

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 (continued)

Part 3: Route numbers in the ranges 350-384

(See Part 1 for Routes 3-231 & 300-314)

(See Part 2 for Routes 315-349)

(See Part 4 for Routes 385 & above)

Route 350

CITY (various termini, Central Railway area) – ROSEBERY (Joynton Av)■

Timeline

24 June 1957: Peak hour service, City (Eddy Av, Central Railway) – Rosebery (Joynton Av), commenced, supplementary to 343, as part of the replacement of the Circular Quay – Rosebery tram service by buses.

By 27 February 1961: Extended in City from Eddy Av, Central Railway to Railway Square.

(?): Inward afternoon peak hour express trip commenced.

9 February 1987: Renumbered 343.

Streets

City (Eddy Av, Central Railway) – Rosebery (Joynton Av)

From 23 June 1957 (based on October 1966 timetable)

From City (Eddy Av, Central Railway) via Eddy Av, Elizabeth St (Waterloo, Zetland) to Joynton Av (Rosebery).

Reverse on return.

City (Railway Square) – Rosebery (Joynton Av)

Alteration

From 27 February 1961: Extended in the City from Eddy Av, Central Railway via Pitt St to Railway Square.

Reverse on return.

Timetable Summary

October 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Railway Square)-Rosebery (Joynton Av) | 12 | M-F | Railway Sq | 6.55am | Joynton Av | 4.52pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (mornings from City (Railway Square), afternoons from Rosebery (Joynton Av)). Selected trips ran City (Eddy Av, Central Railway)-Rosebery (Joynton Av) only.

Route 350

KINGS CROSS (various termini) – SYDNEY AIRPORT (EXPRESS) ■

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

(Kings Cross terminus was located in Elizabeth Bay until circa 1998.)

Timeline

28 October 1990:

- Kings Cross (terminus in Elizabeth Bay) – Sydney Airport express commenced, replacing private service operated by JH (Joe) Bowden.
- After approx 8.30pm, service to Kings Cross provided by 300, which was extended from Circular Quay to Kings Cross (El Alamein Fountain) at those times.
- Shared route between Central Railway & Sydney Airport at different times with 300 & 352.

By 1 April 1998: Kings Cross terminus altered to Kings Cross station.

3 February 2002: Replaced by extended 300.

Streets

From 28 October 1990

From Elizabeth Bay (Elizabeth Bay Rd at end) via Elizabeth Bay Rd, Greenknowe Av, Macleay St (**Kings Cross**), Darlinghurst Rd, William St, Bourke St, Oxford St, Liverpool St, Elizabeth St, Hay St, Pitt St, 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, Elizabeth St, Liverpool St, Oxford St, Crown St, William St, then reverse route to Elizabeth Bay.

Alterations

- **By April 1992:** Ex Sydney Airport from O’Riordan St via Bourke Rd, Coward St, O’Riordan St. Unaltered on return.
- **From 26 April 1992:** Ex Elizabeth Bay from Darlinghurst Rd via Victoria St, Oxford St. Returning from Darlinghurst Rd via Victoria St, Challis Av, Macleay St, Greenknowe Av.
- **From 5 December 1993:** Ex Elizabeth Bay from Elizabeth Bay Rd via Ward Av, Bayswater Rd, Darlinghurst Rd, Oxford St, Wentworth Av, Goulburn St, Pitt St. Unaltered on return.
- **By May 1995:** Ex Elizabeth Bay from Victoria St via Burton St, Darlinghurst Rd, Oxford St, Goulburn St, Pitt St via ramp to Central Railway (country platforms), then return via ramp, Pitt St, Eddy Av. Ex Sydney Airport from Elizabeth St via Eddy Av, Pitt St, Liverpool St, George St, Bathurst St, Elizabeth St, Liverpool St.
- **By May 1996:** Ex Elizabeth Bay from Pitt St via Eddy Av (*not* via country platforms). Ex Sydney Airport from Pitt St via Bathurst St.
- **By September 1996:** Ex Elizabeth Bay from Goulburn St via George St, Rawson Pl, Eddy Av. Unaltered on return.
- **By 1 April 1998:** Ex Elizabeth Bay from Goulburn St via Pitt St, Eddy Av. Unaltered on return.
- **By 1 April 1998:** To approach Kings Cross from Greenknowe Av via Elizabeth Bay Rd, Ward Av, Bayswater Rd. To commence from Kings Cross station via Victoria St, Challis Av, Macleay St, Greenknowe Av, Elizabeth Bay Rd, Ward Av, Bayswater Rd.

Timetable Summary

See 300

Route 351

REDFERN – KINGSFORD via Gardeners Rd ■

Timeline

24 June 1957: Peak hour service commenced, replacing tram service over the same route.

5 August 1990: Ceased without direct replacement, as part of general reorganisation of Eastern Suburbs routes.

Other routes provided service with transfers.

Streets

From 24 June 1957 (based on October 1966 timetable)

From Redfern (Lawson Sq/Gibbons St at station) via Gibbons St, Henderson Rd, Botany Rd, Gardeners Rd to Nine Ways (Kingsford).

From Kingsford (Gardeners Rd at Nine Ways) via Gardeners Rd, Botany Rd, Regent St, Lawson Sq to Gibbons St (Redfern station).

Timetable Summary

October 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Redfern-Kingsford | 16 | M-F | Kingsford | 6.28am | Redfern | 5.11pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions).

18 October 1987

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Redfern-Kingsford | 17 | M-F | Kingsford | 6.09am | Redfern | 4.42pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (mornings from Kingsford, afternoons from Redfern).

Route 351

NORTH BONDI – COOGEE – SYDNEY AIRPORT

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

Timeline

28 September 1998: Full time service commenced.

9 January 2000: Ceased. Partly replaced by 353.

Streets

From 28 September 1998

From North Bondi (Brighton Blvd) via Campbell Pde, Beach Rd, Gould St, Curlewis St, Campbell Pde (**Bondi Beach**), Bondi Rd, Dudley St, Fletcher St, Alexander St, Gaerloch Av, Dellview St, Pacific Av, Tamarama Marine Dr (**Tamarama**), Bronte Marine Dr, Bayview St, Hewlett St (**Waverley**), Murray St, Bronte Rd, Leichhardt St, Macpherson St, Arden St (**Coogee**), Havelock Av, Carr St, Dudley St, St Pauls St, Perouse Rd, Cuthill St, Avoca St (**Randwick**), High St, Anzac Pde (**Kingsford**), Gardeners Rd, O'Riordan St (**Mascot**), 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, Shiers Av, Sir Reginald Ansett Dr, O'Riordan St, Bourke Rd, Coward St, O'Riordan St, Gardeners Rd, Anzac Pde, High St, Belmore Rd, Perouse Rd, St Pauls St, Dudley St, Carr St, Arden St, then reverse route to Dellview St, then Fletcher St, Dudley St, Bondi Rd, Campbell Pde, Beach Rd, Gould St, Curlewis St, Campbell Pde, Brighton Blvd (North Bondi).

Timetable Summary

28 September 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| North Bondi-Sydney Airport | 55 | M-F | North Bondi | 5.00am | Sydney Airport | 8.50pm | 30 | |
| | | Sat | | 5.05am | | 9.00pm | 30 | |
| | | Sun | | 5.05am | | 9.00pm | 30 | |

Route 352

GLEBE POINT – DARLING HARBOUR – SYDNEY AIRPORT

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

Timeline

28 September 1998:

- Full time service commenced.
- Shared route between Central Railway & Sydney Airport with 300 & 350.

22 July 2000: Ceased. Service between City & Sydney Airport being provided by the Airport railway line, which had then recently been opened on 21 May 2000.

Streets

From 28 September 1998

From Glebe Point (Federal Rd at Northcote Rd) via Northcote Rd, Eglinton Rd, Glebe Point Rd, Bridge Rd, Pyrmont Bridge Rd, Union St, Pirrama Rd, Jones Bay Rd (**Pyrmont**), Pyrmont St, Pyrmont Bridge Rd, Union St, Murray St to Novotel Darling Harbour Hotel (**Darling Harbour**), then Murray St, Darling Dr, Exhibition Place, Darling Dr, Ultimo Rd (**Haymarket**), George St, Rawson Pl, Eddy Av (**Central Railway**), Elizabeth St, Bourke St, O’Riordan St (**Mascot**), 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 Rd, Coward St, O’Riordan St, Bourke St, Elizabeth St, Redfern St, Chalmers St, Eddy Av, Rawson Pl, George St, Ultimo Rd, Darling Dr, Exhibition Place, Darling Dr, Murray St to Novotel Darling Harbour Hotel, then Murray St, Pirrama Rd, Jones Bay Rd, Pyrmont St, Pyrmont Bridge Rd, Bridge Rd, Glebe Point Rd, Federal Rd to Northcote Rd (Glebe Point).

