 30                      |       |
|                                |                    | Sun |               |        |               |        |                         |       |

\* More frequent in peak hours.

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

## Route 306

### **CITY (Circular Quay) – ST PETERS**■

#### **Timeline**

**5 August 1990:** Peak hour trips City (Circular Quay) – St Peters renumbered from 308, as part of general reorganisation of Eastern Suburbs routes. 308 continued to provide off-peak & Saturday service, supplementary to 306.

**31 July 1995:** Renumbered back to 308.

#### **Streets**

*From 5 August 1990*

#### **Mornings**

**From City (Circular Quay)** via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Maddox St, Euston Rd, Campbell Rd, Barwon Park Rd, King St to St Peters station.

**From St Peters** (Mitchell Rd at station) via Mitchell Rd [now Sydney Park Rd], Euston Rd, Maddox St, Mitchell Rd, Henderson Rd, Botany Rd, Regent St, Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

#### **Afternoons**

**From City (Circular Quay)** via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Maddox St, Euston Rd, Huntley St, Mitchell Rd [now Sydney Park Rd] to St Peters station.

**From St Peters** (Mitchell Rd at station) via King St, Barwon Park Rd, Campbell Rd, Euston Rd, Maddox St, Mitchell Rd, Henderson Rd, Botany Rd, Regent St, Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

#### **Timetable Summary**

*5 August 1990*

*See 308*

## Route 306

### **CITY (Railway Square) – WEST KENSINGTON (Virginia St)**■

#### **Timeline**

**23 June 2002:** Weekday off-peak service commenced, as a result of “Better Buses” Eastern Suburbs service review. Shared part of route with 302 & 303.

**16 December 2002:** Ceased. 302 & 303 continued over similar route (but to City (Circular Quay)).

#### **Streets**

*From 23 June 2002*

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Albion St, Riley St, Devonshire St (**Surry Hills**), Crown St, Baptist St, Phillip St, Bourke St (**Waterloo**), O’Dea Av, Todman Av, Baker St, Virginia St to Lenthall St (West Kensington).

**From West Kensington (Virginia St)** (at Lenthall St) via reverse route to Riley St, then Foveaux St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

## Timetable Summary

23 June 2002

| Destinations   | Off-peak trip time | Day | First trip  |        | Last trip  |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------|------------|--------|-------------------------|-------|
|  |                    |     | From        | Time   | From       | Time   |                         |       |
| City (Railway Sq)-<br>West Kensington<br>(Virginia St) | 19                 | M-F | Virginia St | 9.00am | Railway Sq | 3.30pm | 120                     |       |
|  |                    | Sat |             |        |            |        |                         |       |
|  |                    | Sun |             |        |            |        |                         |       |

## Route 307

### CITY (Eddy Av, Central Railway) – ALEXANDRIA ■

*(The outer terminus of the tram service which routes 307 & 308 replaced was known as Alexandria. The outer terminus of the replacing bus service was initially also known as Alexandria. But, by 1960, the terminus name had changed to St Peters station (location unaltered))*

## Timeline

**4 May 1959:** Peak hour service, supplementary to 308, commenced as part of replacement of Circular Quay – Alexandria via Redfern tram service.

**By 1 December 1984:** 307 renumbered part of 308.

## Streets

*From 4 May 1959*

**From City (Eddy Av, Central Railway)** via Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd [part now Sydney Park Rd], to King St (Alexandria). Reverse on return.

## Alterations

- From 27 July 1959**  
**Alexandria (Euston Rd) diversion:** Either direction, from Mitchell Rd via Harley St, Euston Rd, Maddox St to Mitchell Rd.
- By 4 January 1962:** Extended from City (Eddy Av, Central Railway) via Pitt St to Railway Square. Reverse on return.
- By January 1966**  
**Alexandria (Euston Rd) diversion:** Ex City (Eddy Av, Central Railway) from Mitchell Rd via Harley St, Euston Rd, Maddox St to Mitchell Rd. Ex St Peters from Mitchell Rd via Maddox St, Euston Rd, Harley St to Mitchell Rd.
- From 25 February 1969:** Ex Circular Quay from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Ex St Peters from Redfern St via Chalmers St, Randle St, Elizabeth St.

## Timetable Summary

See 308

## Route 307

### CITY (Circular Quay) – BOTANY – EASTGARDENS – KINGSFORD via Stephen Rd, East Botany ■

## Timeline

**19 October 1987:** Selected weekday off-peak 310 trips rerouted via Stephen Rd, East Botany & renumbered. Shared Circular Quay – Botany with 309 & 310.

**5 August 1990:** Ceased. Part of route along Stephen Rd, East Botany not replaced. 309 & 310 continued to run City (Circular Quay) – Botany.

## Streets

*From 19 October 1987*

**From City (Circular Quay)** (Young St) via Alfred St, Phillip St, Elizabeth St, Regent St (**Redfern**), Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany**), Stephen Rd (**East Botany**), Page St (**Pagewood**), Wentworth Av (**Eastgardens**), Bunnerong Rd to Nine Ways (Kingsford).

**From Kingsford** (Nine Ways) via reverse route to Redfern St, then Chalmers St, Elizabeth St, Phillip St, Bent St, Young St to Circular Quay (City).

### Alteration

**From 11 September 1988:** To approach City from Phillip St via Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St.

### **Timetable Summary**

See 309

### **Route 307**

#### **MASCOT station – EASTGARDENS – PORT BOTANY DEPOT**

### **Timeline**

**2 December 2018:** Commenced as part of the Green Square/Waterloo Transport Action Plan, replacing parts of 309, 310 & 391.

### **Streets**

**From 2 December 2018**

**From Mascot** (Bourke St at station) via Coward St, Botany Rd (**Botany**), Banksia St, William St, Swinbourne St, Stephen Rd, Page St (**Pagewood**), Heffron Rd, Bunnerong Rd, **Eastgardens** bus terminal, Wentworth Av, Bunnerong Rd, Smith St, Denison St, Beauchamp Rd, Bunnerong Rd (**Matraville**), Military Rd, Bumborah Point Rd to Port Botany Depot.

**From Port Botany Depot** (Bumborah Point Rd) via reverse route to Smith St, then Bunnerong Rd, Heffron Rd, then reverse route to Mascot station.

### **Timetable Summary**

**2 December 2018**

| Destinations                     | Off-peak trip time | Day | First trip    |        | Last trip  |         | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|---------------|--------|------------|---------|-------------------------|-------|
|                                  |                    |     | From          | Time   | From       | Time    |                         |       |
| Mascot station-Port Botany Depot | 34                 | M-F | Pt Botany Dep | 5.37am | Mascot stn | 12.00mn | 30*                     |       |
|                                  |                    | Sat |               | 5.40am |            | 11.38pm | 30                      |       |
|                                  |                    | Sun |               | 6.40am |            | 11.23pm | 30                      |       |

\* More frequent in peak hours.

### **Route 308**

#### **CITY (various termini) – ALEXANDRIA – MARRICKVILLE METRO**

*(The outer terminus of the tram service which routes 307 & 308 replaced was known as Alexandria. The outer terminus of the replacing bus service was initially also known as Alexandria. But, by 1960, the terminus name had changed to St Peters (location unaltered).)*

### **Timeline**

**4 May 1959:**

- New weekday & Saturday morning route, City (Circular Quay) – Alexandria, commenced as part of replacement of Circular Quay – Alexandria via Redfern tram service.
- Supplemented by peak hour route 307.

**11 December 1961:** Weeknight service curtailed to run City (Railway Square) – St Peters.

**29 July 1969:** City terminus altered from Circular Quay (Alfred St at No 3 Jetty) to Circular Quay East.

**7 October 1969:** City terminus altered from Circular Quay East to Circular Quay (Young St).

**17 November 1969:** City terminus returned to Circular Quay (Alfred St at No 3 Jetty).

**By 26 August 1974:** Weeknight service ceased.

**By 1 December 1984:** 307 renumbered part of 308.

**10 February 1985:** Sunday service recommenced.

**9 September 1988:** City (Circular Quay) terminus altered to Loftus St.

**5 August 1990:** As part of general reorganisation of Eastern Suburbs routes:

- Off-peak & Saturday trips curtailed to run as a feeder service, Redfern – St Peters.
- Peak hour trips remained as City (Circular Quay) – St Peters, but renumbered 306.
- 308 was supplementary to 306 until 31 July 1995.
- Sunday service ceased.

**By January 1993:** Redfern – St Peters trips extended to City (Market St).

**31 July 1995:**

- 306 renumbered back to 308.
- 308 extended from St Peters to Marrickville Metro shops & extended in the City from Market St to Circular Quay, making all trips City (Circular Quay) – St Peters – Marrickville Metro.
- Service expanded to run daytime Mondays-Sundays.

**23 June 2002:** City terminus altered from Circular Quay to Millers Point (off-peak & weekends) and to Gresham St (peak hours), as a result of “Better Buses” Eastern Suburbs service review.

**16 July 2006:** City terminus for all trips altered to Gresham St (arriving) & Pitt St/Spring St (departing).

**1 July 2018:** Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (*see Private Route Histories – Contract Region 6*).

## **Streets**

### **City (Circular Quay) – Alexandria**

*From 4 May 1959*

**From City (Circular Quay)** (Alfred St at Pitt St) via Pitt St, Bridge St, Phillip St, Hunter St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd [part now Sydney Park Rd] to King St (Alexandria).

**From Alexandria** (Mitchell Rd at King St) via reverse route to Phillip St, then Bent St, Loftus St to Circular Quay (City).

### **Alterations**

- *From 27 July 1959*  
**Alexandria (Euston Rd) diversion:** Either direction, from Mitchell Rd via Harley St, Euston Rd, Maddox St to Mitchell Rd..
- *By 19 December 1960:* To approach City from Phillip St via Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St.
- *By January 1966*  
**Alexandria (Euston Rd) diversion:** Ex City (Circular Quay) from Mitchell Rd via Harley St, Euston Rd, Maddox St to Mitchell Rd. Ex St Peters from Mitchell Rd via Maddox St, Euston Rd, Harley St to Mitchell Rd.
- *By January 1966:* To approach City (Circular Quay) from Bridge St via Loftus St to Circular Quay. Return via Phillip St.
- *From 25 February 1969:* Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Ex St Peters from Redfern St via Chalmers St, Randle St, Elizabeth St.
- *By April 1973:* To approach City (Circular Quay) from Bridge St via Young St to Circular Quay. Return via Alfred St, Phillip St.
- *By July 1978:* To approach City (Circular Quay) from Phillip St to Circular Quay East. Reverse on return.
- *By September 1980:* Ex City (Circular Quay) from Elizabeth St direct to Redfern St. Unaltered on return.
- *By 1 December 1984:* To approach City (Circular Quay) from Bridge St via Young St to Circular Quay. Return via Alfred St, Phillip St.
- *From 19 May 1986:* To approach St Peters from Mitchell Rd via Coulson St, Concord St, King St to St Peters station. Unaltered on return.
- *By 18 October 1987:* To approach City (Circular Quay) from Phillip St via Bent St, Young St to Alfred St. Unaltered on return.
- *By 11 September 1988:* To approach City (Circular Quay) from Phillip St via Bent St, Loftus St to Allred St. Return via Alfred St, Pitt St, Hunter St, Castlereagh St, Goulburn St.

### **Redfern – St Peters**

*From 5 August 1990*

**From Redfern** (Redfern St/Regent St) via Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St to Mitchell Rd (St Peters).

**From St Peters** (Mitchell Rd at station) via Mitchell Rd [part now Sydney Park Rd], Henderson Rd, Botany Rd, Regent St to Redfern St (Redfern).

### **City (Market St) – St Peters**

*By January 1993*

**From City (Market St)** (in Castlereagh St) via Castlereagh St, Goulburn St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St to Mitchell Rd (St Peters).

**From St Peters** (Mitchell Rd at station) via Mitchell Rd [part now Sydney Park Rd], Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St, Chalmers St, Elizabeth St to Market St (City).

### **City (Circular Quay) – St Peters – Marrickville Metro**

#### **Alteration**

**From 31 July 1995:** Extended from Mitchell Rd via Maddox St, Euston Rd, Huntley St, Coulson St, Concord St (**St Peters**), King St, Alice St, Edgeware Rd, Murray St, Edinburgh Rd, Smidmore St to Marrickville Metro entrance. Return via Murray St, Edgeware Rd, Alice St, King St, Sydney Park Rd, Euston Rd, Maddox St to Mitchell Rd.

### **City (Millers Point) – St Peters – Marrickville Metro**

**From 23 June 2002**

**From City (Millers Point)** (Argyle St/High St) via Argyle St, George St, Alfred St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St (**St Peters**), King St, Alice St, Edgeware Rd, (?), Smidmore St to Marrickville Metro entrance.

**From Marrickville Metro** (Smidmore St entrance) via Edgeware Rd, Alice St, King St, Sydney Park Rd, Mitchell Rd, Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Loftus St, Alfred St, George St, Argyle St, Kent St, High St to Argyle St (Millers Point).

**Trips terminating at Gresham St** (peak hours): To approach City from Bent St via Gresham St to Bridge St. Return from Pitt St at Spring St.

### **City (Gresham St or Pitt St) – St Peters – Marrickville Metro**

**From 16 July 2006**

**From City (Pitt St)** (at Spring St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Mitchell Rd (**Alexandria**), Coulson St, Concord St (**St Peters**), King St, Alice St, Edgeware Rd, Edinburgh Rd, Smidmore St to Marrickville Metro entrance.

**From Marrickville Metro** (Smidmore St entrance) via Murray St, Edinburgh Rd, Edgeware Rd, Alice St, King St, Sydney Park Rd, Mitchell Rd, Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Gresham St to Bridge St (City).

#### **Alteration**

**From 4 October 2015** (commencement of light rail construction in George St, City/new CBD bus network): Ex City (Pitt St) from Hunter St via Elizabeth St. Unaltered on return.

### **Timetable Summary**

**4 May 1959**

#### **City – Alexandria routes**

**307, 308**

| Destinations   | Off-peak trip time | Day | First trip |        | Last trip     |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
|  |                    |     | From       | Time   | From          | Time    |                         |       |
| <b>307:</b> City (Eddy Av, Central Railway)-Alexandria |                    | M-F | Eddy Av    | 5.42am | Alexandria    | 4.11pm  | Ph                      |       |
|  |                    | Sat |            | 5.44am |               |         | A                       |       |
|  |                    | Sun |            |        |               |         |                         |       |
| <b>308:</b> City (Circular Quay)-Alexandria            |                    | M-F | Alexandria | 5.45am | Circular Quay | 11.35pm | 30*                     |       |
|  |                    | Sat |            | 5.40am |               | 2.22pm  | 30                      |       |
|  |                    | Sun |            |        |               |         |                         |       |

\* More frequent in peak hours.

A – 1 trip from City (Eddy Av, Central Railway) to Alexandria only.

Ph – Peak hours only (morning from Central Railway (Eddy Av), afternoon from Alexandria).

**19 December 1960**

**City – St Peters routes**

**307, 308**

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip     |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From          | Time    |                         |       |
| <b>307:</b> City (Eddy Av, Central Railway)-St Peters | 13                 | M-F | Eddy Av    | 5.42am | St Peters     | 4.17pm  | Ph                      |       |
|   |                    | Sat |            | 5.44am | Eddy Av       | 6.45pm  | A                       |       |
|   |                    | Sun |            |        |               |         |                         |       |
| <b>308:</b> City (Circular Quay)-St Peters            | 26                 | M-F | St Peters  | 5.45am | Circular Quay | 11.35pm | 35*                     |       |
|   |                    | Sat |            | 5.40am |               | 2.32pm  | 35                      |       |
|   |                    | Sun |            |        |               |         |                         |       |

\* More frequent in peak hours.