Timetable Summary

28 September 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glebe Point-Sydney Airport | 45 | M-F | Glebe Point | 5.51am | Sydney Airport | 9.15pm | 30 | |
| | | Sat | | 5.48am | | 9.15pm | 30 | |
| | | Sun | | 5.48am | | 9.15pm | 30 | |

Route 352

BONDI JUNCTION – SURRY HILLS – MARRICKVILLE METRO

Timeline

23 June 2002: Weekday daytime service commenced as a result of “Better Buses” Eastern Suburbs service review.

27 June 2014: Hours of service extended to weeknights & weekends.

Streets

From 23 June 2002

From Bondi Junction (interchange) via Newland St, Oxford St (**Paddington, Darlinghurst**), Pelican St, Goulburn St, Riley St, Campbell St, Crown St (**Surry Hills**), Cleveland St (**Redfern**), City Rd (**Newtown**), 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, then reverse route to Crown St, then Oxford St, then reverse route to Bondi Junction.

Alteration

By 20 April 2009: Ex Bondi Junction from Oxford St via Crown St. Unaltered on return.

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 | | |
| Bondi Junction-Marrickville Metro | 46 | M-F | Bondi Junction | 6.55am | M'ville Metro | 6.45pm | 30 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

27 June 2014

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|----------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Marrickville Metro | 44 | M-F | Bondi Junction | 6.55am | M'ville Metro | 9.00pm | 30 | |
| | | Sat | | 8.05am | | 7.25pm | 30 | |
| | | Sun | M'ville Metro | 8.50am | Bondi Junction | 5.18pm | 30 | |

Route 353

BONDI JUNCTION – COOGEE – EASTGARDENS – SYDNEY AIRPORT

Timeline

9 January 2000: Daily daytime service, North Bondi – Coogee – Sydney Airport, commenced, largely replacing ceased 351.

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

- Curtailed to run Bondi Junction – Eastgardens.
- Eastgardens – Sydney Airport replaced by existing 400.
- Rerouted via Fern St to cover part of ceased 329.

Streets

Bondi Junction – Eastgardens – Sydney Airport

From 9 January 2000

From Bondi Junction (interchange) via Bronte Rd (**Waverley**), Leichhardt St, Macpherson St, Arden St (**Coogee**), Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Anzac Pde (**Maroubra Junction**), Maroubra Rd, Heffron Rd, Banks Av (**Eastgardens**), Wentworth Av, Sutherland St, King St (**Mascot**), Botany Rd, General Holmes Dr, Joyce Dr, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av (**Domestic Terminal**), Reginald Ansett Dr, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

From Sydney Airport (International Terminal) via Airport Dr, Qantas Dr, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av, Reginald Ansett Dr, Joyce Dr, then reverse route to Wentworth Av, then Bunnerong Rd, Maroubra Rd, then reverse route to Bondi Junction.

Bondi Junction – Eastgardens

From 23 June 2002

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Fern St, Clovelly Rd, Arden St (**Coogee**), Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Anzac Pde (**Maroubra Junction**), Maroubra Rd, Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

Timetable Summary

9 January 2000

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Eastgardens-Sydney Airport | 56 | M-F | Bondi Junction | 6.55am | Syd Airport | 7.05pm | 30 | |
| | | Sat | | 6.55am | | 7.05pm | 30 | |
| | | Sun | | 6.55am | | 7.05pm | 30 | |

23 June 2002

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Eastgardens | 32 | M-F | Eastgardens | 6.42am | Bondi Junction | 8.00pm | 30* | |
| | | Sat | | 7.12am | | 7.52pm | 30 | |
| | | Sun | | 7.12am | | 7.52pm | 30 | |

* More frequent in peak hours.

Route 355

BONDI JUNCTION – NEWTOWN – MARRICKVILLE METRO

Timeline

3 December 1990: Weekday daytime service, Bondi Junction – Newtown, renumbered from 455.

22 October 1995:

- Days of service extended to weekends.
- Extended from Newtown to Marrickville Metro.

8 November 1999: Mondays-Sundays night service, Bondi Junction – Fox Studios, commenced.

24 June 2001: Night service, Bondi Junction – Fox Studios, ceased.

Streets

Bondi Junction – Newtown

From 3 December 1990

From Bondi Junction (interchange) via Newland St, Oxford St, Moore Park Rd, Cook Rd (**Centennial Park**), Robertson Rd, Anzac Pde, Dacey Av (**Moore Park**), Bourke St, McEvoy St, Elizabeth St (**Waterloo**), Wellington St, Pitt St, Raglan St, Cope St, Wellington St, Botany Rd, McEvoy St (**Alexandria**), Harley St, Mitchell Rd, Copeland St, Swanson St, Erskineville Rd (**Erskineville**), Wilson St, King St, Holt St, Station St to Enmore Rd (Newtown).

From Newtown (Station St at Enmore Rd) via Enmore Rd, King St, Wilson St, then reverse route to Bondi Junction interchange.

Bondi Junction – Marrickville Metro

From 22 October 1995

From Bondi Junction (interchange) via Newland St, Oxford St, Moore Park Rd, Cook Rd (**Centennial Park**), Lang Rd, Cleveland St, Dowling St, Crescent St, Phillip St, Morehead St, McEvoy St, Elizabeth St (**Waterloo**), Wellington St, Pitt St, Raglan St, Cope St, Wellington St, Botany Rd, McEvoy St (**Alexandria**), Harley St, Mitchell Rd, Copeland St, Swanson St, Erskineville Rd (**Erskineville**), Wilson St, King St (**Newtown**), Enmore Rd, Edinburgh Rd, Smidmore St to Marrickville Metro entrance.

From Marrickville Metro (Smidmore St entrance) via Murray St, Edgeware Rd, Llewellyn St, Enmore Rd, then reverse route to Botany Rd, then Wellington St, George St, Raglan St, then reverse route to Bondi Junction interchange.

Alterations

- **By 6 April 1997:** Ex Bondi Junction from Phillip St via Elizabeth St, Wellington St, Pitt St, Raglan St, George St, Wellington St, Botany Rd. Reverse on return.
- **By 6 April 1997:** From Marrickville Metro (Smidmore St entrance) via Murray St, Edinburgh Rd, Enmore Rd.
- **8 November 1999 (night trips terminating at Fox Studios):** Ex Bondi Junction from Lang Rd via Errol Flynn Blvd to Peter Finch Av. Reverse on return.
- **By 24 June 2001:** Ex Bondi Junction from Cleveland St via Bourke St, Phillip St. Return from Phillip St via Baptist St, Cleveland St.
- **By 24 June 2001:** Ex Marrickville Metro from McEvoy St via Wyndham St, Buckland St, Wellington St, George St.
- **From 23 June 2002:** Ex Bondi Junction from Cleveland St via Baptist St (**Redfern**), Phillip St. Return from Phillip St via Baptist St, Crown St, Devonshire St, Bourke St, Cleveland St.
- **By 4 October 2015:** Ex Bondi Junction from Cleveland St via Elizabeth St, Wellington St, Pitt St. Return from Pitt St via Wellington St, Elizabeth St, Redfern St, Chalmers St, Cleveland St.

Timetable Summary

3 December 1990

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Newtown | 29 | M-F | Newtown | 5.40am | Newtown | 6.10pm | 60* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

22 October 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|----------------|---------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Marrickville Metro | 40 | M-F | Newtown | 5.35amB | M'ville Metro | 6.25pmB | A | |
| | | | Bondi Junction | 8.25amM | | | | |
| | | Sat | | 8.10amM | | 6.10pmB | 30 | |
| | | Sun | | 8.10amM | | 6.00pmB | 60 | |

A – Morning peak hour, Bondi Junction-Newtown. Day & afternoon peak hour, Bondi Junction-Marrickville Metro 30.

B – To Bondi Junction.

M – To Marrickville Metro.

6 April 1997

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|----------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Marrickville Metro | 40 | M-F | M'ville Metro | 5.30am | M'ville Metro | 6.30pm | 30 | |
| | | Sat | Bondi Junction | 8.10am | | 6.30pm | 30 | |
| | | Sun | | 8.10am | | 6.30pm | 30 | |

8 November 1999

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|-----------------------|-----|----------------|---------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Marrickville Metro | Fr B Jun 9F 40M | M-F | M'ville Metro | 5.30amB | M'ville Metro | 6.30pmB | A | |
| | | | | | Fox Studios | 12.05amB | | |
| | | Sat | Bondi Junction | 8.10amM | M'ville Metro | 6.30pmB | A | |
| | | | | | Fox Studios | 12.05amB | | |
| | | Sun | | 8.10amM | M'ville Metro | 6.30pmB | A | |
| | | | | | Fox Studios | 12.05amB | | |

A – Peak hours & day, Bondi Junction-Marrickville Metro 30. Night, Bondi Junction-Fox Studios.

B – To Bondi Junction.

F – To Fox Studios.

M – To Marrickville Metro.

24 June 2001

Same as 6 April 1997.

Route 356

BONDI JUNCTION – RANDWICK – EASTGARDENS (LIMITED STOPS) ■

Timeline

18 October 1987: Limited stop peak hour service commenced.

23 February 1990: Ceased. 400 (commenced 17 July 1989) provided a similar service.

Streets

From 18 October 1987

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Carrington Rd (**Waverley**), Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Avoca St, Anzac Pde (**Maroubra Junction**), Maroubra Rd, Bunnerong Rd (**Pagewood**) to Eastgardens bus terminal. Reverse on return.