A – Early morning, from City (Eddy Av, Central Railway) to St Peters. Afternoon, 2 trips.

Ph – Peak hours only (morning from Central Railway (Eddy Av), afternoon from St Peters). Plus late night trip from St Peters.

**8 March 1975**

**City – St Peters routes**

**307, 308**

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip     |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From          | Time    |                         |       |
| <b>307:</b> City (Eddy Av, Central Railway)-St Peters | 13                 | M-F | Eddy Av    | 6.06am | St Peters     | 7.06pm  | Ph                      |       |
|   |                    | Sat |            |        |               |         |                         |       |
|   |                    | Sun |            |        |               |         |                         |       |
| <b>308:</b> City (Circular Quay)-St Peters            | 26                 | M-F | St Peters  | 6.25am | Circular Quay | 6.35pm  | 35*                     |       |
|   |                    | Sat |            | 7.55am |               | 11.25am | 35                      |       |
|   |                    | Sun |            |        |               |         |                         |       |

\* More frequent in peak hours

Ph – Peak hours only (morning from Central Railway (Eddy Av), afternoon from St Peters). Plus late night trip from St Peters.

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**1 December 1984**

| Destinations                               | Off-peak trip time | Day | First trip |        | Last trip     |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
|  |                    |     | From       | Time   | From          | Time   |                         |       |
| <b>308:</b> City (Circular Quay)-St Peters | 24                 | M-F | St Peters  | 6.28am | Circular Quay | 6.37pm | 35*                     | A     |
|  |                    | Sat |            | 7.55am |               | 5.05pm | AM 35 PM 60             |       |
|  |                    | Sun |            |        |               |        |                         |       |

\* More frequent in peak hours.

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

**5 August 1990**

**City – St Peters routes**

**306, 308**

| Destinations                               | Off-peak trip time | Day | First trip |        | Last trip     |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
|  |                    |     | From       | Time   | From          | Time   |                         |       |
| <b>306:</b> City (Circular Quay)-St Peters | 30                 | M-F | St Peters  | 6.18am | Circular Quay | 6.37pm | Ph                      |       |
|  |                    | Sat |            |        |               |        |                         |       |
|  |                    | Sun |            |        |               |        |                         |       |
| <b>308:</b> Redfern-St Peters              | 8                  | M-F | St Peters  | 9.10am | Redfern       | 2.57pm | 30                      |       |
|  |                    | Sat |            | 8.28am |               | 5.15pm | 30                      |       |
|  |                    | Sun |            |        |               |        |                         |       |

Ph – Peak hours only (both directions). Plus early morning short-workings, City (Central Railway) – St Peters, starting before first trip shown.



**30 July 1995**

| Destinations  | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|   |                    |     | From          | Time   | From          | Time   |                         |       |
| <b>308:</b> City (Circular Quay)-Marrickville Metro | 36                 | M-F | M'ville Metro | 6.18am | Circular Quay | 6.37pm | A                       |       |
|   |                    | Sat | Circular Quay | 8.15am |               | 5.15pm | B                       |       |
|   |                    | Sun |               | 8.15am |               | 5.15pm | B                       |       |

A – Peak hours, City (Circular Quay)-Marrickville Metro. Off-peak, Marrickville Metro-Alexandria 30, Marrickville Metro-City (Circular Quay) 60. Plus short-working/s, City (Elizabeth St, Central Railway)-St Peters before first trip shown.

B – Marrickville Metro-Alexandria 30, Marrickville Metro-City (Circular Quay) 60.

**28 April 2002**

| Destinations  | Off-peak trip time        | Day | First trip    |         | Last trip     |         | Av day freq/No of trips | Notes |
|---|---------------------------|-----|---------------|---------|---------------|---------|-------------------------|-------|
|   |                           |     | From          | Time    | From          | Time    |                         |       |
| <b>308:</b> City (Millers Point)-Marrickville Metro | Fr<br>M/Met<br>31G<br>35P | M-F | M'ville Metro | 6.27amG | Millers Point | 2.50pmM | A                       |       |
|   |                           |     |               | 9.05amP | Gresham St    | 6.23pmM |                         |       |
|   |                           | Sat |               | 8.30amP | Millers Point | 5.30pmM | 60                      |       |
|   |                           | Sun |               | 8.30amP |               | 4.45pmM | 90                      |       |

A – Peak hours, City (Gresham St)-Marrickville Metro. Day City (Millers Point)-Marrickville Metro 60. Plus short-working/s, Redfern-St Peters before first trip shown.

G – To City (Gresham St).

M – To Marrickville Metro.

P – To City (Millers Point).

**18 March 2012**

| Destinations  | Off-peak trip time | Day | First trip    |         | Last trip |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|---------|-----------|--------|-------------------------|-------|
|   |                    |     | From          | Time    | From      | Time   |                         |       |
| <b>308:</b> City (Gresham St or Pitt St)-Marrickville Metro | 34                 | M-F | M'ville Metro | 6.35am  | Pitt St†  | 6.25pm | 80*                     | A     |
|   |                    | Sat |               | 8.27am  |           | 5.05pm | 80                      |       |
|   |                    | Sun |               | 10.00am |           | 3.15pm | 90                      |       |

\* More frequent in peak hours.

† At Spring St.

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

**4 October 2015**

| Destinations  | Off-peak trip time          | Day | First trip    |         | Last trip     |                     | Av day freq/No of trips | Notes |
|---|-----------------------------|-----|---------------|---------|---------------|---------------------|-------------------------|-------|
|   |                             |     | From          | Time    | From          | Time                |                         |       |
| <b>308:</b> City (Gresham St or Pitt St)-Marrickville Metro | Fr<br>M/Metro<br>14R<br>34G | M-F | Redfern       | 6.04amM | M'ville Metro | 7.02pmG             | A                       |       |
|   |                             |     | M'ville Metro | 8.58amG | Pitt St†      | 11.06pmS            |                         |       |
|   |                             | Sat |               | 8.05amG |               | 6.49pmM<br>11.19pmS | B                       |       |
|   |                             | Sun |               | 8.05amG |               | 6.45pmM             | 40                      |       |

\* More frequent in peak hours.

† At Spring St.

A – Peak hours, Redfern-Marrickville Metro. Day, City (Gresham St or Pitt St)-Marrickville Metro 30. Night, City (Gresham St or Pitt St)-St Peters.

B – Day, City (Gresham St or Pitt St)-Marrickville Metro 30. Night, City (Gresham St or Pitt St)-St Peters.

G – To City (Gresham St or Pitt St).

M – To Marrickville Metro.

S – To St Peters.

## Route 309

### **CITY (various termini) – BOTANY – MATRAVILLE – PORT BOTANY DEPOT**

- **Extended from Matraville to Botany Cemetery** (*selected trips on Sundays, 1960-95*)
- **Extended from Matraville to La Perouse** (*selected trips on Sundays, 1960-90*)
- **Extended from Matraville to Prince Henry Hospital** (*selected trips, 1960-90*)

## Route 309X

### **CITY (Railway Square) – PORT BOTANY (EXPRESS)**

## Route L09

### **REDFERN – PORT BOTANY (LIMITED STOPS) ■**

## Route X09

### **CITY (various termini) – BANKSMEADOW – PORT BOTANY DEPOT (EXPRESS) ■**

*(Port Botany terminus at Military Rd/Bunnerong Rd is located in Matraville.)*

*(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)*

## **Timeline**

**22 June 1952:** As part of the replacement of the outer end of Circular Quay – Matraville via Botany tram service, which was curtailed to run Circular Quay – Botany (Chelmsford Av):

- New route, 309 Botany (Chelmsford Av) – Matraville (extended from Botany to City (Circular Quay) in peak hours commenced.
- Selected peak hour trips extended from Matraville to Bunnerong Power House.

**10 August 1952:** Coincident with takeover of private 138 [1925 number] & its replacement by 335-338:

- Off-peak, night & weekend trips on 309 between Botany & Matraville replaced by 338.
- 309 then ran City (Circular Quay) – Matraville (peak hours only).

**5 February 1956:** City terminus altered to Macquarie St at Bridge St.

**7 February 1959:** Sunday service, City (Circular Quay)-Botany (Chelmsford Av) commenced, replacing equivalent tram service.

**20 July 1959:** Selected peak hour trips extended from Matraville to Yarra Bay [now Phillip Bay].

**24 October 1960:** As part of replacement of Circular Quay – Botany (Chelmsford Av) tram service by buses:

- Altered/extended to run City (Circular Quay) – Matraville as a full time service, fully replacing Circular Quay – Botany (Chelmsford Av) tram service & replacing Botany – Matraville part of 338.
- Selected peak hour trips continued to be extended from Matraville to Phillip Bay.
- Sunday afternoon trips extended from Matraville to Botany Cemetery.
- Selected trips on Sunday afternoons extended from Matraville to La Perouse &/or Prince Henry Hospital, replacing 334 (extension to Prince Henry Hospital later also ran on weekdays).
- Shared City (Circular Quay) – Botany with 310, which commenced that day. Also shared City (Circular Quay) – East Botany with 307 from 19 October 1987 to 5 August 1990.

**By 7 October 1984:** Peak hour trips City (Circular Quay) – Bunnerong Power House shown in timetable as running to Botany Cemetery (terminus adjacent to Bunnerong Power House).

**3 November 1985:** Matraville trips extended/rerouted to Port Botany Depot upon its opening.

**11 September 1988:** City (Circular Quay) terminus altered from Young St to Loftus St.

**5 August 1990:** As part of general reorganisation of Eastern Suburbs routes:

- X09 peak hour express trips commenced, sharing most of route with 309.
- Peak hour extension of 309 to Phillip Bay ceased. 337 provided a service to the same area via Bunnerong Rd.
- Sunday extensions of 309 to La Perouse & Prince Henry Hospital ceased. Other routes provided a service to the same area via Anzac Pde.
- X09 City (Circular Quay) – Matraville (Port Botany Depot) express commenced, as part of general reorganisation of Eastern Suburbs routes. Shared most of route with 309.

**By 19 November 1995:** 309 Sunday extension to Botany Cemetery ceased.

**14 February 1999:** City terminus for afternoon X09 trips altered to Spring St.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- L09 limited stops peak hour route commenced. Shares most of route with 309.
- City terminus for morning X09 trips altered from Circular Quay to Martin Pl.
- X09 curtailed to run City (Martin Pl (arriving) or Spring St (departing)) – Banksmeadow (Stephen Rd).

**By November 2002:** Banksmeadow terminus of X09 altered to Discovery Cove Business Park.

**4 October 2015:** City terminus of 309 & X09 altered to Railway Square, as a result of light rail construction in George St, City/new CBD bus network.

**2 December 2018:** As part of the Green Square/Waterloo Transport Action Plan:

- 309 curtailed to run City (Railway Square) – Banksmeadow.
- Banksmeadow – Port Botany part of 309 replaced by 307 & 309X.
- 309X peak hour service commenced, replacing parts of L09.
- L09 replaced by new 309 & 310X.
- X09 replaced by altered 309 & new 310X.

## Streets

### Route 309

#### **Botany (Chelmsford Av) – Matraville (extended to City (Circular Quay) in peak hours)**

*From 22 June 1952 (based on 7 February 1959 timetable)*

**From Botany (Chelmsford Av)** (at Botany Rd) via Botany Rd (**Banksmeadow**), Beauchamp Rd [old alignment], Perry St, Bunnerong Rd, Partanna Av, Moorina Av to Bunnerong Rd (Matraville).

**From Matraville** (Moorina Av at Bunnerong Rd) via Bunnerong Rd, then reverse route.

**City (Circular Quay) extension (peak hours):** From Botany (Chelmsford Av) via Botany Rd (**Mascot**, **Beaconsfield**, **Waterloo**), Regent St, Redfern St (**Redfern**), Chalmers St, Elizabeth St, Hunter St, Macquarie St, Circular Quay East to Circular Quay. Return via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St, then reverse route.

#### Alteration

*From 5 February 1956 (based on 7 February 1959 timetable):* To approach City from Macquarie St to Bridge St. Reverse on return.

#### **City (Circular Quay) – Botany (Chelmsford Av) (extended to Matraville in peak hours)**

*From 7 February 1959 (based on 28 February 1960 timetable)*

#### **Sundays**

**From City (Circular Quay)** (Young St) via Alfred St, Phillip St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd (**Waterloo**, **Beaconsfield**, **Mascot**) to Chelmsford Av (Botany).

**From Botany (Chelmsford Av)** (at Botany Rd) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

#### **Peak hours**

Same as at 5 February 1956

#### Alteration

*From 28 February 1960 (when remaining tram services were curtailed to terminate in Elizabeth St at Hunter St) (peak hours):* To approach City from Elizabeth St via Phillip St, Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St, Elizabeth St.

#### **City (Circular Quay) – Botany – Matraville (selected trips extended to various destinations)**

*From 24 October 1960 (based on 20 April 1961 timetable)*

**From City (Circular Quay)** (Young St) via Alfred St, Phillip St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd (**Waterloo**, **Beaconsfield**, **Mascot**, **Botany**), Beauchamp Rd, Perry St, Bunnerong Rd, Partanna Av, Moorina Av to Bunnerong Rd (Matraville).

**From Matraville** (Moorina Rd at Bunnerong Rd) via Bunnerong Rd, then reverse route to Phillip St, then Bridge St, Young to Circular Quay.

**City (Railway Square) trips:** Ex Matraville from Elizabeth St via Eddy Av, Pitt St to Railway Square. Reverse on return.

**Botany Cemetery extension:** From Matraville (Bunnerong Rd) via Bunnerong Rd, Military Rd to Botany Cemetery. Reverse on return.

**Prince Henry Hospital extension:** From Matraville (Bunnerong Rd) via Bunnerong Rd, Little Bay Rd to Anzac Pde (Prince Henry Hospital). Reverse on return.

**Phillip Bay extension:** From Matraville (Bunnerong Rd) via Bunnerong Rd, Canara Av to near Anzac Pde. Return via Canara Av, Yarra Rd, Bunnerong Rd.

**La Perouse extension:** From Matraville (Bunnerong Rd) via Bunnerong Rd, Anzac Pde to La Perouse. Return via Goorawahl Av, Anzac Pde, Bunnerong Rd.

### Alterations

- **Hillsdale shops diversion:**  
*From 11 June 1963 (alternate trips on weekdays & Saturday mornings – likely route):* From Matraville (Perry St/Bunnerong Rd) via Bunnerong Rd to Hillsdale shops & return. (Ceased from 31 December 1963.)
- **From 25 February 1969:** Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Ex St Peters from Redfern St via Chalmers St, Randle St, Elizabeth St.
- **By 30 January 1980:** Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St, Redfern St. Return from Redfern St via Chalmers St, Elizabeth St.
- **By September 1980:** Ex City (Circular Quay) from Elizabeth St direct to Redfern St. Unaltered on return.

### **City (Circular Quay) – Botany – Port Botany Depot (selected trips extended to various destinations)**

#### Alterations

- **From 3 November 1985 (Matraville terminus altered to Port Botany Depot):** Extended from Matraville (Bunnerong Rd) via Bunnerong Rd, Botany Rd, Bumborah Point Rd to Port Botany Depot. Reverse on return.
- **From 3 November 1985:**  
**Botany Cemetery extension:** From Port Botany Depot via Bumborah Point Rd, Military Rd to Botany Cemetery. Reverse on return.
- **From 11 September 1988:** To approach City (Circular Quay) from Phillip St via Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St.
- **From 5 August 1990:** Ex City (Circular Quay) from Beauchamp Rd via Bunnerong Rd (instead of Perry St.). Reverse on return.
- **By January 1993:** Ex Matraville from Botany Rd via Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St. Unaltered on return.
- **By March 2001:**  
**Millennium Ct extension:** From Port Botany Depot via Bumborah Point Rd, Military Rd, Millennium Ct (to end?). Reverse on return.
- **By March 2001:** To approach City from Elizabeth St via Phillip St to Circular Quay. Return via Alfred St, Young St, Bridge St, Pitt St.
- **From 23 June 2002 (Trips to/from Port Botany Depot):** Ex City (Circular Quay) from Bunnerong Rd via Military Rd, Bumborah Point Rd to Port Botany Depot. Reverse on return.

### **City (Railway Square) – Botany – Port Botany Depot**

#### Alteration

**From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):** To approach City from Chalmers St via Elizabeth St, Eddy Av, Pitt St to Railway Square. Return via Reverse route to Eddy Av, then Elizabeth St.

### **City (Railway Square) – Banksmeadow**

*From 2 December 2018*

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Redfern St, Regent St (**Redfern**), Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany**) to Discovery Cove Business Park (Banksmeadow).

**From Banksmeadow** (Botany Rd at Discovery Cove Business Park) via Botany Rd, Henderson Rd, Wyndham St, Gibbons St, Lawson Square, Redfern St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

### **Route 309X**

#### **City (Railway Square) – Matraville**

*From 2 December 2018*

**From City (Railway Square)** via Lee St, Regent St (**Redfern**), Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany, Banksmeadow**), Bumborah Point Rd (**Port Botany**), Military Rd to Bunnerong Rd (Matraville).

**From Matraville** (Military Rd at Bunnerong Rd) via reverse route to Botany Rd, then Henderson Rd, Wyndham St, Gibbons St, Lawson Square, Regent St, Lee St to Railway Square (City).

## **Route L09**

### **Redfern – Port Botany**

*From 23 June 2002*

**From Redfern** (Regent St at Redfern St) via Regent St, Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany, Banksmeadow**), Bumborah Point Rd, Military Rd (**Port Botany**) to Bunnerong Rd (Matrville).

**From Matrville** (Military Rd/Bunnerong Rd) via reverse route to Botany Rd, then Buckland St, Wyndham St, Gibbons St to Lawson Square (Redfern)

#### Alteration

*By February 2004:* Ex Port Botany from Botany Rd via Henderson Rd, Wyndham St.

## **Route X09**

### **City (Circular Quay) – Port Botany Depot**

*From 5 August 1990*

**From City (Circular Quay)** (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St (**Redfern**), Bourke St (**Mascot**), Botany Rd (**Botany, Banksmeadow**), Beauchamp St, Bunnerong Rd, Botany Rd, Bumborah Point Rd to Port Botany Depot (Matrville).

**From Port Botany Depot** (Bumborah Point Rd) via reverse route to Elizabeth St, then Redfern St, Chalmers St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

### **City (Circular Quay or Spring St) – Port Botany Depot**

#### Alterations

- *From 14 February 1999 (afternoon trips):* From City (Spring St at Pitt St) via Pitt St.
- *By March 2001:* To approach City from Elizabeth St via Phillip St to Circular Quay. Unaltered on return.

### **City (Martin Pl or Spring St) – Banksmeadow (Stephen Rd)**

*From 23 June 2002*

**From City (Spring St)** (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St (**Redfern**), Bourke St (**Mascot**), Botany Rd (**Botany**) to Stephen Rd (Banksmeadow).

**From Banksmeadow (Stephen Rd)** (at Botany Rd) via reverse route to Elizabeth St, then Redfern St, Chalmers St, Elizabeth St to Martin Pl (City).

### **City (Martin Pl or Spring St) – Banksmeadow (Discovery Cove)**

#### Alteration

*By November 2002:* Extended in Banksmeadow from Stephen Rd via Botany Rd to Discovery Cove Business Park. Reverse on return.

### **City (Railway Square) – Banksmeadow (Discovery Cove)**

#### Alteration

*From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):* To approach City from Chalmers St via Elizabeth St, Eddy Av, Pitt St to Railway Square. Return via Reverse route to Eddy Av, the Elizabeth St.

## Timetable Summary

22 June 1952

| Destinations                                  | Off-peak trip time             | Day | First trip    |         | Last trip     |          | Av day freq/No of trips | Notes |
|---|--------------------------------|-----|---------------|---------|---------------|----------|-------------------------|-------|
|   |                                |     | From          | Time    | From          | Time     |                         |       |
| <b>309:</b> Botany (Chelmsford Av)-Matrville† | 55CP<br>Fr Matra<br>15B<br>50C | M-F | Matrville     | 5.02amC | Bunnerong PH  | 4.02pmC  | A                       |       |
|   |                                |     | Circular Quay | 5.55amP | Circular Quay | 6.18pmM  |                         |       |
|   |                                |     |               |         | Chelmsford Av | 1.41amM  |                         |       |
|   |                                | Sat | Chelmsford Av | 4.45amM |               | 1.41amM  | 20                      |       |
|   |                                | Sun | Matrville     | 5.38amB |               | 12.32amM | 20                      |       |

Off-peak, night & weekend trips connected with Circular Quay trams at Botany (Chelmsford Av).

\* More frequent in peak hours.

† Extended to City (Circular Quay) in peak hours. Selected peak hour trips ran City (Circular Quay)-Bunnerong Power House.

A – Peak hours, City (Circular Quay)-Matrville (selected trip extended to Bunnerong Power House). Day & night, Botany (Chelmsford Av)-Matrville 20. Night, Botany (Chelmsford Av)-Matrville.

B – To Botany (Chelmsford Av).

C – To City (Circular Quay).

CP – City (Circular Quay)-Bunnerong Power House.

M – To Matrville.

P – To Bunnerong Power House.

14 July 1957

| Destinations                              | Off-peak trip time | Day | First trip |        | Last trip    |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
|   |                    |     | From       | Time   | From         | Time   |                         |       |
| <b>309:</b> City (Macquarie St)-Matrville | 49                 | M-F | Matrville  | 6.15am | Macquarie St | 5.02pm | Ph                      |       |
|   |                    | Sat |            |        |              |        |                         |       |
|   |                    | Sun |            |        |              |        |                         |       |

Ph – Peak hours only (both directions).

7 February 1959

| Destinations  | Off-peak trip time    | Day | First trip    |        | Last trip     |         | Av day freq/No of trips | Notes |
|---|-----------------------|-----|---------------|--------|---------------|---------|-------------------------|-------|
|   |                       |     | From          | Time   | From          | Time    |                         |       |
| <b>309:</b> City (Macquarie St or Circular Quay)-Botany-Matrville | Fr City<br>35B<br>47M | M-F | Matrville     | 6.15am | Macquarie St  | 5.04pm  | Ph                      |       |
|   |                       | Sat |               |        |               |         |                         |       |
|   |                       | Sun | Chelmsford Av | 6.19am | Circular Quay | 11.24pm | 20                      | A     |

\* More frequent in peak hours.

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

B – To Botany (Chelmsford Av).

M – To Matrville (Moorina Rd).

20 April 1961

**City – Botany routes**

**309, 310**

| Destinations  | Off-peak trip time                                 | Day | First trip    |                      | Last trip                   |                     | Av day freq/No of trips# | Notes |
|---|--|-----|---------------|----------------------|-----------------------------|---------------------|--------------------------|-------|
|   |  |     | From          | Time                 | From                        | Time                |                          |       |
| <b>309:</b> City (Circular Quay)-Botany-Matraville† | Fr C/Quay<br>50M<br>56P<br><br>Suns:<br>50E<br>54L | M-F | Matraville    | 4.59amC              | Circular Quay               | 5.37pmP             | A                        |       |
|   |  |     | Circular Quay | 6.02amN              |                             | 11.42pmM            |                          |       |
|   |  | Sat | Matraville    | 5.01amC              |                             | 1.03amM             | 20                       | D     |
|   |  | Sun |               | 5.36amC              | Botany Cem                  | 5.53pmC             | F                        |       |
|   |  |     | Circular Quay | 11.02amE<br>12.02pmL | La Perouse<br>Circular Quay | 6.04pmC<br>11.22pmM |                          |       |
| <b>310:</b> City (Circular Quay)-Botany-Kingsford   | Fr Kings<br>16B<br>52C                             | M-F | Circular Quay | 6.34amK              | Kingsford                   | 6.52pmC             | G                        |       |
|   |  |     |               |                      | Botany                      | 12.00mnK            |                          |       |
|   |  | Sat | Kingsford     | 6.19amC              | Circular Quay               | 12.38pmK            | H                        |       |
|   |  |     |               |                      | Kingsford                   | 11.34pmB            |                          |       |
|   |  | Sun | Botany        | 6.53amK              | Botany                      | 10.56pmK            | 40                       | I     |

# Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.  
 Sat AM City (Circular Quay)-Botany (309, 310) 6-10.  
 Sat PM City (Circular Quay)-Botany (309) 20.  
 Sun City (Circular Quay)-Botany (309) 20.

\* More frequent in peak hours.

† Selected trips extended to Phillip Bay or Bunnerong Power House in peak hours. Selected trips extended to Botany Cemetery, Prince Henry Hospital or La Perouse on Sunday afternoons.

A – Peak hours, City (Circular Quay)-Matraville (& various frequent short-workings), selected trips extended from Matraville to Phillip Bay or Bunnerong Power House. Day, City (Circular Quay)-Matraville 20. Plus short-working/s before first trip & after last trip shown.

B – To Botany.

C – To City (Circular Quay).

D – Additional trips in morning, City (Circular Quay)-Mascot (Lords Rd) or Botany. Plus short-working/s before first trip & after last trip shown.

E – To Botany Cemetery.

F – Morning, City (Circular Quay)-Matraville 30. Afternoon, City (Circular Quay)-Matraville 20, City (Circular Quay)-Botany Cemetery 20/40, City (Circular Quay)-La Perouse 60 (1 trip to Prince Henry Hospital instead of La Perouse). Night, City (Circular Quay)-Matraville.

G – Peak hours & day, City (Circular Quay)-Kingsford 20\*. Night, Botany-Kingsford. Plus short-working/s before first trip & after last trip shown. Selected trips through-routed with 338.

H – Morning, City (Circular Quay)-Kingsford 20. Afternoon, Botany-Kingsford 30. Night, Botany-Kingsford. Plus short-working/s before first trip shown.

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

K – To Kingsford.

L – To La Perouse.

M – To Matraville (Moorina Rd).

N – To Bunnerong Power House.

P – To Phillip Bay.



7 October 1984

**City – Botany routes**

**309, 310**

| Destinations  | Off-peak trip time                                 | Day | First trip    |                     | Last trip                   |                     | Av day freq/No of trips# | Notes |
|---|--|-----|---------------|---------------------|-----------------------------|---------------------|--------------------------|-------|
|   |  |     | From          | Time                | From                        | Time                |                          |       |
| <b>309:</b> City (Circular Quay)-Botany-Matraville† | Fr C/Quay<br>53M<br>56P<br><br>Suns:<br>50E<br>54L | M-F | Matraville    | 4.58amC             | Circular Quay               | 6.44pmP             | A                        |       |
|   |  |     | Circular Quay | 5.51amP             |                             | 12.12amM            |                          |       |
|   |  | Sat | Matraville    | 5.01amC             |                             | 1.05amM             | AM 20                    |       |
|   |  | Sun |               | 5.34amC             | Botany Cem                  | 4.57pmC             | F                        |       |
|   |  |     | Circular Quay | 7.00amE<br>12.14pmL | La Perouse<br>Circular Quay | 5.53pmC<br>11.12pmM |                          |       |
| <b>310:</b> City (Circular Quay)-Botany-Kingsford   | Fr Kings<br>17B<br>57C                             | M-F | Kingsford     | 6.28amC             | Circular Quay               | 6.47pmK             | G                        |       |
|   |  |     |               |                     | Botany                      | 11.25pmK            |                          |       |
|   |  | Sat |               | 6.14amC             | Circular Quay               | 5.49pmK             | H                        |       |
|   |  |     |               |                     | Kingsford                   | 11.25pmB            |                          |       |
|   |  | Sun |               | 7.30amB             |                             | 10.25pmB            | 40                       |       |

# Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.  
 Sat AM City (Circular Quay)-Botany (309, 310) 10.  
 Sat PM City (Circular Quay)-Botany (309, 310) 15.  
 Sun City (Circular Quay)-Botany (309) 20.

\* More frequent in peak hours.

† Selected trips extended to Phillip Bay, Botany Cemetery or Bunnerong Power House in peak hours. Selected trips extended to Botany Cemetery, Prince Henry Hospital or La Perouse on Sunday afternoons.

A – Peak hours, City (Circular Quay)-Matraville (& various frequent short-workings), selected trips extended from Matraville to Phillip Bay or Bunnerong Power House. Day, City (Circular Quay)-Matraville 20. Extra trip Friday night. Plus short-working/s before first trip & after last trip shown.

B – To Botany.

C – To City (Circular Quay).

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

E – To Botany Cemetery.

F – Morning, City (Circular Quay)-Matraville 30, plus early morning trip City (Circular Quay)-Botany Cemetery. Afternoon, City (Circular Quay)-Matraville 30, City (Circular Quay)-Botany Cemetery 20/40, City (Circular Quay)-La Perouse 60 (1 trip to Prince Henry Hospital instead of La Perouse). Night, City (Circular Quay)-Matraville. Plus short-working/s before first trip shown.

G – Peak hours & day, City (Circular Quay)-Kingsford 20\*. Night, Botany-Kingsford. Plus short-working/s before first trip & after last trip shown. Selected trips through-routed with 338.

H – Morning, City (Circular Quay)-Kingsford 20. Afternoon, City (Circular Quay)-Kingsford 30. Night, Botany-Kingsford. Plus short-working/s after last trip shown.

K – To Kingsford.

L – To La Perouse.

M – To Matraville (Moorina Rd).

P – To Phillip Bay.

23 June 2002

**City – Botany routes**

**309, L09, X09, 310, X10**

| Destinations   | Off-peak trip time      | Day | First trip    |         | Last trip     |          | Av day freq/No of trips | Notes |
|--|-------------------------|-----|---------------|---------|---------------|----------|-------------------------|-------|
|  |                         |     | From          | Time    | From          | Time     |                         |       |
| <b>309:</b> City (Circular Quay)-Botany-Port Botany          | Fr C/Quay<br>56M<br>63D | M-F | Circular Quay | 5.20amD | Pt Botany Dep | 11.36pmC | A                       |       |
|  |                         | Sat | Matrville     | 4.29amC |               | 11.36pmC | B                       |       |
|  |                         |     | Circular Quay | 5.22amD |               |          |                         |       |
|  |                         | Sun | Matrville     | 5.29amC |               | 11.36pmC | E                       |       |
|  |                         |     | Circular Quay | 6.20amD |               |          |                         |       |
| <b>L09:</b> Redfern-Botany-Port Botany                       | 28                      | M-F | Redfern       | 6.05am  | Port Botany   | 5.05pm   | Ph1                     |       |
|  |                         | Sat |               |         |               |          |                         |       |
|  |                         | Sun |               |         |               |          |                         |       |
| <b>X09:</b> City (Martin Pl or Spring St)-Botany-Banksmeadow | 39                      | M-F | Banksmeadow   | 7.23am  | Spring St     | 6.07pm   | Ph2                     |       |
|  |                         | Sat |               |         |               |          |                         |       |
|  |                         | Sun |               |         |               |          |                         |       |
| <b>310:</b> City (Circular Quay)-Botany-Eastgardens          | 58                      | M-F | Eastgardens   | 5.42am  | Circular Quay | 11.10pm  | 20*                     |       |
|  |                         | Sat |               | 6.17am  |               | 11.10pm  | 20                      |       |
|  |                         | Sun | Circular Quay | 7.19am  |               | 11.10pm  | 30                      |       |
| <b>X10:</b> City (Spring St)-Botany-Eastgardens              | 53                      | M-F | Spring St     | 4.38pm  | Spring St     | 5.47pm   | Ph3                     |       |
|  |                         | Sat |               |         |               |          |                         |       |
|  |                         | Sun |               |         |               |          |                         |       |

# Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.