Timetable Summary

18 October 1987

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Eastgardens | 23 | M-F | Eastgardens | 7.15am | Bondi Junction | 5.40pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (mornings from Eastgardens, afternoons from Bondi Junction).

Route 357

MAROUBRA JUNCTION – MAROUBRA (Flower & Storey Sts loop)■

MAROUBRA JUNCTION – PAGEWOOD (Walsh Av)■

Timeline

13 September 1966: New weekday off-peak services commenced as a result of rearrangement of 397:

- Maroubra Junction – Pagewood (Walsh Av)
- Maroubra Junction – Maroubra (Flower & Storey Sts loop). 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).

8 September 1975: 317 & 357 amalgamated as 317, Pagewood (Walsh Av) – Maroubra Junction – South Maroubra (via Flower & Storey Sts loop on most trips *to* South Maroubra).

Streets

From 13 September 1966

From Maroubra Junction (Anzac Pde/Maroubra Rd) via Maroubra Rd, Walsh Av, Paine St, Donovan Av, Walsh Av to Fitzgerald Av (Pagewood).

From Pagewood (Walsh Av) (at Fitzgerald Av) via Fitzgerald Av, Wild St, Donovan Av, then reverse route to Maroubra Junction.

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).

Timetable Summary

13 September 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Maroubra Junction-Pagewood (Walsh Av) | 4 | M-F | Pagewood | 8.55am | Maroubra Jun | 3.38pm | 30 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

For Maroubra Junction-Flower & Storey Sts loop trips, see 317.

Route 357

SYDENHAM – KINGSFORD – BONDI JUNCTION■

Timeline

3 November 1986: Renumbered from 367, so that all routes on common section, Kingsford – Bondi Junction, had adjacent numbers (357-359).

23 June 2002: As a result of “Better Buses” Eastern Suburbs service review, 357 & 359 rearranged:

- Peak hour service on 357 continued to run Sydenham – Bondi Junction.
- Hours of service of 357 increased to daily daytime, when new off-peak & weekend service, Eastlakes – Bondi Junction, commenced (short-working of Sydenham – Bondi Junction).

- Continued to serve Kingsford (Junction) when 359 rerouted direct via Avoca St (*not* via Kingsford Junction).
- 357 & 359 shared Bondi Junction – Botany St/Barker St, Kingsford.

20 October 2013: Amalgamated with 418 as 418, Bondi Junction – Kingsford – Sydenham – Hurlstone Park – Burwood (*see Government Route Histories – Inner West*).

Streets

From 3 November 1986

From Sydenham (Burrows Av at station) via Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (Mascot), Gardeners Rd (**Rosebery**), Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd, Avoca St (**Randwick**), Stanley St, Monmouth St, Earl St, Avoca St, York Rd, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Newland St, Bondi Junction interchange, Grosvenor St, Oxford St to near Grosvenor St (Bondi Junction).

From Bondi Junction (Oxford St at Grace Brothers) via reverse route to Railway Rd, then Burrows Av to Sydenham station.

Alterations

- **By 5 August 1990:** To approach Bondi Junction from Newland St to Bondi Junction interchange (*not* to Oxford St). Reverse on return.
- **From August 1994:** Ex Sydenham from Anzac Pde via Rainbow St, Kennedy St, Barker St, Botany St, Alison Rd. Reverse on return.
- **From 23 June 2002:** Ex Sydenham from Botany St via High St, Clara St, Arthur St, Belmore Rd, Alison Rd, Avoca St, York Rd, Baronga Av, Queens Park Rd, Bourke St, Birrell St, Newland St, Bondi Junction Interchange. Reverse on return.
- **By October 2003:** Ex Sydenham from York Rd via Queens Park Rd (*not* via Baronga Av). Reverse on return.

From 26 April 2009

From Sydenham (Burrows Av at station) via Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (Mascot), Coward St, Bourke Rd, Gardeners Rd, Rainbow St (**Kingsford**), Avoca St, Barker St, Botany St, High St, Clara St, Arthur St, Belmore Rd (**Randwick**), Alison Rd, Avoca St, York Rd, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Newland St, Bondi Junction interchange.

From Bondi Junction (interchange) via reverse route to Railway Rd, then Burrows Av to Sydenham station.

Timetable Summary

See 358

Route 357

BONDI JUNCTION – KINGSFORD – MASCOT

Timeline

30 September 2018:

- 418 Bondi Junction – Sydenham – Burwood (operated by Transit Systems) split into:
357 Bondi Junction – Mascot (transferred to State Transit Authority)
418 Kingsford – Burwood (retained by Transit Systems).
- 357 & 418 share Kingsford – Mascot.

Streets

From 30 September 2018

From Bondi Junction (interchange) via Newland St, Birrell St, Bourke St, Queens Park Rd (**Queens Park**), York Rd, Avoca St, Cowper St, Cook St, Alison Rd (**Randwick**), Botany St, Barker St, Avoca St, Rainbow St (**Kingsford**), Gardeners Rd, Bourke Rd to Mascot station. Reverse on return.

Timetable Summary

30 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|----------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Mascot | 38 | M-F | Bondi Junction | 5.29am | Bondi Junction | 11.20pm | 30* | |
| | | Sat | Mascot | 6.48am | | 11.20pm | 30 | |
| | | Sun | | 6.48am | Mascot | 9.44pm | 30 | A |

* More frequent in peak hours.

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

Route 358

PAGEWOOD – BONDI JUNCTION – DOUBLE BAY■

- **Extended from Pagewood to Hillsdale shops (1963)**
- **Extended from Pagewood to Eastgardens (from 1987)**

(Daceyville tram terminus has been known as Kingsford since 1957, when buses fully replaced the Circular Quay – Daceyville tram service.)

(The suburb of Eastgardens was part of Pagewood before the Eastgardens Westfield shopping complex was opened in 1987.)

(Hillsdale shops are now known as South Point shops.)

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

Timeline

12 May 1940:

- Full time service Pagewood – Double Bay (Sunday service originally Pagewood – Bondi Junction) renumbered from 158 as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Shared Pagewood – Bellevue Hill with 359. Trips solely between Pagewood & Bondi Junction or Bellevue Hill (common part of 358 & 359) numbered 358.
- Shared Kingsford – Bellevue Hill (later Bondi Junction) with 367 from 21 July 1952. 367 renumbered 357 from 3 November 1986.

16 November 1952: Sunday service extended from Bondi Junction to Double Bay, replacing 315 on that day.

By 12 November 1956: Extended in Pagewood from Bunnerong Rd/Maroubra Rd to Pagewood Depot (opened 8 May 1951).

11 June 1963: Alternate off-peak & Saturday mornings trips extended from Pagewood to Hillsdale shops (ceased on 31 December 1963).

25 June 1979 (*opening of Eastern Suburbs Railway*): Along with 359 & 367, rerouted between Queens Park & Bondi Junction to replace part of ceased 376.

3 November 1985: Curtailed to run Maroubra (Bunnerong Rd/Maroubra Rd) – Double Bay, when Pagewood Depot closed & replaced by Port Botany Depot.

19 October 1987: Extended from Maroubra (Bunnerong Rd/Maroubra Rd) to Eastgardens shops following its opening in September 1987.

19 February 1989:

- Ceased as a separate route.
- Bondi Junction – Double Bay partly replaced by rerouting of 330 in Double Bay area.
- Remainder of route, Eastgardens – Bondi Junction, renumbered 359, as 358 & 359 were then identical.

Streets

Pagewood (Bunnerong Rd) – Double Bay

From 17 August 1941

From Pagewood (Bunnerong Rd) (at Maroubra Rd) via Maroubra Rd (**Maroubra Junction**), Garden St, Holmes St, Avoca St, Rainbow St, Anzac Pde (**Daceyville**), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd (**Randwick**), Avoca St, Stanley St, Monmouth St, Earl St, Avoca St, York Rd (**Queens Park**), Victoria St [now Queens Park Rd], Denison St, Cuthbert St, Alt St, Birrell St, Newland St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Bellevue Rd, Cooper Park Rd, Streatfield Rd, Warren Rd, [Holland Rd,] Ranfurly Rd, Suttie Rd, Manning Rd, Forest Rd, Kiaora Rd (Double Bay).

Alteration

Circa 1946: Extended/alterd in Double Bay from Manning Rd via Old South Head Rd, William St to Ocean Av.

Pagewood Depot – Double Bay

Alteration

By 12 November 1956: Extended from Bunnerong Rd/Maroubra Rd via Bunnerong Rd to Pagewood Depot. Reverse on return.

By April 1967

From Pagewood Depot (Bunnerong Rd at Cobham St) via Bunnerong Rd, Maroubra Rd (**Maroubra Junction**), Garden St, Moverley Rd, Cooper St, Holmes St, Avoca St, Rainbow St, Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd (**Randwick**), Avoca St, Stanley St, Monmouth St, Earl St, Avoca St, York Rd (**Queens Park**), Queens Park Rd, Denison St, Cuthbert St, Alt St, Birrell St, Newland St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Bellevue Rd, Cooper Park Rd, Streatfield Rd, Warren Rd, Holland Rd, Ranfurley Rd, Suttie Rd, Manning Rd, New South Head Rd, William St to Ocean Av (Double Bay).