Sat City (Circular Quay)-Botany (309, 310) 10.

Sun City (Circular Quay)-Botany (309, 310) 15.

\* More frequent in peak hours.

A – Early morning, from City (Circular Quay) to Port Botany Depot, from Matrville to City (Circular Quay). Peak hours, City (Circular Quay)-Matrville or Port Botany Depot. Day, City (Circular Quay)-Matrville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matrville, from Port Botany Depot to City (Circular Quay). Extra trip Friday night. Plus short-working/s before first trip shown.

B – Early morning, from City (Circular Quay) to Port Botany Depot, from Matrville to City (Circular Quay). Day, City (Circular Quay)-Matrville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matrville, from Port Botany Depot to City (Circular Quay). Plus short-working/s before first trip shown.

C – To City (Circular Quay).

D – To Port Botany Depot.

E – Early morning, from City (Circular Quay) to Port Botany Depot, from Matrville to City (Circular Quay). Day, City (Circular Quay)-Matrville Hotel 30, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matrville, from Port Botany Depot to City (Circular Quay). Plus short-working/s before first trip shown.

M – To Matrville (Moorina Rd).

Ph1 – Peak hours only (morning from Redfern, afternoon from Port Botany).

Ph2 – Peak hours only (morning from Banksmeadow to City (Martin Pl), afternoon from City (Spring St) to Banksmeadow).

Ph3 – Afternoon peak hour only (from City (Spring St)).

4 October 2015

**City – Botany routes**

**309, L09, X09, 310, X10**

| Destinations   | Off-peak trip time | Day | First trip    |         | Last trip     |          | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|---------|---------------|----------|-------------------------|-------|
|  |                    |     | From          | Time    | From          | Time     |                         |       |
| <b>309:</b> City (Railway Square)-Botany-Port Botany |                    | M-F | Pt Botany Dep | 4.18amR | Pt Botany Dep | 11.34pmR | A                       |       |
|  |                    |     |               |         | Railway Sq    | 12.24amM |                         |       |
|  |                    | Sat | Railway Sq    | 4.15amD | Pt Botany Dep | 11.34pmR | B                       |       |
|  |                    |     |               |         | Railway Sq    | 1.24amM  |                         |       |
|  |                    | Sun |               | 5.43amD | Pt Botany Dep | 11.36pmR | C                       |       |
|  |                    |     |               |         | Railway Sq    | 12.24amM |                         |       |
| <b>L09:</b> Redfern-Botany-Port Botany               | 22                 | M-F | Redfern       | 6.08am  | Port Botany   | 5.07pm   | Ph1                     |       |
|  |                    | Sat |               |         |               |          |                         |       |
|  |                    | Sun |               |         |               |          |                         |       |
| <b>X09:</b> City (Railway Square)-Botany-Banksmeadow | 37                 | M-F | Banksmeadow   | 7.11am  | Spring St     | 6.00pm   | Ph2                     |       |
|  |                    | Sat |               |         |               |          |                         |       |
|  |                    | Sun |               |         |               |          |                         |       |
| <b>310:</b> City (Railway Square)-Botany-Eastgardens | 48                 | M-F | Railway Sq    | 5.20am  | Railway Sq    | 11.24pm  | 20*                     |       |
|  |                    | Sat | Eastgardens   | 6.09am  |               | 11.24pm  | 20                      |       |
|  |                    | Sun |               | 7.25am  |               | 11.24pm  | 30                      |       |
| <b>X10:</b> City (Railway Square)-Botany-Eastgardens | 30                 | M-F | Eastgardens   | 6.53am  | Railway Sq    | 6.24pm   | Ph3                     |       |
|  |                    | Sat |               |         |               |          |                         |       |
|  |                    | Sun |               |         |               |          |                         |       |

# Average day frequencies along common route:

M-F City (Circular Quay)-Botany (309, 310) 10.  
 Sat City (Circular Quay)-Botany (309, 310) 10.  
 Sun City (Circular Quay)-Botany (309, 310) 15.

\* More frequent in peak hours.

A – Early morning, from City (Circular Quay) to Port Botany Depot, from Matraville to City (Circular Quay). Peak hours, City (Railway Square)-Matraville or Port Botany Depot. Day, City (Circular Quay)-Matraville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matraville, from Port Botany Depot to City (Circular Quay). Extra trip Friday night.

B – Early morning, from City (Circular Quay) to Port Botany Depot, from Matraville to City (Circular Quay). Day, City (Circular Quay)-Matraville Hotel 20, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matraville, from Port Botany Depot to City (Circular Quay).

C – Early morning, from City (Circular Quay) to Port Botany Depot, from Matraville to City (Circular Quay). Day, City (Circular Quay)-Matraville Hotel 30, City (Circular Quay)-Port Botany Depot 60. Night, from City (Circular Quay) to Matraville, from Port Botany Depot to City (Circular Quay).

D – To Port Botany Depot

M – To Matraville (Moorina Rd).

Ph1 – Peak hours only (morning from Redfern, afternoon from Port Botany).

Ph2 – Peak hours only (morning from Banksmeadow, afternoon from City (Railway Square)).

Ph3 – Peak hours only (morning from Eastgardens, afternoon from City (Railway Square)).

R – To City (Railway Square).

2 December 2018

## City – Botany routes

**309, 309X, 310X**

| Destinations                                    | Off-peak trip time | Day | First trip  |        | Last trip   |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|--------|-------------|---------|-------------------------|-------|
|   |                    |     | From        | Time   | From        | Time    |                         |       |
| <b>309:</b> City (Railway Square)-Banksmeadow†  | 41                 | M-F | Banksmeadow | 4.31am | Railway Sq  | 12.37am | 12*                     | A     |
|   |                    | Sat |             | 4.31am |             | 1.37am  | 12                      |       |
|   |                    | Sun |             | 5.32am |             | 12.38am | 12                      |       |
| <b>309X:</b> City (Railway Square)-Port Botany  | 32                 | M-F | Railway Sq  | 5.54am | Port Botany | 5.31pm  | Ph1                     |       |
|   |                    | Sat |             |        |             |         |                         |       |
|   |                    | Sun |             |        |             |         |                         |       |
| <b>310X:</b> City (Railway Square)-Banksmeadow‡ | 35                 | M-F | Banksmeadow | 6.30am | Railway Sq  | 6.42pm  | Ph2                     |       |
|   |                    | Sat |             |        |             |         |                         |       |
|   |                    | Sun |             |        |             |         |                         |       |

\* More frequent in peak hours.

† Via Botany Rd.

‡ Via Swinbourne St.

A – Extra trip Friday night.

Ph1 – Peak hours only (morning from City (Railway Square), afternoon from Port Botany).

Ph2 – Peak hours only (mornings from Banksmeadow, afternoon from City (Railway Square)).

### Route 310

**CITY (various termini) – BOTANY – PAGEWOOD – KINGSFORD ■**

### Route X10

**CITY (various termini) – BOTANY – EASTGARDENS (EXPRESS) ■**

### Route 310X

**CITY (Railway Square) – BANKSMEADOW (Discovery Cove) via Swinbourne St (EXPRESS)**

### Timeline

**24 October 1960:** As part of replacement of Circular Quay – Botany (Chelmsford Av) tram service:

- 310 full time service commenced:  
City (Circular Quay) – Botany – Kingsford (daytime weekdays & Saturday mornings)  
Botany Town Hall – Kingsford (at other times), connecting with 309 City (Circular Quay) buses at Botany Town Hall.
- Shared City (Circular Quay) – Botany Town Hall with 309.
- Shared Botany Town Hall – Kingsford with 338.
- Selected peak hour trips on 310 & 338 formed a combined peak hour loop, 310/338 City (Circular Quay) – Botany – Kingsford – City (Macquarie St).

**14 February 1966:** Shoppers trips extended from Botany to Banksmeadow shops (details?, when ceased?).

**7 October 1984:** Saturday afternoon service extended to run City (Circular Quay) – Botany – Kingsford.

**19 October 1987:** Rerouted via Eastgardens, as part of the rearrangement of routes following the opening of Westfield Eastgardens in September 1987.

**5 August 1990:** As part of general reorganisation of Eastern Suburbs routes:

- Rearranged as:  
City (Circular Quay) – Botany – Eastgardens – Kingsford (peak hours)  
City (Circular Quay) – Botany – Eastgardens (daytime Mondays-Saturdays)  
Botany – Eastgardens (nights & Sundays).
- Replaced 338.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- X10 commenced. City termini at Martin Pl (arriving) or Spring St (departing).
- 310 night service extended to run City (Circular Quay) – Botany – Eastgardens.
- Peak hour extension of 310 from Eastgardens to Kingsford ceased, making route of 310 City (Circular Quay) – Botany – Eastgardens at all times.

**4 October 2015:** City terminus of 310 & X10 altered to Railway Square as a result of light rail construction in George St, City/new CBD bus network.

**2 December 2018:** 310 & X10 ceased as part of the Green Square/Waterloo Transport Action Plan:

- Between City & Botany replaced by increased frequency on 309.
- Between Botany & Eastgardens replaced by new 307 (full time) & 310X (peak hours).
- 310X peak hour service commenced, replacing parts of 309, X09, 310 & X10.

## Streets

### Route 310

#### City (Circular Quay) – Botany – Kingsford

*From 24 October 1960 (based on 20 April 1961 timetable)*

**From City (Circular Quay)** (Young St) via Alfred St, Phillip St, Elizabeth St, Randle St, Chalmers St, Redfern St (**Redfern**), Regent St, Botany Rd (**Mascot**), Banksia St (**Botany**), William St, Swinbourne St, Stephen Rd, former level crossing, Ocean St, Page St, Maroubra Bay [now Heffron] Rd (**Pagewood**), Bunnerong Rd to Nine Ways (Kingsford).

**From Kingsford** (Nine Ways) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

**Trips from Kingsford terminating at Botany:** From Banksia St via Daniel St, Bay St to Botany Rd. Return via Botany Rd, Banksia St.

#### Alterations

- **From 25 February 1969:** Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St. Return from Redfern St via Chalmers St, Randle St, Elizabeth St.
- **By 30 January 1980 (Summer Saturday afternoons & Sundays):** From Botany (Bay St) via Botany Rd, Banksia St, Daniel St, Bay St (Botany Pool), Jasmine St, Banksia St. Return from Banksia St via Jasmine St, Bay St.
- **By 30 January 1980:** Ex City (Circular Quay) from Elizabeth St via Randle St, Devonshire St, Elizabeth St, Redfern St. Return from Redfern St via Chalmers St, Elizabeth St.
- **By September 1980:** Ex City (Circular Quay) from Elizabeth St direct to Redfern St. Unaltered on return.
- **From 19 October 1987:** Ex City (Circular Quay) from Page St via Wentworth Av, Bunnerong Rd. Return from Bunnerong Rd via Westfield Dr, Banks Av, Wentworth Av, Page St.
- **From 11 September 1988:** To approach City (Circular Quay) from Phillip St via Bent St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St.
- **From 9 September 1991:** Ex City (Circular Quay) from Page St via Heffron Rd, Banks Av, Wentworth Av, Bunnerong Rd. Return from Bunnerong Rd via Westfield Dr, Banks Av, Heffron Rd.
- **From 9 September 1991 (trips terminating at Eastgardens):** Ex City (Circular Quay) from Wentworth Av to Eastgardens bus terminal. Return via Wentworth Av, Bunnerong Rd, Westfield Dr.
- **By January 1993:** Ex Kingsford from Botany Rd via Henderson Rd, Wyndham St, Gibbons St, Lawson St, Regent St, Redfern St. Unaltered on return.
- **By March 2001:** To approach City from Elizabeth St via Phillip St to Circular Quay. Return via Alfred St, Young St, Bridge St, Pitt St.

#### City (Circular Quay) – Botany – Eastgardens

##### Alterations

- **From 23 June 2002:** All trips terminated at Eastgardens bus terminal.
- **By March 2008:** To approach Eastgardens from Heffron Rd via Bunnerong Rd to bus terminal. Reverse on return.

#### City (Railway Square) – Botany – Eastgardens

##### Alteration

**From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):** To approach City from Chalmers St via Elizabeth St, Eddy Av, Pitt St to Railway Square. Return via Pitt St, Eddy Av, Elizabeth St.

### Route X10

#### City (Martin Pl or Spring St) – Eastgardens

*From 23 June 2002*

**From City (Spring St)** (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Goulburn St, Elizabeth St (**Redfern**), Bourke St (**Mascot**), Botany Rd (**Mascot**), Banksia St, William St, Swinbourne St, Stephen Rd, Page St, Heffron Rd (**Pagewood**), Banks Av, Wentworth Av to Eastgardens bus terminal.

**From Eastgardens** (bus terminal) via Bunnerong Rd, Westfield Dr, Banks Av, then reverse route to Elizabeth St, then Redfern St, Chalmers St, Elizabeth St to Martin Pl (City).

#### Alteration

*By March 2008:* To approach Eastgardens from Heffron Rd via Bunnerong Rd to bus terminal Reverse on return.

### **City (Railway Square) – Eastgardens**

#### Alteration

*From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):* To approach City from Chalmers St via Elizabeth St, Eddy Av, Pitt St to Railway Square. Return via reverse route to Eddy Av, then Elizabeth St.

### **Route 310X**

### **City (Railway Square) – Banksmeadow (Discovery Cove)**

*From 2 December 2018*

**From City (Railway Square)** via Pitt St, Eddy Av, Elizabeth St, Bourke St, Botany Rd (**Waterloo, Beaconsfield, Mascot, Botany**), Banksia St, William St, Swinbourne St, Stephen Rd, Botany Rd to Discovery Cove Business Park (Banksmeadow).

**From Banksmeadow (Discovery Cove)** (Botany Rd at Business Park) via reverse route to Bourke St, then Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

#### **Timetable Summary**

*See 309*

### **Route 311**

### **CITY (various termini) – WOOLLOOMOOLOO – ELIZABETH BAY**

#### **Timeline**

**18 March 1946:** New route City (Wynyard) – City (St James station) commenced, running during daylight hours on weekdays and on Saturday mornings.

**15 April 1946:**

- Extended in City from St James station along Prince Albert Rd.
- Saturday service ceased.

**7 March 1949:**

- Extended from City (Prince Albert Rd) to Elizabeth Bay via Woolloomooloo & Potts Point.
- Hours of service extended to run full time Mondays-Saturdays.

**10 July 1960:** As part of rearrangement of routes in the City/Kings Cross/Elizabeth Bay area (301, 304, 311, 316 & 317), when the Queens Square – Watsons Bay tram service was replaced by buses:

- Part of route between City (Wynyard) & Kings Cross via Woolloomooloo replaced by 312.
- Service between City (Wynyard) & Elizabeth Bay (via William St) provided by extension of 316 from Kings Cross to Elizabeth Bay.