From Double Bay (William St/Ocean Av) via Ocean Av, Cross St, Bay St, William St, then reverse route to Pagewood Depot.

Alterations

- **By July 1978:** Ex Pagewood from Newland St via Spring St, Bronte Rd, Oxford St. Return from Oxford St via Newland St.
- **From 25 June 1979** (*opening of Eastern Suburbs Railway*): Ex Pagewood from Queens Park Rd via Bourke St, Birrell St, Newland St, Bondi Junction interchange, Grosvenor St, Oxford St. Reverse on return.

Pagewood (Bunnerong Rd) – Double Bay

Alteration

From 3 November 1985 (*opening date of Port Botany Depot*): Pagewood terminus altered from Cobham St/Bunnerong Rd to Maroubra Rd/Bunnerong Rd.

Eastgardens – Double Bay

Alteration

From 18 October 1987 (*following the opening of Eastgardens shops*): Extended from Pagewood (Maroubra Rd/Bunnerong Rd) via Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

Timetable Summary

17 August 1941

Pagewood – Bondi Junction routes 358, 359

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|-----------------------|-----|----------------|---------|------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 358: Pagewood-Bondi Junction-Double Bay | Fr Page 34B 54D | M-F | Double Bay | 6.18amP | Double Bay | 8.17pmP | A | |
| | | | | | Pagewood | 11.45pmB | | |
| | | Sat | | 6.18amP | Double Bay | 8.17pmP | C | |
| | | | | | Pagewood | 11.45pmB | | |
| | | Sun | Bondi Junction | 8.05amP | | 11.45pmB | 30 | |
| 359: Pagewood-Bondi Junction-Rose Bay | 50 | M-F | Rose Bay | 6.37am | Rose Bay | 7.51pm | 60 | |
| | | Sat | | 6.37am | | 7.51pm | 60 | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F Bellevue Hill-Pagewood (358, 359) 30.

Sat Bellevue Hill-Pagewood (358, 359) 30.

Sun Bellevue Hill-Pagewood (358) 30.

* More frequent in peak hours.

A – Day, Pagewood-Double Bay 60*. Night, Pagewood-Bondi Junction. Plus short-working/s before first trip shown.

B – To Bondi Junction.

C – Day, Pagewood-Double Bay 60. Night, Pagewood-Bondi Junction. Plus short-working/s before first trip shown.

D – To Double Bay.

P – To Pagewood.

21 July 1952

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|---------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 367: Sydenham-Bondi Junction-Bellevue Hill | | M-F | Bondi Junction | 6.16amS | Bellevue Hill | 4.18pmS | A | |
| | | | Bellevue Hill | 9.18amS | Sydenham | 5.27pmB | | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Routes 358, 359: Timetable not available for this date.

A – Peak hours, Sydenham-Bondi Junction. Day, Sydenham-Bellevue Hill 30.

B – To Bondi Junction.

S – To Sydenham.

12 November 1956

Pagewood – Bondi Junction routes

358, 359

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|--------------|---------|---------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 358: Pagewood Depot-Bondi Junction-Double Bay | Fr Page 37B 54D | M-F | Pagewood Dep | 5.49amD | Double Bay | 8.17pmP | A | |
| | | | | | Pagewood Dep | 11.18pmB | | |
| | | Sat | Double Bay | 6.17amP | Double Bay | 8.17pmP | A | |
| | | | | | Pagewood Dep | 11.58pmB | | |
| | | Sun | | 8.17amP | Bellevue Hill | 10.02pmP | C | |
| 359: Pagewood Depot-Bondi Junction-Rose Bay | 53 | M-F | Rose Bay | 6.33am | Rose Bay | 11.50pm | 60 | E |
| | | Sat | Pagewood Dep | 7.48am | | 11.30pm | 60 | F |
| | | Sun | | 8.48am | | 10.21pm | 60 | G |

Route 367: Full timetable not available for this date, but ran peak hours only.

Average day frequencies along common route:

M-F Bellevue Hill-Pagewood Depot (358, 359) 30.

Sat Bellevue Hill-Pagewood Depot (358, 359) 30.

Sun Bellevue Hill-Pagewood Depot (358, 359) 30.

* More frequent in peak hours.

A – Day, Pagewood Depot-Double Bay 60*. Night, Pagewood Depot-Bondi Junction. Plus short-working/s before first trip shown.

B – To Bondi Junction.

C – Day, Pagewood Depot-Double Bay 60. Night, Pagewood Depot-Bellevue Hill. Plus short-working/s after last trip shown.

D – To Double Bay.

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

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

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

P – To Pagewood Depot.

April 1967

Pagewood – Bondi Junction routes

358, 359, 367

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|----------------|--------|------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 358: Pagewood Depot-Bondi Junction-Double Bay | 59 | M-F | Pagewood Dep | 5.41am | Double Bay | 8.17pm | 60* | A |
| | | Sat | | 6.38am | | 8.17pm | 60 | A |
| | | Sun | Double Bay | 8.17am | | 8.17pm | 60 | A |
| 359: Pagewood Depot-Bondi Junction-Rose Bay | 57 | M-F | Rose Bay | 6.33am | Rose Bay | 11.02pm | 60 | B |
| | | Sat | Pagewood Dep | 7.43am | | 11.02pm | 60 | C |
| | | Sun | Rose Bay | 7.50am | | 9.50pm | 60 | B |
| 367: Sydenham-Bondi Junction | 39 | M-F | Bondi Junction | 6.16am | Sydenham | 5.31pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F Bellevue Hill-Pagewood Depot (358, 359) 30.

Sat Bellevue Hill-Pagewood Depot (358, 359) 30.

Sun Bellevue Hill-Pagewood Depot (358, 359) 30.

* More frequent in peak hours.

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

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

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

Ph – Peak hours only (both directions).

July 1978

**Pagewood – Bondi Junction routes
358, 359, 367**

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|----------------|--------|------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 358: Pagewood Depot-Bondi Junction-Double Bay | 59 | M-F | Pagewood Dep | 5.48am | Double Bay | 8.21pm | 60 | A |
| | | Sat | | 6.41am | | 8.21pm | 60 | A |
| | | Sun | Double Bay | 8.24am | | 8.21pm | 60 | A |
| 359: Pagewood Depot-Bondi Junction-Rose Bay | 57 | M-F | Pagewood Dep | 6.53am | Rose Bay | 7.54pm | 60 | B |
| | | Sat | | 7.43am | | 7.54pm | 60 | |
| | | Sun | Rose Bay | 7.54am | | 7.54pm | 60 | C |
| 367: Sydenham-Bondi Junction | 39 | M-F | Bondi Junction | 6.16am | Sydenham | 5.34pm | Ph | A |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F Bellevue Hill-Pagewood Depot (358, 359) 30.

Sat Bellevue Hill-Pagewood Depot (358, 359) 30.

Sun Bellevue Hill-Pagewood Depot (358, 359) 30.

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

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

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

Ph – Peak hours only (both directions).

5 August 1990

**Kingsford – Bondi Junction routes
357, 359**

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 357: Sydenham-Bondi Junction | 31 | M-F | Bondi Junction | 5.34am | Sydenham | 6.22pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 359: Eastgardens-Bondi Junction | 38 | M-F | Eastgardens | 5.51am | Eastgardens | 7.20pm | 30* | |
| | | Sat | Bondi Junction | 6.00am | | 7.30pm | 30 | |
| | | Sun | | 8.03am | | 7.22pm | 30 | A |

* More frequent in peak hours.

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

Ph – Peak hours only (both directions).

23 June 2002

Kingsford (Barker St) – Bondi Junction routes

357, 359

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|------------------------|-----|----------------|---------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 357: Sydenham-Bondi Junction | Fr B Jun 24E 43S | M-F | Bondi Junction | 5.33amS | Sydenham | 5.35pmB | A | |
| | | Sat | Eastlakes | 6.54amB | Eastlakes | 5.54pmB | 60 | |
| | | Sun | | 6.54amB | | 5.54pmB | 60 | |
| 359: Eastgardens-Bondi Junction | 38 | M-F | Eastgardens | 6.39am | Eastgardens | 7.13pm | 60* | C |
| | | Sat | | 6.18am | | 6.32pm | 60 | |
| | | Sun | | 6.18am | | 6.32pm | 60 | |

Average day frequencies along common route:

M-F Kingsford (Barker St)-Bondi Junction (357, 359) 30.

Sat Kingsford (Barker St)-Bondi Junction (357, 359) 30.

Sun Kingsford (Barker St)-Bondi Junction (357, 359) 30.

* More frequent in peak hours.

A – Peak hours, Bondi Junction-Sydenham. Day, Bondi Junction-Eastlakes 60. Plus short-working/s after last trip shown.

B – To Bondi Junction.

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

E – To Eastlakes.

S – To Sydenham.

Route 359

PAGEWOOD – BONDJ JUNCTION – ROSE BAY■

- **Extended from Pagewood to Hillsdale shops (1963)**
- **Extended from Pagewood to Eastgardens (from 1987)**

(Daceyville tram terminus has been known as Kingsford since 1957, when buses fully replaced the Circular Quay – Daceyville tram service.)

(The suburb of Eastgardens was part of Pagewood before the Eastgardens Westfield shopping complex was opened in 1987.)