#### **Streets**

### **City (Wynyard) – City (St James station)**

*From 18 March 1946*

**From City (Wynyard)** (George St at station entrance) via Hunter St, Macquarie St to St James station (City).

**From City (St James station)** via Macquarie St, Martin Pl, George St to Wynyard station entrance (City).

### **City (Wynyard) – Woolloomooloo – Elizabeth Bay**

*From 7 March 1949*

**From City (Wynyard)** (George St at station entrance) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Elizabeth Bay Rd, Onslow Av, Billyard Av, Ithaca Rd, Elizabeth Bay Rd to end (Elizabeth Bay).

**From Elizabeth Bay** (Elizabeth Bay Rd at end) via reverse route to Macquarie St, then Martin Pl, George St to Wynyard station entrance (City).

## Timetable Summary

7 March 1949

| Destinations                               | Off-peak trip time | Day | First trip    |        | Last trip |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
|  |                    |     | From          | Time   | From      | Time    |                         |       |
| City (Wynyard)-Woolloomooloo-Elizabeth Bay | 18                 | M-F | Elizabeth Bay | 7.10am | Wynyard   | 11.34pm | 15*                     | A     |
|  |                    | Sat |               | 7.10am |           | 11.34pm | AM 10 PM 15             | A     |
|  |                    | Sun |               |        |           |         |                         |       |

\* More frequent in peak hours.

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

## Route 311

### **CITY (various termini) – WOOLLOOMOOLOO – ELIZABETH BAY – CITY (Railway Square)**

#### Timeline

**24 June 1979:** Upon opening of the Eastern Suburbs Railway:

- 312 & 316 rearranged as:
  - 311 City (Wynyard) – Woolloomooloo – Elizabeth Bay (daily daytime service)
  - 312 City (Eddy Av, Central Railway) – Kings Cross – Woolloomooloo (full time service) (extended at night from Woolloomooloo to City (Wynyard), replacing 311 at that time.
- Parts of both routes shared with new 316 from 2 October 1979.

**7 October 1984:** 311, 312 & 316 (City (Eddy Av, Central Railway) – Elizabeth Bay) rearranged as:

- 311 City (Wynyard) – Woolloomooloo – Elizabeth Bay – City (Railway Square) (full time service)
- 312 Darlinghurst – Woolloomooloo – City (Wynyard) (limited morning peak hour service, *from* Darlinghurst only).

**30 October 1986:** Remaining 312 trips renumbered 311.

**8 February 1987:** Northern end of City terminus altered to Circular Quay (Loftus St).

**23 June 2002:** Northern end of City terminus altered to Gresham St.

**By 1 December 2002:** Northern end of City terminus altered to Circular Quay (Young St).

**By 26 April 2009:** Northern end of City terminus altered to Gresham St.

**28 October 2012:** Northern end of City terminus altered to Millers Point, originally on trial.

**4 October 2015:** Northern end of City terminus remained at Millers Point, but rerouted in City as a result of light rail construction in George St, City/new CBD bus network.

## Streets

### **City (Wynyard) – Woolloomooloo – Elizabeth Bay**

*From 25 June 1979*

**From City (Wynyard)** (Hunter St at George St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (Elizabeth Bay).

**From Elizabeth Bay** (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd, then reverse route to Macquarie St, then Bridge St, George St, Hunter St to George St (Wynyard, City).

### **City (Wynyard) – Woolloomooloo – Elizabeth Bay – City (Railway Square)**

*From 7 October 1984*

**From City (Wynyard)** (Hunter St at George St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Greenknowe Av, Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Burton St, Darlinghurst Rd, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

**From City (Eddy Av, Central Railway)** via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Macleay St, Greenknowe Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Greenknowe Av, then reverse route to Macquarie St, then Bridge St, George St, Hunter St to George St (Wynyard, City).



### Alterations

- **From 28 October 1984:** Ex City (Railway Square) from Macquarie St via Bent St, Phillip St, Bridge St.
- **By March 1986:** Either direction, from Greenknowe Av via Elizabeth Bay Rd to end, then Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Greenknowe Av.

### **City (Circular Quay) – Woolloomooloo – Elizabeth Bay – City (Railway Square)**

#### Alteration

**From 8 February 1987** (*opening of Pitt St pedestrian mall*): Ex City (Railway Square) from Bent St via Loftus St to Circular Quay. Return from Alfred St at Pitt St via Pitt St, Hunter St, Macquarie St.

**By 4 August 1991**

**From City (Circular Quay)** (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Park St, Haig Av, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Greenknowe Av, Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Burton St, Bourke St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

**From City (Eddy Av, Central Railway)** via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St, Darlinghurst Rd, Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (**Elizabeth Bay**), then Elizabeth Bay Rd, Greenknowe Av, Macleay St, then reverse route to Haig Av, then Boomerang St, William St, Park St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

### Alterations

- **From 9 May 1992** (*Kings Cross diversion, Friday & Saturday nights after 9.00pm*): Ex City (Circular Quay) from Onslow Av via Elizabeth Bay Rd, Ward Av, Craigend St, Darlinghurst Rd. Return from Darlinghurst Rd via Kings Cross Rd, Ward Av, Elizabeth Bay Rd.
- **By 12 October 1995:** Ex City (Railway Square) from Haig Av via Boomerang St, College St, Park St. Unaltered on return.

### **City (Gresham St) – Woolloomooloo – Elizabeth Bay – City (Railway Square)**

#### Alteration

**From 23 June 2002:** Ex City (Railway Square) from Cowper Wharf Roadway via Bourke St, William St, Park St, Elizabeth St, Phillip St, Bent St, Spring St, Gresham St. Return from Gresham St via Bridge St, Pitt St, Hunter St, Elizabeth St, then reverse route.

### **City (Circular Quay) – Woolloomooloo – Elizabeth Bay – City (Railway Square)**

#### Alterations

- **By 1 December 2002:** To approach northern City terminus from Phillip St via Bridge St, Young St to Circular Quay. Return via Alfred St, Phillip St.
- **By 12 March 2006:** Ex City (Circular Quay) from William St via Crown St, Cathedral St, Bourke St. Reverse on return.

### **City (Gresham St) – Woolloomooloo – Elizabeth Bay – City (Railway Square)**

#### Alterations

- **By 26 April 2009:** To approach City from Phillip St via Bent St, Loftus St, Bridge St, Gresham St. Return via Spring St, Pitt St.
- **From 26 April 2009:** Either direction from Macleay St/Greenknowe Av via Elizabeth Bay Rd to end, then Elizabeth Bay Rd, Greenknowe Av to Macleay St.

### **City (Millers Point) – Woolloomooloo – Elizabeth Bay – City (Railway Square)**

#### Alterations

- **By 28 October 2012:** Ex City (Railway Square) extended from Loftus St via Alfred St, George St, Lower Fort St, Argyle St to Watson Rd (Millers Point). Return via Argyle Pl, Lower Fort St, George St, Alfred St, Pitt St.
- **By 28 October 2012** (*The Rocks diversion - weekends during markets*): From Millers Point via Argyle Pl, Argyle St, Harrington St, Grosvenor St, George St, Bridge St, Pitt St. Return from Loftus St via Bridge St, then reverse route to Argyle St to Millers Point.
- **From 4 October 2015** (*commencement of light rail construction in George St, City/new CBD bus network*): To approach City from Park St via Druitt St, Clarence St, Market St, Kent St, Napoleon St, Hickson Rd, Towns Pl, Dalgety Rd, Argyle Pl to Lower Fort St (Millers Point). Return from Argyle St at Watson Rd via Argyle Pl, Dalgety Rd, Towns Pl, Hickson Rd, Erskine St, York St, Druitt St, Park St.

## Timetable Summary

25 June 1979

See also 312

| Destinations                                       | Off-peak trip time | Day | First trip |        | Last trip     |        | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
|  |                    |     | From       | Time   | From          | Time   |                         |       |
| City (Wynyard)-<br>Woolloomooloo-<br>Elizabeth Bay | 18                 | M-F | Wynyard    | 6.54am | Elizabeth Bay | 7.05pm | 15*                     | A     |
|  |                    | Sat |            | 6.30am |               | 6.17pm | AM 15<br>PM 30          | B     |
|  |                    | Sun |            | 7.47am |               | 6.17pm | 30                      | C     |

\* More frequent in peak hours.

A – Night service provided by 312. Plus short-working/s before first trip shown. Extra trips Thursday night.

B – Night service provided by 312. Plus short-working/s before first trip shown.

C – Night service provided by 312.

7 October 1984

| Destinations  | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|   |                    |     | From       | Time   | From      | Time    |                         |       |
| City (Wynyard)-<br>Elizabeth Bay-City<br>(Railway Square) | 38                 | M-F | Wynyard    | 6.52am | Wynyard   | 10.57pm | 20*                     | A     |
|   |                    | Sat | Railway Sq | 6.42am |           | 10.57pm | AM 20<br>PM 30          | A     |
|   |                    | Sun |            | 7.45am |           | 10.57pm | 30                      |       |

\* More frequent in peak hours.

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

8 February 1987

| Destinations  | Off-peak trip time | Day | First trip    |        | Last trip     |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|---------------|---------|-------------------------|-------|
|   |                    |     | From          | Time   | From          | Time    |                         |       |
| City (Circular Quay)-<br>Elizabeth Bay-City<br>(Railway Square) | 39                 | M-F | Circular Quay | 6.50am | Circular Quay | 10.56pm | 20*                     | A     |
|   |                    | Sat | Railway Sq    | 6.42am |               | 10.56pm | AM 20<br>PM 30          | A     |
|   |                    | Sun |               | 7.45am |               | 10.56pm | 30                      |       |

\* More frequent in peak hours.

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

23 June 2002

| Destinations   | Off-peak trip time | Day | First trip |        | Last trip  |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
|  |                    |     | From       | Time   | From       | Time    |                         |       |
| City (Gresham St)-<br>Elizabeth Bay-City<br>(Railway Square) | 44                 | M-F | Railway Sq | 6.05am | Gresham St | 11.46pm | 30*                     |       |
|  |                    | Sat |            | 6.40am |            | 11.46pm | 30                      | A     |
|  |                    | Sun |            | 7.35am |            | 11.02pm | 30                      |       |

\* More frequent in peak hours.

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

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 (Millers Point)-<br>Elizabeth Bay-City<br>(Railway Square) | 48                 | M-F | Railway Sq | 6.03am | Millers Point | 12.00mn | 30*                     |       |
|   |                    | Sat |            | 6.03am |               | 12.00mn | 30                      |       |
|   |                    | Sun |            | 5.57am | Railway Sq    | 11.17pm | 30                      |       |

\* More frequent in peak hours.

## Route 312

### **CITY (various termini) – WOOLLOOMOOLOO – KINGS CROSS – CITY (Eddy Av, Central Railway) ■**

#### **Timeline**

**10 July 1960:** As part of rearrangement of routes in the City/Kings Cross/Elizabeth Bay area (301, 304, 311, 316 & 317), when the Queens Square-Watsons Bay tram service was replaced by buses:

- New route, City (Wynyard) – Kings Cross – City (Eddy Av, Central Railway) commenced.
- Replaced 311 between City (Wynyard) & Kings Cross via Woolloomooloo & 304 between City (Eddy Av, Central Railway) & Kings Cross.

**26 November 1962:** Weekday daytime service divided into two:

City (Eddy Av, Central Railway) – Woolloomooloo  
City (Wynyard) – Kings Cross.

**25 June 1979:** Upon opening of the Eastern Suburbs Railway, 312 & 316 (City (Wynyard) – Elizabeth Bay via William St) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay (daily daytime service)

312 City (Eddy Av, Central Railway) – Kings Cross – Woolloomooloo (full time service) (extended at night from Woolloomooloo to City (Wynyard), replacing 311 at that time.

**7 October 1984:** 311, 312 & 316 (City (Eddy Av, Central Railway) – Elizabeth Bay) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay – Railway Square (full time service)

312 Darlinghurst – Woolloomooloo – City (Wynyard) (limited morning peak hour service, *from* Darlinghurst only).

**31 October 1986:** Ceased. 311 provided all service.

#### **Streets**

### **City (Wynyard) – Kings Cross – City (Eddy Av, Central Railway)**

*From 10 July 1960 (based on 26 June 1961 timetable)*

**From City (Wynyard)** (George St at Hunter St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Haig Av, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Wylde St (**Potts Point**), Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Liverpool St, Darlinghurst Rd (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

**From City (Eddy Av, Central Railway)** via reverse route to Oxford St, then Darlinghurst Rd, Macleay St, then reverse route to Sir John Young Cr, then St Marys Rd, Prince Albert Rd, Queens Square, Macquarie St, Martin Pl, George St to Wynyard (City).

#### **Alterations**

- **By 31 October 1965:** From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St. Unaltered on return.
- **By 29 August 1970:** To approach City (Wynyard) from Martin Pl via Phillip St, Bridge St, George St, Hunter St to near George St (Wynyard). Return via Hunter St.
- **By 22 May 1972:** To approach City (Wynyard) from Macquarie St via Bridge St, George St, Hunter St to George St (Wynyard). Return via Hunter St.
- **By 24 July 1978:** Ex City (Eddy Av, Central Railway) from Sir John Young Cr via Haig Av, Boomerang St, College St, Prince Albert Rd. Unaltered on return.

### **City (Eddy Av, Central Railway) – Woolloomooloo (extended to City (Wynyard) at night)**

*From 24 June 1979*

**From City (Eddy Av, Central Railway)** via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Cowper Wharf Roadway to near Wylde St (Woolloomooloo).

**From Woolloomooloo** (Cowper Wharf Roadway at Wylde St) via Wylde St, Macleay St, Darlinghurst Rd, Victoria St, Burton St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).

**City (Wynyard) extension (nights):** From Woolloomooloo via Cowper Wharf Roadway, Lincoln Cr, Sir John Young Cr, Haig Av, Boomerang St, College St, Prince Albert Rd, Queens Square, Macquarie St, Bridge St, George St, Hunter St to near George St. Return via Hunter St, Macquarie St, then reverse route to Woolloomooloo.

## Darlinghurst – Woolloomooloo – City (Wynyard)

From 7 October 1984

**From Darlinghurst** (Oxford St at Bourke St) via Oxford St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Cowper Wharf Roadway, Lincoln Cr, Sir John Young Cr, Haig Av, Boomerang St, College St, Prince Albert Rd, Macquarie St, Bent St, Phillip St, Bridge St, George St, Hunter St to George St (City (Wynyard)).

### Timetable Summary

26 June 1961

| Destinations   | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|  |                    |     | From       | Time   | From      | Time    |                         |       |
| City (Wynyard)-Woolloomooloo-City (Eddy Av, Central Railway) | 24                 | M-F | Wynyard    | 7.06am | Eddy Av   | 11.22pm | 15*                     | A     |
|  |                    | Sat | Eddy Av    | 7.12am |           | 11.18pm | AM 15 PM 30             | A     |
|  |                    | Sun |            | 7.18am | Wynyard   | 10.42pm | 30                      | B     |

\* More frequent in peak hours.

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

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

31 October 1965

| Destinations   | Off-peak trip time | Day | First trip  |         | Last trip |          | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|---------|-----------|----------|-------------------------|-------|
|  |                    |     | From        | Time    | From      | Time     |                         |       |
| City (Wynyard)-Woolloomooloo-City (Eddy Av, Central Railway) | 15EW<br>13YK       | M-F | Wool'mooloo | 6.40amE | Eddy Av   | 11.22pmY | A                       |       |
|  |                    |     | Kings Cross | 6.50amY |           |          |                         |       |
|  |                    | Sat | Eddy Av     | 7.12amY |           | 11.18pmY | AM 15 PM 30             | B     |
|  |                    | Sun |             | 7.18amY |           | 10.48pmY | 30                      |       |

\* More frequent in peak hours.

A – Day, 2 separate services: City (Eddy Av, Central Railway)-Woolloomooloo 15-20, & City (Wynyard)-Kings Cross 15. Night, through service, City (Eddy Av, Central Railway)-Kings Cross-Woolloomooloo-City (Wynyard). Plus short-working/s before first trip & after last trip shown.

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

E – To City (Eddy Av, Central Railway).

EW – City (Eddy Av, Central Railway)-Woolloomooloo.

Y – To City (Wynyard).

YK – City (Wynyard)-Kings Cross.

24 June 1979

| Destinations                                   | Off-peak trip time | Day | First trip  |                    | Last trip |          | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------------------|-----------|----------|-------------------------|-------|
|  |                    |     | From        | Time               | From      | Time     |                         |       |
| City (Eddy Av, Central Railway)-Woolloomooloo† |                    | M-F | Wool'mooloo | 6.40amE            | Wynyard   | 11.17pmE | 22*                     | A     |
|  |                    |     | Eddy Av     | 6.06pmY            |           |          |                         |       |
|  |                    | Sat | Wool'mooloo | 6.18amE            | Eddy Av   | 10.48pmY | AM 15 PM 30             | B     |
|  |                    |     | Eddy Av     | 6.06pmY            |           |          |                         |       |
|  |                    | Sun | Eddy Av     | 7.18amW<br>6.18pmY | Wynyard   | 11.00pmE | 30                      |       |

\* More frequent in peak hours.

† Extended to City (Wynyard) at night.

A – Day, City (Eddy Av, Central Railway)-Woolloomooloo. Night, City (Eddy Av, Central Railway)-City (Wynyard). Plus short-working/s before first trip shown.

B – Day, City (Eddy Av, Central Railway)-Woolloomooloo. Night, City (Eddy Av, Central Railway)-City (Wynyard). Plus short-working/s before first trip & after last trip shown.

E – To City (Eddy Av, Central Railway).

W – To Woolloomooloo.

Y – To City (Wynyard).

7 October 1984

| Destinations                              | Off-peak trip time | Day | First trip   |        | Last trip    |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|--------------|--------|-------------------------|-------|
|   |                    |     | From         | Time   | From         | Time   |                         |       |
| Darlinghurst-Woolloomooloo-City (Wynyard) | 22                 | M-F | Darlinghurst | 6.26am | Darlinghurst | 8.14am | Ph                      |       |
|   |                    | Sat |              |        |              |        |                         |       |
|   |                    | Sun |              |        |              |        |                         |       |

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

## Route 312

### **CITY (St James station) – GARDEN ISLAND (east side)■**

### **DARLINGHURST – GARDEN ISLAND (east side)■**

- **Extended from Darlinghurst to City (Railway Square) (afternoon peak hour)**

### **Timeline**

**5 August 1990:** Darlinghurst – Garden Island (east side) (afternoon trips extended to City (Railway Square)) peak hour service renumbered from 091, as part of general reorganisation of Eastern Suburbs routes. Shared route with 311.

**By 6 April 1997:**

- Extra peak hour route, City (St James station) – Garden Island (east side) renumbered from 093. Shared part of route with 311.
- Afternoon service reduced to limited service & curtailed to run Garden Island (east side) – Darlinghurst (*not* to City (Railway Square)).

**By 12 March 2006:** Ceased. 311 provided all service.

### **Streets**

### **Darlinghurst – Garden Island (east side)**

*From 5 August 1990*

**From Darlinghurst** (Taylor Square) via Oxford St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St (**Potts Point**), Garden Island internal roads to east side (Garden Island).

**From Garden Island** (east side) via reverse route to Macleay St, then Darlinghurst Rd, Victoria St, Burton St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av, Pitt St to Railway Square (City).

### **City (St James station) – Garden Island (east side)**

*By 6 April 1997*

**From City (St James station)** via Prince Albert Rd, College St, Haig Av, Sir John Young Cr, Lincoln Cr, Cowper Wharf Roadway (**Woolloomooloo**), Garden Island internal roads to east side (Garden Island).

**From Garden Island** (east side) via reverse route to Haig Av, then Boomerang St [former street], College St, Prince Albert Rd to St James station (City).

### **Alteration**

**By 23 June 2002:** From City (St James station) via Prince Albert Rd, College St, William St, Bourke St, Cowper Wharf Roadway. Reverse on return.

### **Timetable Summary**

*5 August 1990*

| Destinations                            | Off-peak trip time | Day | First trip   |         | Last trip     |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|---------|---------------|---------|-------------------------|-------|
|   |                    |     | From         | Time    | From          | Time    |                         |       |
| Darlinghurst-Garden Island (east side)† | 12DG               | M-F | Darlinghurst | 6.42amG | Garden Island | 4.12pmR | Ph                      |       |
|   |                    | Sat |              |         |               |         |                         |       |
|   |                    | Sun |              |         |               |         |                         |       |

† Extended from Darlinghurst to City (Railway Square) in afternoon peak hour.

DG – Darlinghurst-Garden Island.

G – To Garden Island.

Ph – Peak hours only (morning from Darlinghurst to Garden Island, afternoon from Garden Island to City (Railway Square)).

R – To City (Railway Square).

By 6 April 1997

| Destinations                                      | Off-peak trip time | Day | First trip   |        | Last trip     |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|---------------|--------|-------------------------|-------|
|   |                    |     | From         | Time   | From          | Time   |                         |       |
| City (St James station)-Garden Island (east side) | 9                  | M-F | St James stn | 6.50am | Garden Island | 4.10pm | Ph1                     |       |
|   |                    | Sat |              |        |               |        |                         |       |
|   |                    | Sun |              |        |               |        |                         |       |
| Darlinghurst-Garden Island (east side)            | 12                 | M-F | Darlinghurst | 7.00am | Garden Island | 4.10pm | Ph2                     |       |
|   |                    | Sat |              |        |               |        |                         |       |
|   |                    | Sun |              |        |               |        |                         |       |

Ph1 – Peak hours only (morning from City (St James station), afternoon from Garden Island (east side)).

Ph2 – Peak hours only (morning from Darlinghurst, afternoon from Garden Island (east side)).

### Route 313

#### **CITY (St James station) – BELLEVUE HILL (Public School) (TRAM SUPPLEMENTARY ROUTE) ■**

##### **Timeline**

**21 February 1949:** Weekday peak hour, day & night service (supplementary to Circular Quay – North Bondi via Bondi Junction tram service) commenced.

**17 November 1949:** Hours of service reduced to after 6.00pm.

**31 January 1950:** Ceased. Normal tram service then provided all service.

##### **Streets**

*From 21 February 1949*

**From City (St James station)** via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Old South Head Rd, Victoria Rd to Bellevue Hill Public School.

##### **Timetable Summary**

*21 February 1949*

| Destinations                          | Off-peak trip time | Day | First trip    |        | Last trip    |         | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|---------------|--------|--------------|---------|-------------------------|-------|
|                                       |                    |     | From          | Time   | From         | Time    |                         |       |
| City (St James station)-Bellevue Hill | 23                 | M-F | Bellevue Hill | 7.00am | St James stn | 11.05pm | 12                      |       |
|                                       |                    | Sat |               |        |              |         |                         |       |
|                                       |                    | Sun |               |        |              |         |                         |       |

### Route 313

#### **CITY (St James station) – BONDI JUNCTION – WAVERLEY (Gibson St) ■**

##### **Timeline**

**21 February 1952:** Weekday daytime & Saturday morning service, Bondi Junction – Waverley (Gibson St), renumbered from 244, when taken over from Joe Bowden.

**17 December 1956 or 1 February 1957:** Extended from Bondi Junction to City (St James station).

**28 February 1960:** Extended to Circular Quay & renumbered 390.

##### **Streets**

#### **Bondi Junction – Waverley (Gibson St)**

*From 21 February 1952*

**From Bondi Junction** (Spring St) via Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St to Gibson St (Waverley)

**From Waverley (Gibson St)** (at Murray St) via reverse route to Bronte Rd, then Ebley St, Newland St, Spring St (Bondi Junction).

## Timetable Summary

21 February 1952

| Destinations                        | Off-peak trip time | Day | First trip |        | Last trip      |        | Av day freq/No of trips | Notes |
|-------------------------------------|--------------------|-----|------------|--------|----------------|--------|-------------------------|-------|
|                                     |                    |     | From       | Time   | From           | Time   |                         |       |
| Bondi Junction-Waverley (Gibson St) | 10                 | M-F | Gibson St  | 7.00am | Bondi Junction | 7.30pm | 30*                     |       |
|                                     |                    | Sat |            | 7.30am |                | 1.30pm | 15                      |       |
|                                     |                    | Sun |            |        |                |        |                         |       |

\* More frequent in peak hours.

18 April 1952

Day frequency on Fridays 15.

25 July 1952

Day frequency on Fridays 20 (more frequent in peak hours).

**Route 313**

**Route X13**

**BONDI JUNCTION – COOGEE BEACH via Carrington Rd, Randwick (EXPRESS until 2002)**

*(Since about 1986, Coogee Beach terminus has been known more simply as Coogee.)*

## Timeline

**25 June 1979:** As part of rearrangement of routes upon opening of the Eastern Suburbs Railway, peak hour express service 313 commenced.

**5 August 1991:** Renumbered X13.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- Renumbered 313 again.
- Altered to all stops.
- Times of service extended to daily daytime.

## Streets

*From 25 June 1979*

**Route 313**

**From Bondi Junction** (interchange) via Grosvenor St, Bronte Rd (**Waverley**), Carrington Rd, Coogee Bay Rd, Byron St, Carr St, Havelock Av, Arden St, Beach St [former part of street along beachfront], Dolphin St to Arden St (Coogee Beach).

**From Coogee Beach** (Dolphin St at Arden St) via Arden St, Havelock Av, then reverse route to Bondi Junction.

## Alteration

***From 25 September 1989:*** To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

*From 5 August 1991*

**Route X13**

Same route

*From 23 June 2002*

**Route 313**

Same route

## Timetable Summary

See 314



## Route 314

### **CITY (various termini) – BONDI (Denham St) (TRAM SUPPLEMENTARY ROUTE) ■**

#### **Timeline**

**28 March 1949:** Peak hour service (supplementary to Circular Quay – North Bondi via Bondi Junction tram service) commenced. City terminus at St James station.

**(?):** Ceased. Normal tram service then provided all service.

**29 May 1950:** Reinstated.

**4 December 1950:** City terminus altered from St James station to Macquarie St.

**15 August 1952:** Ceased. Normal tram service then provided all service.

#### **Streets**

#### **City (St James station) – Bondi (Denham St)**

*From 28 March 1949*

**From City (St James station)** (St James Rd) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Bondi Rd, Denham St (Bondi).

**From Bondi (Denham St)** via reverse route to Elizabeth St (City).

#### **City (Macquarie St) – Bondi (Denham St)**

##### Alteration

*From 4 December 1950:* Extended from Elizabeth St via (?) to Macquarie St. Return via Macquarie St, Martin Pl, Elizabeth St.

#### **Timetable Summary**

*28 March 1949*

| Destinations                              | Off-peak trip time | Day | First trip |        | Last trip    |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
|   |                    |     | From       | Time   | From         | Time   |                         |       |
| City (St James station)-Bondi (Denham St) | 23                 | M-F | Denham St  | 6.54am | St James stn | 6.00pm | Ph                      |       |
|   |                    | Sat |            |        |              |        |                         |       |
|   |                    | Sun |            |        |              |        |                         |       |

Ph – Peak hours only (both directions).

## Route 314

### **BONDI JUNCTION – RANDWICK – COOGEE BEACH**

*(Since about 1986, Coogee Beach terminus has been known more simply as Coogee.)*

#### **Timeline**

**14 November 1954:** Full time service commenced, replacing Waverley Depot – Coogee Beach tram service. Shared Bondi Junction – Randwick with 315-317 at different times.

#### **Streets**

*From 14 November 1954 (based on 1 April 1957 timetable)*

**From Bondi Junction** (Spring St) via Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Beach St [former part of street along beachfront], Coogee Bay Rd, Arden St, Dolphin St to Beach St (Coogee Beach).

**From Coogee Beach** (Dolphin St at Beach St) via Beach St [former part of street along beachfront], Carr St, then reverse route to Bronte Rd, then Ebley St, Newland St, Spring St (Bondi Junction).

## Alterations

- **From 30 October 1961:** Ex Bondi Junction from Carr St via Havelock Av, Arden St. Reverse on return.
- **By October 1965:** To approach Coogee Beach from Havelock Av via Arden St, Coogee Bay Rd, Beach St, Dolphin St. Return via Arden St, Havelock Av.
- **From 8 September 1969:** Ex Coogee Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **From 23 June 1979 (opening of Eastern Suburbs Railway):** To approach Bondi Junction from Bronte Rd via Grosvenor St to Bondi Junction interchange. Reverse on return.
- **25 September 1989:** To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

## Timetable Summary

**1 April 1957**

| Destinations                | Off-peak trip time | Day | First trip     |        | Last trip    |         | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|----------------|--------|--------------|---------|-------------------------|-------|
|                             |                    |     | From           | Time   | From         | Time    |                         |       |
| Bondi Junction-Coogee Beach | 23                 | M-F | Bondi Junction | 5.43am | Coogee Beach | 12.19am | 20*                     |       |
|                             |                    | Sat | Coogee Beach   | 6.08am |              | 12.19am | AM 12 PM 20             |       |
|                             |                    | Sun | Bondi Junction | 6.45am |              | 11.42pm | AM 30 PM 20             |       |

\* More frequent in peak hours.

**3 June 1972**

| Destinations                | Off-peak trip time | Day | First trip     |        | Last trip    |         | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|----------------|--------|--------------|---------|-------------------------|-------|
|                             |                    |     | From           | Time   | From         | Time    |                         |       |
| Bondi Junction-Coogee Beach | 23                 | M-F | Bondi Junction | 5.42am | Coogee Beach | 11.22pm | 20*                     |       |
|                             |                    | Sat | Coogee Beach   | 6.15am |              | 11.25pm | AM 15 PM 30             |       |
|                             |                    | Sun | Bondi Junction | 6.54am |              | 11.22pm | 30                      |       |

\* More frequent in peak hours.

**25 June 1979**

## Bondi Junction – Coogee routes

**313, 314**

| Destinations   | Off-peak trip time | Day | First trip   |        | Last trip      |         | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|----------------|---------|-------------------------|-------|
|  |                    |     | From         | Time   | From           | Time    |                         |       |
| <b>313:</b> Bondi Junction-Coogee Beach ( <i>express</i> ) | 17                 | M-F | Coogee Beach | 7.23am | Bondi Junction | 5.48pm  | Ph                      |       |
|  |                    | Sat |              |        |                |         |                         |       |
|  |                    | Sun |              |        |                |         |                         |       |
| <b>314:</b> Bondi Junction-Coogee Beach via Carr St        | 24                 | M-F | Coogee Beach | 6.06am | Bondi Junction | 11.15pm | 15-20*                  |       |
|  |                    | Sat |              | 6.16am |                | 11.15pm | AM 15 PM 30             |       |
|  |                    | Sun |              | 7.18am |                | 11.15pm | 30                      |       |

\* More frequent in peak hours.