(Hillsdale shops are now known as South Point shops.)

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

Timeline

12 May 1940:

- Monday-Saturday service Pagewood – Rose Bay renumbered from 159 as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Shared Pagewood – Bellevue Hill with 358.
- Shared Kingsford – Bellevue Hill (later Bondi Junction) with 367 from 21 July 1952. 367 renumbered 357 from 2 November 1986.

27 September 1942: Sunday service commenced.

By 12 November 1956: Extended in Pagewood from Bunnerong Rd/Maroubra Rd to Pagewood Depot (opened 8 May 1951).

11 June 1963: Alternate off-peak & Saturday mornings trips extended from Pagewood to Hillsdale shops (ceased on 31 December 1963).

25 June 1979 (*opening of Eastern Suburbs Railway*): Along with 358 & 367, rerouted between Queens Park & Bondi Junction to replace part of ceased 376.

3 November 1985: Curtailed to run Pagewood (Bunnerong Rd/Maroubra Rd) – Rose Bay, when Pagewood Depot closed & replaced by Port Botany Depot.

19 October 1987: Extended from Bunnerong Rd/Maroubra Rd to Eastgardens shops upon its opening.

5 August 1990:

- Curtailed to run Eastgardens – Bondi Junction.
- Bondi Junction – Rose Bay replaced by 321
- 358 renumbered 359, as 358 & 359 were then identical.

23 June 2002: As a result of “Better Buses” Eastern Suburbs service review, 357 & 359 rearranged:

- Peak hour service on 357 continued to run Sydenham – Bondi Junction.
- Hours of service of 357 increased to daily daytime, when new off-peak & weekend service, Eastlakes – Bondi Junction, commenced (short-working of Sydenham – Bondi Junction).
- 359 rerouted direct via Avoca St (*not* via Kingsford Junction).
- 357 & 359 shared Bondi Junction – Botany St/Barker St, Kingsford.

26 April 2009:

- Ceased.
- Kingsford – Bondi Junction replaced by existing 357, rerouted in Kingsford.
- Existing 316 also covered parts of route in the Kingsford/Maroubra Junction/Eastgardens area.

Streets

Pagewood (Bunnerong Rd) – Rose Bay

From 17 August 1941

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

Pagewood Depot – Rose Bay

Alteration

By 12 November 1956: Extended from Bunnerong Rd/Maroubra Rd via Bunnerong Rd to Pagewood Depot. Reverse on return.

By April 1967

From Pagewood Depot (Bunnerong Rd at Cobham St) via Bunnerong Rd, Maroubra Rd (**Maroubra Junction**), Garden St, Moverley Rd, Cooper St, Holmes St, Avoca St, Rainbow St, Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd (**Randwick**), Avoca St, Stanley St, Monmouth St, Earl St, Avoca St, York Rd (**Queens Park**), Queens Park Rd, Denison St, Cuthbert St, Alt St, Birrell St, Newland St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Blaxland Rd, Bunyula Rd, Balfour Rd, Plumer Rd, O’Sullivan Rd, New South Head Rd, Dover Rd, Carlisle St, Hamilton St, Spencer La, Dover Rd to near Spencer Lane (Rose Bay).

From Rose Bay (Dover Rd at Spencer Lane) via Dover Rd, New South Head Rd, then reverse route to Pagewood.

Alterations

- *By July 1978:* Ex Pagewood from Newland St via Spring St, Bronte Rd, Oxford St. Return from Oxford St via Newland St.
- *From 25 June 1979 (opening date of Eastern Suburbs Railway):* Ex Pagewood from Queens Park Rd via Bourke St, Birrell St, Newland St, Bondi Junction interchange, Grosvenor St, Oxford St. Reverse on return.

Pagewood (Bunnerong Rd) – Rose Bay

Alteration

From 3 November 1985 (opening date of Port Botany Depot): Pagewood terminus curtailed from Cobham St/Bunnerong Rd to Maroubra Rd/Bunnerong Rd.

Eastgardens – Rose Bay

Alteration

From 18 October 1987 (following the opening of Eastgardens shops): Extended from Maroubra Rd/Bunnerong Rd via Bunnerong Rd to Eastgardens bus terminal. Reverse on return.

Eastgardens – Bondi Junction

From 5 August 1990

From Eastgardens (bus terminal) via Bunnerong Rd, Maroubra Rd (**Maroubra Junction**), Garden St, Storey St, Cooper St, Moverley Rd, Anzac Pde, Avoca St, Rainbow St, Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Arthur St, Belmore Rd (**Randwick**), Alison Rd, Avoca St, Stanley St, Monmouth St, Earl St, Avoca St,

York Rd, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Newland St, Ebley St, Bronte Rd, Grosvenor St, Bondi Junction interchange. Reverse on return.

Alterations

- **By 22 November 1992:** Ex Eastgardens from Botany St via High St, Clara St, Arthur St, Belmore Rd, Alison Rd. Reverse on return.
- **By July 2001:** Ex Eastgardens from Botany St via Alison Rd. Reverse on return.

From 23 June 2002

From Eastgardens (bus terminal) via Bunnerong Rd, Maroubra Rd (**Maroubra Junction**), Anzac Pde, Avoca St, Barker St, Botany St, Arthur St, Clara St, Belmore Rd (**Randwick**), Alison Rd, Avoca St, York Rd, Baronga Av, Queens Park Rd (**Queens Park**), Bourke St, Birrell St, Newland St, Bondi Junction interchange. Reverse on return.

Alteration

By October 2003: Ex Eastgardens from York Rd via Queens Park Rd (*not* via Baronga Av). Reverse on return.

Timetable Summary

See 358

Route 360

CITY (Eddy Av, Central Railway) – NORTH BONDI – DOVER HEIGHTS (Kimberley St [now Military Rd]) via Moore Park Rd & Glenayr Av

Timeline

12 May 1940: Full time service, City (Eddy Av, Central Railway) – Dover Heights, renumbered from part of 160 as part of renumbering of Eastern Suburbs routes into the 300-399 series. Supplemented by 363.

27 September 1942: Due to wartime conditions:

- Sunday service curtailed to run as a feeder service, Bondi Junction – Dover Heights.
- Off-peak service similarly curtailed from 19 October 1942.

14 May 1944: Blake St/Portland St (short-workings?) trips extended in Dover Heights to Lancaster Rd/Military Rd.

6 July 1947: Re-extended to run City (Eddy Av, Central Railway) – North Bondi – Dover Heights.

25 September 1950: 363 (which had been a short-working of 360) renumbered part of 360.

22 June 1952: Sunday morning service curtailed as a feeder Bondi Junction – Dover Heights.

25 October 1953: Sunday morning service restored as a through service till 25 April 1954. It was similarly restored at least in the 1954/55 Summer.

28 February 1960: As part of rearrangement of routes when the Railway Square – North Bondi via Bondi Junction tram service was replaced by buses:

- Reduced to run in peak hours, City (Eddy Av, Central Railway) – North Bondi.
- North Bondi – Dover Heights replaced by 381.
- Bondi Junction – North Bondi replaced by 389 (other than in peak hours).
- Off-peak & Saturday morning service, City (Eddy Av, Central Railway) – Bondi Junction via Moore Park Rd, replaced by new 391.

14 June 1960:

- Off-peak & Saturday daylight service restored
- Together with 333 replaced 391.

25 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

- Ceased.
- City (Eddy Av, Central Railway) – Bondi Junction replaced by existing 378 & Eastern Suburbs Railway.
- Bondi Junction – North Bondi replaced by 389.

Streets

City (Eddy Av, Central Railway) – Dover Heights (Kimberley St [now Military Rd])

Circa 1946

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St, Nelson St, Oxford St (**Paddington, Bondi Junction**), Old South Head Rd, O'Brien St, Glenayr Av, Murrivier Rd, Wairoa Av, Blair St, Military Rd, Lancaster Rd, Peel St [part now Military Rd], Kimberley St [now Military Rd] to Old South Head Rd (Dover Heights).

City (Eddy Av, Central Railway) – North Bondi (Blair St)

By March 1967

From City (Eddy Av, Central Railway) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St, Nelson St, Oxford St (**Paddington, Bondi Junction**), Old South Head Rd, O'Brien St, Glenayr Av, Murrivier Rd, Wairoa Av, Wallis Pde, Military Rd to Blair St (North Bondi).

From North Bondi (Military Rd/Blair St) via Blair St, Wairoa Av, Murrivier Rd, Mitchell St, Blair St, Glenayr Av, then reverse route to Elizabeth St, then Eddy Av to Central Railway (City).

Timetable Summary

23 October 1950

| 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)-Dover Heights (Military Rd) | 44 | M-F | Military Rd | 5.29am | Eddy Av | 11.57pm | 20* | A |
| | | Sat | | 5.29am | | 11.57pm | B | |
| | | Sun | | 6.49am | | 11.57pm | AM 20 PM 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)-Dover Heights (Military Rd) 15, plus additional Bondi Junction-Dover Heights (Lancaster Rd) 15. Afternoon, City (Eddy Av, Central Railway)-Dover Heights (Military Rd) 20. Plus short-working/s before first trip & after last trip shown.

March 1967

| 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 Rly)-North Bondi (Blair St) | 41 | M-F | Blair St | 5.26am | Eddy Av | 6.24pm | 60* | A |
| | | Sat | | 7.57am | | 5.40pm | 60 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

Route 360

BONDI JUNCTION – WAVERLEY – CLOVELLY (Ocean St)

(Clovelly (Ocean St) terminus has been known as North Clovelly since about 2009.)

Timeline

22 October 1995: Daily daytime service Bondi Junction – Waverley (Gibson St) renumbered from 390. Shared part of route with 361.

23 June 2002: Extended & combined with 329 as Bondi Junction – Waverley – Clovelly (Ocean St), as a result of “Better Buses” Eastern Suburbs service review.

23 September 2018: Frequency improved to replace 361.

Streets

Bondi Junction – Waverley (Gibson St)

From 22 October 1995

From Bondi Junction (interchange) via Grosvenor St, 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 Grosvenor St, then Grafton St (Bondi Junction).

Bondi Junction – Waverley – Clovelly (Ocean St)

Alteration

From 23 June 2002: Extended from Waverley (Gibson St) via Murray St, Bronte Rd, Leichhardt St, Macpherson St, Arden St, Clovelly Rd, Keith St, Boundary St, Ocean St to Eastbourne Av (Clovelly). Reverse on return.

Timetable Summary

22 October 1995

Bondi Junction – Waverley (Birrell St) routes

360, 361

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|----------------|--------|----------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 360: Bondi Junction-Waverley (Gibson St) | 13 | M-F | Gibson St | 6.47am | Gibson St | 7.31pm | 40* | |
| | | Sat | | 7.21am | | 7.51pm | AM 40 PM 60 | |
| | | Sun | | 8.52am | | 6.52pm | 60 | |
| 361: Bondi Junction-South Bondi | 15 | M-F | South Bondi | 6.00am | Bondi Junction | 6.38pm | 40* | A |
| | | Sat | | 7.48am | | 7.18pm | AM 40 PM 60 | |
| | | Sun | Bondi Junction | 8.59am | South Bondi | 6.20pm | 60 | |

Average day frequencies along common route:

M-F Bondi Junction-Waverley (Birrell St) (360, 361) 20.

Sat AM Bondi Junction-Waverley (Birrell St) (360, 361) 20.

Sat PM Bondi Junction-Waverley (Birrell St) (360, 361) 30.

Sun Bondi Junction-Waverley (Birrell St) (360, 361) 30.

* More frequent in peak hours.

A – Extra trips Thursday night (last bus 9.28pm from Bondi Junction).

23 June 2002

Bondi Junction – Waverley (Birrell St) routes

360, 361

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|-------------|--------|----------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 360: Bondi Junction-Waverley-Clovelly (Ocean St) | 21 | M-F | Ocean St | 6.40am | Bondi Junction | 7.28pm | 30* | A |
| | | Sat | | 7.09am | | 7.09pm | 30 | |
| | | Sun | | 8.40am | | 6.39pm | 30 | |
| 361: Bondi Junction-South Bondi | 15 | M-F | South Bondi | 5.56am | Bondi Junction | 6.58pm | 30* | B |
| | | Sat | | 6.59am | South Bondi | 6.59pm | 60 | |
| | | Sun | | 9.01am | Bondi Junction | 6.24pm | 60 | |

Average day frequencies along common route:

M-F Bondi Junction-Waverley (Birrell St) (360, 361) 15.

Sat Bondi Junction-Waverley (Birrell St) (360, 361) 3 trips per hour.

Sun Bondi Junction-Waverley (Birrell St) (360, 361) 3 trips per hour.

* More frequent in peak hours.

A – Extra trips Thursday night (last trip 9.28pm from Bondi Junction).

B – Extra trips Thursday night (last trip 8.58pm from Bondi Junction).

23 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 360: Bondi Junction-Waverley-North Clovelly | 22 | M-F | North Clovelly | 5.37am | Bondi Junction | 10.20pm | 20* | |
| | | Sat | | 6.41am | | 10.18pm | 20 | |
| | | Sun | | 7.41am | | 10.18pm | 20 | |

* More frequent in peak hours.

Route 361

CITY (various termini) – NORTH BONDI via Old South Head Rd & Blair St■

Timeline

12 May 1940: Peak hour route, City (Martin Pl) – North Bondi, renumbered from 161 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

29 December 1941: Ceased [due to wartime conditions (?)].

7 July 1947: Restored as City (Martin Pl) – North Bondi.

28 May 1950: City terminus altered to Macquarie St, due to proposed construction work on Eastern Suburbs Railway.

After 1954: City terminus altered to Phillip St.

28 February 1960: Ceased in rearrangement of routes when Queens Square – Watsons tram service replaced by buses. Partly replaced by 389.

Streets

By 1954 (likely route)

From City (Macquarie St) (at Bridge St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St (**Woollahra**), Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Blair St (other streets?) to Military Rd (North Bondi).

Route 361

BONDI JUNCTION – SOUTH BONDI via Birrell St■

Timeline

22 October 1995: Daily daytime service renumbered from 391. Shared part of route with 360.

23 September 2018: Coincident with a rearrangement of City – Bondi Junction – Watsons Bay routes:

- Bondi Junction – Waverley replaced by additional frequency on 360.
- Replaced in South Bondi area by rerouted 381.

Streets

From 22 October 1995

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Birrell St, Alfred 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 (South Bondi).

From South Bondi (Sandridge St at Wilga St) via Sandridge St, Alexander St, Gaerloch Av, Pacific Av, then reverse route to Bondi Junction interchange.

Alteration

By October 2000: To approach South Bondi from Fletcher St via Dudley St, Bondi Rd, Sandridge St to Wilga St. Unaltered on return.

Timetable Summary

See 360

Route 362

CITY (various termini) – NORTH BONDI – DOVER HEIGHTS via Old South Head Rd & Blair St■

Timeline

12 May 1940: Peak hour route, City (Martin Pl) – Dover Heights, renumbered from 162 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

21 July 1941: Short-workings, City (Martin Pl) – North Bondi rerouted/extended to run City (Martin Pl) – North Bondi (Raleigh St).

29 December 1941: Ceased [due to wartime conditions (?)].

7 July 1947: Restored as City (Martin Pl) – Dover Heights.

28 May 1950: City terminus altered to Macquarie St, due to proposed construction work on Eastern Suburbs Railway.

(?): City terminus altered to Phillip St.

26 February 1960: Replaced by 382 (except between Bondi Junction & North Bondi, where 382 ran via Bondi Rd & Bondi Beach) in rearrangement of routes when Queens Square – Watsons tram service replaced by buses.

Streets

By 1954

From City (Macquarie St) (at Bridge St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington, Bondi Junction**), Old South Head Rd, Blair St (other streets?), Military Rd, [then likely route via] Lancaster Rd, Peel St [part now Military Rd], Kimberley St [now Military Rd] to Old South Head Rd (Dover Heights). Reverse on return.

Route 362

BONDI BEACH – COOGEE (summer weekend service)

Timeline

14 January 2012:

- Summer (October-April) weekend service commenced.
- Replaced S40 which ran in at least one previous summer.

Streets

From 14 January 2012

From Bondi Beach (Campbell Pde at Wairoa Av) via Campbell Pde, Sandridge St, Alexander St (**South Bondi**), Gaerloch Av, Dellview St, Pacific Av, Tamarama Marine Dr (**Tamarama**), Bronte Marine Dr, Bayview St, Hewlett St, Murray St, Bronte Rd (**Bronte**), Leichhardt St, Macpherson St, Arden St to Dolphin St (Coogee).

From Coogee (Arden St at Dolphin St) via reverse route to Dellview St, then Fletcher St, Dudley St, Bondi Rd, Campbell Pde to Wairoa Av (Bondi Beach)

Timetable Summary

14 January 2012

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Beach-Coogee | 17 | M-F | | | | | | |
| | | Sat | Coogee | 9.55am | Bondi Beach | 7.25pm | 30 | A |
| | | Sun | | 9.55am | | 7.25pm | 30 | A |

A – Summer months only.

Route 363

CITY (Eddy Av, Central Railway) – NORTH BONDI – DOVER HEIGHTS (Lancaster Rd) via Moore Park Rd & Glenayr Av■

Timeline

12 May 1940: Peak hour service, City (Eddy Av, Central Railway) – North Bondi, renumbered from part of 160 as part of renumbering of Eastern Suburbs routes into the 300-399 series. Supplementary to 360.

21 July 1941: Some or all trips rerouted/extended to run City (Eddy Av, Central Railway) – North Bondi (Raleigh St). These or other trips may have been further extended soon after from North Bondi (Raleigh St) to Dover Heights (Blake St/Military Rd). Trips terminating at North Bondi (Raleigh St) and/or Dover Heights (Blake St/Military Rd) temporarily renumbered 360.

26 October 1941: Trips terminating at Dover Heights (Blake St/Military Rd) renumbered from 360 to 363.

(?): Extended in Dover Heights from Blake St/Military Rd to Lancaster Rd.

27 September 1942: Due to wartime conditions:

- Sunday service curtailed to run as a feeder service, Bondi Junction – Dover Heights.
- Off-peak service similarly curtailed from 19 October 1942.