Ph – Peak hours only (mornings from Coogee Beach, afternoons from Bondi Junction).

5 August 1990

**Bondi Junction – Randwick – South Coogee routes**

**313, 314**

| Destinations   | Off-peak trip time | Day | First trip     |         | Last trip      |         | Av day freq/No of trips# | Notes |
|--|--------------------|-----|----------------|---------|----------------|---------|--------------------------|-------|
|  |                    |     | From           | Time    | From           | Time    |                          |       |
| <b>313:</b> Bondi Junction-Coogee ( <i>express</i> )           | 17                 | M-F | Coogee         | 7.23am  | Bondi Junction | 5.40pm  | Ph                       |       |
|  |                    | Sat |                |         |                |         |                          |       |
|  |                    | Sun |                |         |                |         |                          |       |
| <b>314:</b> Bondi Junction-Coogee via Carr St                  | 25                 | M-F | Bondi Junction | 5.45am  | Bondi Junction | 11.10pm | 15-30*                   | A     |
|  |                    | Sat | Coogee         | 6.20am  |                | 11.40pm | 30                       |       |
|  |                    | Sun | Bondi Junction | 7.02am  | Coogee         | 11.15pm | 30                       |       |
| <b>315:</b> Bondi Junction-South Coogee-Coogee                 | 33                 | M-F | Coogee         | 7.27am  | Coogee         | 5.49pm  | 60*                      | B     |
|  |                    | Sat |                | 7.57am  |                | 5.08pm  | 60                       |       |
|  |                    | Sun |                | 10.05am |                | 5.55pm  | 60                       |       |
| <b>316:</b> Bondi Jun-Sth Coogee-Maroubra Junction-Eastgardens | 40                 | M-F | Bondi Junction | 7.20am  | Eastgardens    | 5.50pm  | 60                       | C     |
|  |                    | Sat | Eastgardens    | 8.30am  |                | 4.30pm  | 60                       | D     |
|  |                    | Sun |                |         |                |         |                          |       |

# Average day frequencies along common route:

M-F Bondi Junction-Randwick (314-316) 6 trips per hour.

Bondi Junction-South Coogee (315, 316) 30.

Sat Bondi Junction-Randwick (314-316) 15

Bondi Junction-South Coogee (315, 316) 30.

Sun Bondi Junction-Randwick (314, 315) 3 trips per hour.

\* More frequent in peak hours.

A – Extra trip Friday night.

B – Extra trips Thursday & Friday nights.

C – Extra trips Thursday & Friday nights. Plus short-working/s before first trip shown.

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

23 June 2002

**Bondi Junction – Randwick – South Coogee routes**

**313, 314, 316, 317**

| Destinations   | Off-peak trip time | Day | First trip     |        | Last trip      |         | Av day freq/No of trips# | Notes |
|--|--------------------|-----|----------------|--------|----------------|---------|--------------------------|-------|
|  |                    |     | From           | Time   | From           | Time    |                          |       |
| <b>313:</b> Bondi Junction-Coogee via Carrington Rd            | 17                 | M-F | Coogee         | 7.20am | Bondi Junction | 6.49pm  | 30                       |       |
|  |                    | Sat |                | 7.55am |                | 5.55pm  | 30                       |       |
|  |                    | Sun |                | 9.00am | Coogee         | 5.58pm  | 60                       |       |
| <b>314:</b> Bondi Junction-Coogee via Carr St                  | 24                 | M-F | Bondi Junction | 6.00am | Bondi Junction | 11.38pm | 30*                      |       |
|  |                    | Sat |                | 6.23am |                | 11.38pm | 30                       |       |
|  |                    | Sun |                | 6.44am |                | 11.08pm | 60                       |       |
| <b>316:</b> Bondi Jun-Sth Coogee-Maroubra Junction-Eastgardens | 41                 | M-F | Bondi Junction | 7.12am | Bondi Junction | 6.43pm  | 30                       | A     |
|  |                    | Sat |                | 7.50am |                | 6.18pm  | 30                       |       |
|  |                    | Sun | Eastgardens    | 9.07am | Eastgardens    | 6.08pm  | 60                       |       |
| <b>317:</b> Bondi Jun-Sth Coogee-Maroubra Beach-Eastgardens    | 45                 | M-F | Bondi Junction | 6.42am | Bondi Junction | 6.53pm  | 30                       | B     |
|  |                    | Sat |                | 8.23am |                | 6.28pm  | 30                       |       |
|  |                    | Sun |                | 9.38am | Eastgardens    | 5.41pm  | 60                       |       |

# Average day frequencies along common route:

M-F Bondi Junction-Randwick (314, 316, 317) 6 trips per hour.

Bondi Junction-South Coogee (316, 317) 15.

Sat Bondi Junction-Randwick (314, 316, 317) 6 trips per hour.

Bondi Junction-South Coogee (316, 317) 15.

Sun Bondi Junction-Randwick (314, 316, 317) 3 trips per hour.

Bondi Junction-South Coogee (316, 317) 30.

\* More frequent in peak hours.

A – Extra trips Thursday & Friday nights. Plus short-working/s before first trip shown.

B – Extra trips Thursday & Friday nights.

## Route 315

### **CITY (Macquarie St) – WEST BELLEVUE HILL – BONDI JUNCTION via Manning Rd**

#### **Timeline**

**28 May 1950:** Full time service commenced, supplementing Erskine St – Watsons Bay tram service when it was re-extended from Dover Rd to Watsons Bay.

**5 August 1951:** Sunday services ceased.

**17 November 1952:**

- Hours of service reduced to Mondays-Saturdays. Sunday service Double Bay – Bondi Junction replaced by extension of hours of service of 358.
- Reduced to a feeder service, Double Bay – Bondi Junction, in off-peak & Saturdays.

**26 June 1954:** 315 & 375 combined as 370 Bondi Junction – Double Bay in off-peak, Saturday afternoons & Sundays, leaving 315 as a peak hour & Saturday morning service.

**By 19 November 1956:** Service ran:

- City (Macquarie St) – Bondi Junction (peak hours)
- Double Bay – Bondi Junction (Saturday mornings).

**10 July 1960:** As part of rearrangement of routes when the Queens Square – Watsons Bay tram service was replaced by buses:

- City (Macquarie St) – West Bellevue Hill replaced by 375 rerouted via Manning Rd instead of Bellevue Rd.
- West Bellevue Hill – Bondi Junction replaced by existing 330 & 358.

#### **Streets**

*From 28 May 1950 (based on 28 October 1950 timetable)*

**From City (Macquarie St)** (at Bridge St) via Macquarie St, Martin Pl, Elizabeth St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Manning Rd (**Double Bay**), Suttie St, Arthur St, Bellevue Rd, Victoria Rd (**West Bellevue Hill**), Old South Head Rd, Oxford St, Bronte Rd, Spring St to Newland St (Bondi Junction).

**From Bondi Junction** (Spring St at Newland St) via Newland St, Oxford St, then reverse route to Elizabeth St, then Hunter St, Macquarie St to Bridge St (City).

#### **Timetable Summary**

*28 October 1950*

| Destinations  | Off-peak trip time | Day | First trip     |        | Last trip    |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|--------------|---------|-------------------------|-------|
|   |                    |     | From           | Time   | From         | Time    |                         |       |
| City (Macquarie St)-<br>West Bellevue Hill-<br>Bondi Junction | 34                 | M-F | Macquarie St   | 7.06am | Macquarie St | 11.47pm | 20*                     |       |
|   |                    | Sat |                | 7.09am |              | 11.47pm | AM 20<br>PM 30          |       |
|   |                    | Sun | Bondi Junction | 7.11am |              | 11.47pm | 30                      |       |

\* More frequent in peak hours.

*19 November 1956*

| Destinations  | Off-peak trip time     | Day | First trip     |         | Last trip    |         | Av day freq/No of trips | Notes |
|---|------------------------|-----|----------------|---------|--------------|---------|-------------------------|-------|
|   |                        |     | From           | Time    | From         | Time    |                         |       |
| City (Macquarie St)-<br>West Bellevue Hill-<br>Bondi Junction | Fr B/Jun<br>16D<br>34M | M-F | Bondi Junction | 8.05amM | Macquarie St | 5.45pmB | Ph                      |       |
|   |                        | Sat |                | 7.10amD | Double Bay   | 1.15pmB | 30                      |       |
|   |                        | Sun |                |         |              |         |                         |       |

B – To Bondi Junction.

D – To Double Bay.

M – To City (Macquarie St).

Ph – Peak hours only (both directions). 370 provided service in off-peak.

## Route 315

### **BONDI JUNCTION – SOUTH COOGEE – COOGEE BEACH■**

*(Since about 1986, Coogee Beach terminus has been known more simply as Coogee.)*

#### **Timeline**

**5 November 1979:** Weekday off-peak service commenced on trial (later made permanent).

**By 28 November 1982:** Days of service extended to Saturdays.

**By 18 October 1987:** Days of service extended to Sundays.

**23 June 2002:** Replaced by new 317, as a result of “Better Buses” Eastern Suburbs service review.

#### **Streets**

*From 5 November 1979*

**From Bondi Junction** (interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone Rd (**South Coogee**), Moverly Rd, Malabar Rd, Arden St, Oberon St, Mount St, Havelock Av, Arden St, Beach St [former part of street along beachfront], Dolphin St to Arden St (Coogee Beach).

**From Coogee Beach** (Dolphin St at Arden St) via Arden St, Havelock Av, then reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Bondi Junction.

#### **Alteration**

**25 September 1989:** To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

#### **Timetable Summary**

*See 314*

## Route 316

### **CITY (various termini) – KINGS CROSS – ELIZABETH BAY via William St■**

#### **Timeline**

**10 December 1950:** Full time service, City (Erskine St Wharf) – Kings Cross via William St, commenced, replacing Erskine St – Queens Square part of Erskine St – Watsons Bay tram service, when curtailed to run Queens Square – Watsons Bay.

**11 December 1955:** Peak hour service continued as City (Erskine St Wharf) – Kings Cross, but at other times curtailed to run City (Wynyard) – Kings Cross via William St. At those times, service in City between Erskine St Wharf & Wynyard replaced by 301.

**8 February 1959:**

- 301 & 316 combined on Sundays as 317 City (Erskine St Wharf) – Kings Cross – Potts Point (Wylde St).
- Similarly combined on weeknights from 20 July 1959.

**10 July 1960:** As part of rearrangement of routes in the City/Kings Cross/Elizabeth Bay area (301, 304, 311, 316 & 317), when the Queens Square – Watsons Bay tram service was replaced by buses:

- On Mondays-Saturdays 316 extended from Kings Cross to Elizabeth Bay, replacing that part of 311. Full time service.
- In early mornings Mondays-Saturdays, selected trips on Saturday afternoons & all-day Sundays extended from Kings Cross to Potts Point (Challis Av) instead of Elizabeth Bay.
- 317 (combined 301/316) ceased.

**31 October 1965:** Sunday trips to Potts Point (Challis Av) rerouted/extended to Elizabeth Bay.

**25 June 1979:** Upon opening of the Eastern Suburbs Railway, 312 & 316 (City (Wynyard) – Elizabeth Bay via William St) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay (daily daytime service)

312 City (Eddy Av, Central Railway) – Kings Cross – Woolloomooloo (full time service) (extended at night from Woolloomooloo to City (Wynyard), replacing 311 at that time).

#### **Streets**

#### **City (Erskine St Wharf) – Kings Cross**

*From 10 December 1950*

**From City (Erskine St Wharf)** via Erskine St, Clarence St, Jamieson St, Lang St, Grosvenor St, George St, Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd to Roslyn St (Kings Cross).

**From Kings Cross** (Darlinghurst Rd/Roslyn St) via reverse route to Macquarie St, then Martin Pl, George St, Margaret St, York St, Erskine St, New St [former street], Shelley St to Erskine St Wharf (City).

### City (Wynyard) – Kings Cross – Elizabeth Bay

*From 10 July 1960 (based on 22 October 1960 timetable)*

**From City (Wynyard)** (George St at Hunter St) via Hunter St, Macquarie St, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd (**Kings Cross**), Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (Elizabeth Bay).

**From Elizabeth Bay** (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd, then reverse route to Macquarie St, then Martin Pl, George St to Wynyard (City).

#### Alterations

- **By 29 August 1970:** To approach City (Wynyard) from Martin Pl via Elizabeth St, Phillip St, Bridge St, George St, Hunter St to George St. Unaltered on return.
- **By 29 August 1970 (Challis Av trips):** Ex City (Wynyard) from William St via Victoria St, Challis Av to Macleay St. Return via Macleay St, Darlinghurst Rd, William St.
- **By 3 October 1972:** To approach City (Wynyard) from Macquarie St via Bridge St, George St, Hunter St to George St. Unaltered on return.
- **By 3 October 1972:** Ex Elizabeth Bay from Onslow Av via Greenknowe Av, Macleay St, Darlinghurst Rd. Unaltered on return.
- **By December 1977:** Ex Elizabeth Bay from Onslow Av via Elizabeth Bay Rd, Darlinghurst Rd. Unaltered on return.

#### Timetable Summary

*10 December 1950*

| Destinations                        | Off-peak trip time | Day | First trip  |        | Last trip      |         | Av day freq/No of trips | Notes |
|-------------------------------------|--------------------|-----|-------------|--------|----------------|---------|-------------------------|-------|
|                                     |                    |     | From        | Time   | From           | Time    |                         |       |
| City (Erskine St Wharf)-Kings Cross | 15                 | M-F | Kings Cross | 5.12am | Erskine St Whf | 11.59pm | 10*                     |       |
|                                     |                    | Sat |             | 5.10am |                | 11.59pm | 10                      |       |
|                                     |                    | Sun |             | 7.00am |                | 10.59pm | AM 15 PM 10             |       |

\* More frequent in peak hours.

*9 December 1957*

| Destinations                | Off-peak trip time       | Day | First trip  |         | Last trip                 |                     | Av day freq/No of trips | Notes |
|-----------------------------|--------------------------|-----|-------------|---------|---------------------------|---------------------|-------------------------|-------|
|                             |                          |     | From        | Time    | From                      | Time                |                         |       |
| City (Wynyard)-Kings Cross† | Fr Kings X<br>12Y<br>16E | M-F | Kings Cross | 5.12amE | Erskine St Whf<br>Wynyard | 6.00pmK<br>11.51pmK | 15*                     |       |
|                             |                          | Sat |             | 6.17amY |                           | 11.51pmK            | AM 10 PM 15             |       |
|                             |                          | Sun |             | 7.39amY |                           | 10.51pmK            | 30                      |       |

\* More frequent in peak hours.

† Extended to Erskine St Wharf in peak hours.

E – To City (Erskine St Wharf).

K – To Kings Cross.

Y – To City (Wynyard).

22 October 1960

| Destinations                  | Off-peak trip time | Day | First trip |         | Last trip |          | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
|                               |                    |     | From       | Time    | From      | Time     |                         |       |
| City (Wynyard)-Elizabeth Bay† | 34EYr              | M-F | Challis Av | 5.13amY | Wynyard   | 11.30pmE | 15*                     | A     |
|                               |                    |     | Wynyard    | 6.48amE |           |          |                         |       |
|                               |                    | Sat | Challis Av | 6.16amY |           | 11.42pmE | AM 10 PM 30             | A     |
|                               |                    |     | Wynyard    | 7.44amE |           |          |                         |       |
|                               |                    | Sun | Challis Av | 7.48amY |           | 11.00pmC | 30                      |       |
|                               |                    |     |            |         |           |          |                         |       |

\* More frequent in peak hours.