6 July 1947: Re-extended to run City (Eddy Av, Central Railway) – Dover Heights (Lancaster Rd).

25 September 1950: Renumbered part of 360.

Streets

City (Eddy Av, Central Railway) – Dover Heights (Lancaster Rd)

Circa 1946

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St, Nelson St, Oxford St (**Paddington, Bondi Junction**), Old South Head Rd, O'Brien St, Glenayr Av, Murrivier Rd, Wairoa Av, Blair St (**North Bondi**) Military Rd, Lancaster Rd to Military Rd (Dover Heights).

Route 365

CITY (Eddy Av, Central Railway) – EAST BELLEVUE HILL – BONDI BEACH ■

- **Eastern Suburbs Railway feeder: EDGECLIFF – EAST BELLEVUE HILL – BONDI BEACH**

Timeline

27 September 1942: Due to wartime conditions:

- Sunday service on 465, Campsie – City – East Bellevue Hill – Bondi Beach, split into:
365 Double Bay (Manning Rd) – East Bellevue Hill – Bondi Beach
465 Annandale – Campsie
- Similarly split in weekday off-peak from 19 October 1942
- Similarly split at all times from 30 August 1943, making 365 a full time service, Double Bay (Manning Rd) – East Bellevue Hill – Bondi Beach.

14 December 1947: Extended to run City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach (same as equivalent part of 465 pre-1942).

10 July 1960: Rerouted between Central Railway & Kings Cross via William St instead of Taylor Square, as part of rearrangement of routes when the Queens Square-Watsons Bay tram service was replaced by buses.

24 June 1979: Curtailed to run as a feeder service, Edgecliff – East Bellevue Hill – Bondi Beach, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

4 August 1991: Night service Mondays-Sundays replaced by 366 (combined 330/365).

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

- Ceased.
- Partly replaced by new 326.

Streets

Double Bay – Bondi Beach

Circa 1946

From Double Bay (Manning Rd) [at New South Head Rd] via New South Head Rd, Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Blair St, Warners Av, Campbell Pde to Lamrock Av (Bondi Beach).

City (Eddy Av, Central Railway) – Double Bay – Bondi Beach

From 31 July 1949

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**), Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Blair St, Warners Av, Campbell Pde to Lamrock Av (Bondi Beach). Reverse on return.

Alteration

From 10 July 1960 (based on January 1966 timetable): From City (Eddy Av, Central Railway) via Pitt St, Hay St, George St, Park St, William St, Bayswater Rd. Return from Park St via Pitt St, Eddy Av to Central Railway (City).

Edgecliff – Double Bay – Bondi Beach

From 24 June 1979 (opening date of Eastern Suburbs Railway)

From Edgecliff (interchange) via bus tunnel, New South Head Rd (**Double Bay**), Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Blair St, Warners Av, Wairoa St, Campbell Pde to Lamrock Av (Bondi Beach). Reverse on return.

Timetable Summary

31 July 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)-Bondi Beach | 38 | M-F | Bondi Beach | 6.48am | Eddy Av | 11.42pm | 20* | A |
| | | Sat | | 6.48am | | 11.42pm | AM 15 PM 20 | A |
| | | Sun | | 6.56am | | 11.42pm | AM 20 PM 15 | 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.

January 1966

| 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 Beach | 39 | M-F | Eddy Av | 6.46am | Eddy Av | 11.27pm | 30* | A |
| | | Sat | | 6.42am | | 11.27pm | 30 | |
| | | Sun | Bondi Beach | 7.00am | | 11.25pm | 15† | |

* More frequent in peak hours.

† 30 on Winter Sundays.

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

24 June 1979

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Edgecliff-Bondi Beach | 23 | M-F | Edgecliff | 7.00am | Edgecliff | 11.40pm | 30* | A |
| | | Sat | | 6.43am | | 11.40pm | 30 | |
| | | Sun | Bondi Beach | 7.09am | | 11.40pm | 20 | |

* More frequent in peak hours.

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

12 January 1992

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Edgecliff-Bondi Beach | 23 | M-F | Edgecliff | 6.47am | Edgecliff | 7.22pm | 60* | A |
| | | Sat | Bondi Beach | 6.54am | | 6.22pm | 60 | B |
| | | Sun | | 7.54am | | 6.22pm | 60 | B |

* More frequent in peak hours.

A – Night service provided by 366 (combined 330/365). Plus short-working/s before first trip shown.

B – Night service provided by 366 (combined 330/365).

Route 366

EDGECLIFF – BELLEVUE HILL – BONDI BEACH (nights) ■

Timeline

4 August 1991: Monday-Sunday night service (combined 330/365) commenced, replacing those routes at night.

23 June 2002: Replaced by new full time 326 & 327 as a result of “Better Buses” Eastern Suburbs service review.

Streets

From 4 August 1991

From Edgecliff (interchange) via bus tunnel, New South Head Rd, Manning Rd (**Double Bay**), Suttie Rd, Arthur St, Bellevue Rd, Victoria Rd, Drumalbyn Rd (**Bellevue Hill**), Beresford Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd, Blaxland Rd, Bundarra Rd, Birriga Rd, Blair St, Warners Av, Wairoa St, Campbell Pde to Lamrock Av (Bondi Beach). Reverse on return.

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 | | |
| Edgecliff-Bondi Beach | 21 | M-F | Edgecliff | 7.25pm | Edgecliff | 11.22pm | Ns | |
| | | Sat | | 7.25pm | | 11.22pm | Ns | |
| | | Sun | | 7.25pm | | 11.25pm | Ns | |

Ns – Night service.

Route 367

SYDENHAM – BONDI JUNCTION■

- **Extended from Bondi Junction to Bellevue Hill (1952-56)**

Timeline

21 July 1952: Weekday daytime service, Sydenham-Bellevue Hill, commenced. Shared Kingsford – Bellevue Hill (later Bondi Junction) with 358 & 359.

22 September 1952: Off-peak service curtailed to run Sydenham – Bondi Junction.

By 12 November 1956:

- Hours of service reduced to peak hours.
- Curtailed to run Sydenham – Bondi Junction at all times.

25 June 1979: Along with 358 & 359, rerouted between Queens Park & Bondi Junction to replace part of ceased 376, as part of the rearrangement of routes on opening of Eastern Suburbs Railway.

3 November 1986: Renumbered 357, so that all routes on common section, Bondi Junction – Kingsford, had adjacent numbers (357-359).

Streets

By 25 August 1962

From Sydenham (Burrows Av at station) via Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (Mascot), Gardeners Rd (Rosebery), Anzac Pde (Kingsford), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd, Avoca St (Randwick), Stanley St, Monmouth St, Earl St, Avoca St, York Rd, Queens Park Rd (Queens Park), Denison St, Cuthbert St, Alt St, Birrell St, Newland St, Oxford St to Bondi Junction. Reverse on return.

Alterations

- **By July 1978:** Ex Sydenham from Newland St via Spring St, Bronte Rd, Oxford St. Return from Oxford St via Newland St.
- **From 25 June 1979 (opening of Eastern Suburbs Railway):** To approach Bondi Junction from Queens Park Rd via Bourke St, Birrell St, Newland St to Bondi Junction interchange. Reverse on return.

Timetable Summary

See 358

Route 369

CITY (various termini) – DARLING POINT – EDGECLIFF■

- **Extended to Edgecliff loop (early 1950s)**

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

(The terminus at Darling Point Rd/New South Head Rd, Edgecliff is on the boundary of Darling Point & Edgecliff. Buses terminating at this point displayed “Darling Point” destination signs.)

(The furthest point in Edgecliff loop, namely Queen St, later Wallis St, is in Woollahra.)

Timeline

12 May 1940: Full time service, City (York St) – Darling Point – Edgecliff, renumbered from 69 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

(?): Extended in City from York St to Wynyard on Sundays & Public Holidays (or when still numbered 69?).

3 May 1942: Sundays & Public Holidays extension from York St to Wynyard ceased.

27 September 1942: Due to wartime conditions:

- Sunday service curtailed to run as a feeder service, Edgecliff – Darling Point.
- Weekday off-peak service similarly curtailed from 19 October 1942.

24 January 1943: Curtailed to run as a feeder service, Edgecliff – Darling Point, at all times. By this time ran in a loop from Edgecliff via Darling Point Rd, then Beach Rd.

21 September 1947: Re-extended as City (York St) – Darling Point (– Edgecliff?).

Circa 19 February 1949: Extended in City from York St to Circular Quay (*SMH report*). (Actually ran? If so, when ceased?)

29 August 1949: City terminus altered to Town Hall (Park St, between Pitt St & Castlereagh St).

15-18 December 1949:

- City terminus altered to Town Hall (Bathurst St).
- Sunday service curtailed to run Kings Cross – Darling Point (– Edgecliff?).

9 July 1950: Most trips extended to Edgecliff loop.

15 June 1952: Furthest point on Edgecliff loop extended from Queen St to Wallis St (still operative in 1954, when ceased?).