† Early morning trips Mondays-Saturdays, selected trips on Saturday afternoons & all-day Sundays extended from Kings Cross to Potts Point (Challis Av) instead of Elizabeth Bay.

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

C – To Potts Point (Challis Av).

E – To Elizabeth Bay.

EYr – Round trip, Elizabeth Bay-City (Wynyard)-Elizabeth Bay.

Y – To City (Wynyard).

July 1976

| Destinations                 | Off-peak trip time | Day | First trip    |         | Last trip |         | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|---------------|---------|-----------|---------|-------------------------|-------|
|                              |                    |     | From          | Time    | From      | Time    |                         |       |
| City (Wynyard)-Elizabeth Bay | 16                 | M-F | Kings Cross   | 5.15amY | Wynyard   | 7.03pmE | A                       |       |
|                              |                    |     | Wynyard       | 7.08amE |           |         |                         |       |
|                              |                    | Sat | Kings Cross   | 6.13amY |           | 6.17pmE | B                       |       |
|                              |                    |     | Elizabeth Bay | 7.29amY |           |         |                         |       |
|                              |                    | Sun |               | 7.43amY |           | 6.17pmE | 30                      |       |
|                              |                    |     |               |         |           |         |                         |       |

\* More frequent in peak hours.

A – Early morning, City (Wynyard)-Kings Cross. Day, City (Wynyard)-Elizabeth Bay 20. Extra trips Thursday night (last trip 9.10pm from City (Wynyard)).

B – Early morning, City (Wynyard)-Kings Cross. Morning, City (Wynyard)-Elizabeth Bay 20. Afternoon, City (Wynyard)-Elizabeth Bay 30.

E – To Elizabeth Bay.

Y – To City (Wynyard).

## Route 316

### CITY (Eddy Av, Central Railway) – ELIZABETH BAY■

#### Timeline

**2 October 1979:** Weekday daytime & Saturday morning service commenced. Shared City (Eddy Av, Central Railway) – Kings Cross with 312. Shared Kings Cross – Elizabeth Bay with 311.

**7 October 1984:** Ceased when 311, 312 & 316 (City (Eddy Av, Central Railway) – Elizabeth Bay) rearranged as:

311 City (Wynyard) – Woolloomooloo – Elizabeth Bay – Railway Square (full time service)

312 Darlinghurst – Woolloomooloo – City (Wynyard) (limited morning peak hour service, *from* Darlinghurst only).

#### Streets

**From 2 October 1979**

**From City (Eddy Av, Central Railway)** via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Elizabeth Bay Rd to end (Elizabeth Bay).

**From Elizabeth Bay** (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Ithaca Rd, Billyard Av, Onslow Av, Greenknowe Av, Macleay St, Darlinghurst Rd, Victoria St, Burton St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av to Central Railway (City).



## Timetable Summary

2 October 1979

| Destinations                                  | Off-peak trip time | Day | First trip    |        | Last trip     |         | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|---------------|---------|-------------------------|-------|
|   |                    |     | From          | Time   | From          | Time    |                         |       |
| City (Eddy Av, Central Railway)-Elizabeth Bay | 18                 | M-F | Eddy Av       | 8.45am | Elizabeth Bay | 6.03pm  | 30                      |       |
|   |                    | Sat | Elizabeth Bay | 9.00am | Eddy Av       | 12.08pm | 30                      |       |
|   |                    | Sun |               |        |               |         |                         |       |

## Route 316

### BONDI JUNCTION – SOUTH COOGEE – MAROUBRA JUNCTION – EASTGARDENS

#### Timeline

**18 October 1987:** As part of the rearrangement of routes following the opening of Westfield Eastgardens in September 1987:

- Generally alternate trips Mondays-Saturdays on 315 rerouted/extended to Eastgardens.
- Shared Bondi Junction – South Coogee with 315 until 23 June 2002.
- Partly replaced 317 Maroubra Junction – Maroubra (Flower & Storey Sts loop).
- Replaced Maroubra Junction – Pagewood (Walsh Av) [located in Maroubra] part of 397.

**By 22 October 1995:** Days of service extended to Sundays.

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- Rerouted in Maroubra via Garden St instead of Flower St, replacing part of 359.
- Service in Flower St replaced by new 317.
- Shared Bondi Junction – Moverly Rd, Maroubra with 316.

**28 July 2019:** Extended in Eastgardens from bus terminal at shops to Pagewood Green.

#### Streets

*From 18 October 1987*

**From Bondi Junction** (interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone Rd (**South Coogee**), Moverly Rd, Cooper St, Storey St, Flower St, Maroubra Rd (**Maroubra Junction**), Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

#### Alteration

- **From 23 June 2002:** Ex Bondi Junction from Moverly Rd via Garden St, Maroubra Rd. Reverse on return.
- **By August 2002:** Ex Eastgardens from Belmore Rd via Cuthill St, Arden St, Balmore Rd. Unaltered on return.
- **From 28 July 2019:** Extended from Eastgardens bus terminal via Bunnerong Rd, Tingwell Blvd to Studio Dr (Pagewood Green). Return via Tingwell Blvd, Banks Av, Wentworth Av, Bunnerong Rd to Eastgardens bus terminal.

## Timetable Summary

See 314.

## Route 317

### CITY (Erskine St Wharf) – KINGS CROSS – POTTS POINT (Wylde St) ■

#### Timeline

**8 February 1959:**

- 301 & 316 combined on Sundays as 317 City (Erskine St Wharf) – Kings Cross – Potts Point (Wylde St).
- Similarly combined on weeknights from 20 July 1959.

**20 July 1959:** Times of service extended to nights (Monday-Sunday) & Saturday afternoons.

**10 July 1960:** Ceased as part of rearrangement of routes in the City/Kings Cross/Elizabeth Bay area (301, 304, 311, 316 & 317), when the Queens Square-Watsons Bay tram service was replaced by buses.

## Streets

*From 8 February 1959*

**From City (Erskine St Wharf)** via New St, Shelley St, Erskine St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Hunter St, Macquarie St, **Queens Square**, Prince Albert Rd, College St, Boomerang St, William St, Darlinghurst Rd (**Kings Cross**), Macleay St, Wylde St to St Neot Av (Potts Point).

**From Potts Point** (Wylde St to St Neot Av) via reverse route to Macquarie St, then Martin Pl, George St, Margaret St, York St, Erskine St, New St [former street], Shelley St to Erskine St Wharf (City).

## Route 317

**MAROUBRA JUNCTION – MAROUBRA (Flower & Storey Sts loop)■**

**HILLSDALE – PAGEWOOD – MAROUBRA JUNCTION – SOUTH MAROUBRA■**

*(Hillsdale shops are now known as South Point shops.)*

*(Pagewood (Walsh Av) terminus is located in Maroubra.)*

## Timeline

**13 September 1966:** New Monday-Saturday daytime services commenced as a result of split of 397 into 317 & 357:

- Maroubra Junction – South Maroubra (Tyrwhitt St).
- Maroubra Junction – Maroubra (Flower & Storey Sts loop), shared with 357. These trips were numbered 317 if continuing afterwards as a 317 trip to South Maroubra, or 357 if continuing afterwards as a 357 trip to Pagewood (Walsh Av).
- Shared Maroubra Junction – South Maroubra (Tyrwhitt St) with peak hour route 397.

**2 September 1968:** Extended in South Maroubra from Tyrwhitt St to Davidson Cres through the Ocean View estate.

**8 September 1975:** 317 & 357 amalgamated as 317 Pagewood (Walsh Av) – Maroubra Junction – South Maroubra (Davidson Cres) (via Flower & Storey Sts loop on most trips *to* South Maroubra).

**24 March 1980:**

- Extended from Pagewood (Walsh Av) to Hillsdale shops.
- Hours of service reduced to off-peak.

**7 October 1984:**

- Maroubra Junction – South Maroubra (Davidson Cres) & Maroubra Junction – Hillsdale shops replaced by extension of 397, which then ran as a bidirectional loop, Maroubra Junction – South Maroubra – Hillsdale shops – Maroubra Junction (extended to City (Circular Quay) during daylight hours).
- 317 continued as Maroubra Junction – Maroubra (Flower & Storey Sts loop) (Monday-Saturday daytime service).

**16 October 1987:** Maroubra Junction – Maroubra (Flower & Storey Sts loop) ceased and partly replaced by new 316.

## Streets

*From 13 September 1966*

**Maroubra Junction – South Maroubra (Tyrwhitt St)**

**From Maroubra Junction** (Maroubra Rd at Anzac Pde) via Maroubra Rd, Cooper St, French St, Mons Av, Malabar Rd to Tyrwhitt St (South Maroubra). Reverse on return.

**Maroubra Junction – Maroubra (Flower & Storey Sts loop)**

**From Maroubra Junction** (Maroubra Rd at Anzac Pde) via Maroubra Rd, Flower St, Storey St, Anzac Pde to Maroubra Rd (Maroubra Junction).

**Maroubra Junction – South Maroubra (Davidson Cres)**

## Alteration

**From 2 September 1968:** Extended in South Maroubra from Malabar Rd/Tyrwhitt St via Tyrwhitt St, Broome St, Malabar Rd to Davidson Cres. Reverse on return.

**Pagewood (Walsh Av) – Maroubra Junction – South Maroubra (Davidson Cres) (via Flower & Storey Sts loop on trips to South Maroubra)**

*From 8 September 1975*

**From Pagewood (Walsh Av)** (at Fitzgerald Av) via Fitzgerald Av, Wild St, Donovan Av, Paine St, Walsh Av, Maroubra Rd, Cooper St, French St, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Malabar Rd to Davidson Cres (South Maroubra).

**From South Maroubra** (Malabar Rd/Davidson Cr) via reverse route to Donovan Av, then Walsh Av to Fitzgerald Av (Pagewood).

**Flower & Storey Sts loop:** From Maroubra Junction (Maroubra Rd at Anzac Pde) via Maroubra Rd, Flower St, Storey St, Anzac Pde to Maroubra Rd (Maroubra Junction).

### Hillsdale – Maroubra Junction – South Maroubra (Davidson Cres) (via Flower & Storey Sts loop on trips to South Maroubra)

#### Alteration

**From 24 March 1980:** Extended from Pagewood (Walsh Av) via Fitzgerald Av Bunnerong Rd, Smith St, Mathewson St, Flint St to Hillsdale shops. Return via Bunnerong Rd, Fitzgerald Av, Wild St, Donovan Av.

### Maroubra Junction – Maroubra (Flower & Storey Sts loop)

**From 7 October 1984**

**From Maroubra Junction** (Maroubra Rd at Anzac Pde) via Maroubra Rd, Flower St, Storey St, Anzac Pde to Maroubra Rd (Maroubra Junction).

#### Timetable Summary

**December 1966**

| Destinations  | Off-peak trip time | Day | First trip   |        | Last trip    |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|--------------|--------|-------------------------|-------|
|   |                    |     | From         | Time   | From         | Time   |                         |       |
| Maroubra Junction-South Maroubra                      | 7                  | M-F | Sth Maroubra | 8.00am | Maroubra Jun | 8.09pm | 30                      |       |
|   |                    | Sat |              | 8.30am | Sth Maroubra | 7.30pm | 30                      |       |
|   |                    | Sun |              |        |              |        |                         |       |
| Maroubra Junction-Maroubra (Flower & Storey Sts loop) | 7 round trip       | M-F | Maroubra Jun | 8.09am | Maroubra Jun | 7.39pm | 30                      | A     |
|   |                    | Sat |              | 8.39am |              | 7.39pm | 30                      |       |
|   |                    | Sun |              |        |              |        |                         |       |

A – Some trips displayed 357 (but same route).

**8 September 1975**

| Destinations  | Off-peak trip time       | Day | First trip   |                    | Last trip                |                    | Av day freq/No of trips | Notes |
|---|--------------------------|-----|--------------|--------------------|--------------------------|--------------------|-------------------------|-------|
|   |                          |     | From         | Time               | From                     | Time               |                         |       |
| Pagewood (Walsh Av)-Maroubra Junction-South Maroubra† | Fr Sth M<br>10J‡<br>14P‡ | M-F | Sth Maroubra | 7.57amJ<br>9.11amP | Walsh Av<br>Maroubra Jun | 3.02pmS<br>5.02pmS | A                       |       |
|   |                          | Sat |              | 9.10amJ            |                          | 12.02pmS           | 40                      | B     |
|   |                          | Sun |              |                    |                          |                    |                         |       |

† Via Flower & Storey Sts loop on most trips *to* South Maroubra.

‡ Trip times shown are for trips *from* South Maroubra. Extra 7 for trips *to* South Maroubra via Flower & Storey Sts loop.

A – Peak hours, South Maroubra-Maroubra Junction. Day, South Maroubra-Pagewood (Walsh Av) 45. Via Flower & Storey Sts loop on most trips *to* South Maroubra.

B – Via Flower & Storey Sts loop on trips *to* South Maroubra.

J – To Maroubra Junction.

P – To Pagewood (Walsh Av).

S – To South Maroubra.

**24 March 1980**

| Destinations                                | Off-peak trip time | Day | First trip   |        | Last trip |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
|   |                    |     | From         | Time   | From      | Time   |                         |       |
| Hillsdale-Maroubra Junction-South Maroubra† | 14‡                | M-F | Sth Maroubra | 9.11am | Hillsdale | 3.02pm | 45                      |       |
|   |                    | Sat |              |        |           |        |                         |       |
|   |                    | Sun |              |        |           |        |                         |       |

† Via Flower & Storey Sts loop on trips *to* South Maroubra.

‡ Time shown is for trips *from* South Maroubra. Extra 7 for trips *to* South Maroubra via Flower & Storey Sts loop.

7 October 1984

| Destinations  | Off-peak trip time | Day | First trip   |        | Last trip    |        | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|--------------|--------|-------------------------|-------|
|   |                    |     | From         | Time   | From         | Time   |                         |       |
| Maroubra Junction – Maroubra (Flower & Storey Sts loop) | 7 round trip       | M-F | Maroubra Jun | 9.30am | Maroubra Jun | 5.30pm | 60                      |       |
|   |                    | Sat |              | 8.50am |              | 3.50pm | 60                      |       |
|   |                    | Sun |              |        |              |        |                         |       |

## Route 317

### **BONDI JUNCTION – SOUTH COOGEE – MAROUBRA BEACH – EASTGARDENS**

#### **Timeline**

**23 June 2002:** As a result of “Better Buses” Eastern Suburbs service review:

- Daily daytime service commenced.
- Replaced Bondi Junction – South Coogee part of 315 & the Maroubra Beach – Eastgardens part of 377.
- Shared Bondi Junction – Moverly Rd, Maroubra with 316.

**28 July 2019:** Extended in Eastgardens from bus terminal at shops to Pagewood Green.

#### **Streets**

*From 23 June 2002*

**From Bondi Junction** (interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Bundock St, Elphinstone Rd (**South Coogee**), Moverly Rd, Cooper St, Storey St, Flower St, Maroubra Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Malabar Rd, Beauchamp Rd, Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

#### **Alterations**

- **By August 2002:** Ex Eastgardens from Belmore Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By November 2005:** Ex Bondi Junction from Moverly Rd via Garden St, Storey St. Reverse on return.
- **From 28 July 2019:** Extended from Eastgardens bus terminal via Bunnerong Rd, Tingwell Blvd to Studio Dr (Pagewood Green). Return via Tingwell Blvd, Banks Av, Wentworth Av, Bunnerong Rd to Eastgardens bus terminal.

#### **Timetable Summary**

*See 314*