17 November 1952: Hours of service of Edgecliff loop reduced to off-peak (when ceased?)

22 October 1955: Curtailed to run Kings Cross – Darling Point – Edgecliff, in off-peak & Saturday.

17 September 1956:

- Off-peak & Saturday service restored as City (Town Hall) – Darling Point – Edgecliff.
- Sunday service ceased.

17 February 1957: Sunday service restored.

10 July 1960: City terminus altered to Queen Victoria Building, as part of rearrangement of routes when the Queens Square-Watsons Bay tram service was replaced by buses.

11 December 1961: Weeknight & Saturday trips curtailed to run Kings Cross – Darling Point – Edgecliff.

29 January 1963: City terminus altered to Bathurst St (west of George St).

25 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway, route extended at either end to run City (Eddy Av, Central Railway) – Darling Point – Edgecliff interchange.

22 November 1982: City terminus altered to Circular Quay.

8 February 1987: Renumbered 327 as part of rearrangement of routes when part of Pitt St closed as a pedestrian mall.

Streets

Edgecliff – Darling Point

From 12 July 1943

From Edgecliff (Darling Point Rd at New South Head Rd) via Darling Point Rd, Etham Av (**Darling Point**), Thornton St, Yarranabee Rd, [New] Beach Rd, New South Head Rd [to Darling Point Rd] (Edgecliff).

City (Town Hall) – Darling Point – Edgecliff (?)

Alterations

- **21 September 1947:** Extended from Edgecliff via (?) to City (York St, Town Hall).
- **From 29 August 1949:** To approach City from (?) to Park St (between Castlereagh St & Pitt St). Return via Bathurst St, Castlereagh St, Park St.

City (Town Hall) – Darling Point – Edgecliff loop

From 9 July 1950 (based on 27 August 1950 timetable)

From City (Town Hall) (George St at Bathurst St) via Bathurst St, Castlereagh St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay**), Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd (**Edgecliff**), Ocean St, Queen St (**Woollahra**), Edgecliff Rd, New South Head Rd, Darling Point Rd, then reverse route to Park St, then George St to Town Hall (City).

Trips from City (Town Hall) terminating at Edgecliff: To approach Edgecliff from Darling Point Rd via Mona Rd, New South Head Rd to Darling Point Rd. Return via Darling Point Rd.

Alteration

By 5 November 1950: To approach Edgecliff from Darling Point Rd via Mona Rd, New South Head Rd, Darling Point Rd to near New South Head Rd. Return via Darling Point Rd.

City (Queen Victoria Building) – Darling Point – Edgecliff (Darling Point Rd/New South Head Rd)

By 11 December 1961

From City (Queen Victoria Building) (George St) via George St, Market St, Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd, New Beach Rd, Yarranabbe Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, Mona Rd, New South Head Rd, Darling Point Rd to near New South Head Rd (Edgecliff).

From Edgecliff (Darling Point Rd at New South Head Rd) via Darling Point Rd, then reverse route to Park St, then George St to Queen Victoria Building (City).

City (Bathurst St) – Darling Point – Edgecliff (Darling Point Rd/New South Head Rd) Alterations

- **By December 1965:** To approach City from Park St via Druitt St, Kent St, Bathurst St to George St. Return via George St, Park St.
- **From 26 April 1972:** To approach Edgecliff from Etham Av via Darling Point Rd to New South Head Rd. Return via New South Head Rd, Mona Rd, Darling Point Rd, Etham Av (terminal loop in opposite direction).
- **By October 1976:** Ex Edgecliff from New Beach Rd via New South Head Rd, Craigend St, Kellett Av, Bayswater Rd. Return from Bayswater Rd via Kellett Av, Kings Cross Rd, New South Head Rd, New Beach Rd.

City (Eddy Av, Central Railway) – Darling Point – Edgecliff interchange

From 25 June 1979 (based on 28 January 1981 timetable)

From City (Eddy Av, Central Railway) via Pitt St, Hay St, George St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, Ward Av, Kings Cross Rd, New South Head Rd, New Beach Rd, Yarranabbe Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, New South Head Rd, Ocean St to Edgecliff interchange.

From Edgecliff (interchange) via reverse route to New Beach Rd, then New South Head Rd, Craigend St, Kellett Av, Bayswater Rd, then reverse route to Eddy Av (Central Railway, City).

City (Circular Quay) – Darling Point – Edgecliff interchange

Alteration

From 28 November 1982: To approach City from Park St via Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay. Return from Alfred St at Pitt St via Pitt St, Park St.

Timetable Summary

12 July 1943

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Edgecliff†-Darling Point | 11 round trip | M-F | Edgecliff | 7.00am | Darling Point | 12.34am | 15 | |
| | | Sat | | 7.00am | | 12.34am | AM 15 PM 20 | |
| | | Sun | | 8.30am | | 11.34pm | 20 | |

† Darling Point Rd/New South Head Rd.

4 March 1950

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------------|-----|----------------|---------|----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Town Hall)-Darling Point† | Fr Darl Pt 10K 17T | M-F | Darling Point† | 7.00amT | Town Hall | 6.05pmD | A | |
| | | | | | Darling Point† | 12.00mnK | | |
| | | Sat | | 7.00amT | Town Hall | 1.05pmD | B | |
| | | | | | Darling Point† | 11.50pmK | | |
| | | Sun | | 6.40amK | Kings Cross | 9.12pmD | 30 | C |
| | | | | | | | | |

* More frequent in peak hours.

† Darling Point terminus not defined in timetable, but likely Darling Point Rd/New South Head Rd.

A – Peak hours, City (Town Hall)-Darling Point. Day, Kings Cross-Darling Point 15. Night, Kings Cross-Darling Point.

B – Morning & midday peak hours, City (Town Hall)-Darling Point. Day, Kings Cross-Darling Point 15. Night, Kings Cross-Darling Point.

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

D – To Darling Point†.

K – To Kings Cross.

T – To City (Town Hall).

5 November 1950

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|-----------------------|-----|----------------|---------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Town Hall)-Darling Point-Edgecliff loop | Fr Edge 19K 26T | M-F | Edgecliff loop | 6.51amT | Town Hall | 6.07pmE | A | |
| | | | | | Kings Cross | 11.32pmE | | |
| | | Sat | | 6.47amT | Town Hall | 1.05pmE | 20 | B |
| | | | | | Kings Cross | 11.32pmE | | |
| | | Sun | Kings Cross | 6.16amE | Darling Pt Rd | 9.26pmK | 30 | C |
| | | | | | | | | |

* More frequent in peak hours.

A – Peak hours, City (Town Hall)-Edgecliff (Darling Point Rd). Early morning, day & night, Kings Cross-Edgecliff loop 20*. Plus short-working/s before first trip & after last trip shown.

B – Early morning & midday peak, City (Town Hall)-Edgecliff loop. Mid-morning, afternoon & night, Kings Cross-Edgecliff loop. Plus short-working/s before first trip & after last trip shown.

C – Early morning, Kings Cross-Edgecliff loop. Other times, Kings Cross-Edgecliff (Darling Point Rd).

E – To Edgecliff loop.

K – To Kings Cross.

T – To City (Town Hall).

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 (Queen Victoria Building)-Darling Point-Edgecliff† | 20 | M-F | Q Vic Bldg | 6.32amD | Q Vic Bldg | 7.45pmD | A | |
| | | | | | Edgecliff† | 11.13pmK | | |
| | | Sat | Edgecliff† | 7.13amQ | Q Vic Bldg | 12.43pmE | B | |
| | | | | | Edgecliff† | 11.09pmK | | |
| | | Sun | Kings Cross | 10.00amE | Q Vic Bldg | 9.00pmE | C | |
| | | | | | Edgecliff† | 8.36pmQ | | |

* More frequent in peak hours.

† Darling Point Rd/New South Head Rd.

A – Day, City (Queen Victoria Building)-Edgecliff 30*. Night, Kings Cross-Edgecliff.

B – Morning, City (Queen Victoria Building)-Edgecliff 30. Afternoon, Kings Cross-Edgecliff 40. Afternoon & night, Kings Cross-Edgecliff. Plus short-working/s before first trip shown.

C – Morning & early afternoon, Kings Cross-Edgecliff (1 trip from Kings Cross, 4 trips from Edgecliff). Mid-evening, 1 return trip, Edgecliff-City (Queen Victoria Building).

E – To Edgecliff†

K – To Kings Cross.

Q – To City (Queen Victoria Building).

October 1976

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Bathurst St)-Darling Point-Edgecliff† | 22 | M-F | Bathurst St | 6.34am | Bathurst St | 7.47pm | 30* | |
| | | Sat | Edgecliff† | 7.13am | | 12.43pm | 30 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Darling Point Rd/New South Head Rd.

28 January 1981

| 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 Rly)-Darling Point-Edgecliff‡ | 28 | M-F | Eddy Av | 6.35am | Eddy Av | 7.41pm | 20 | |
| | | Sat | Edgecliff‡ | 7.02am | | 12.44pm | 20 | |
| | | Sun | | | | | | |

‡ Interchange.

1 June 1986

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Darling Point-Edgecliff interchange | 30 | M-F | Circular Quay | 6.30am | Circular Quay | 8.03pm | 30* | A |
| | | Sat | Edgecliff‡ | 7.01am | | 5.04pm | 30 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

‡ Interchange.

A – Extra trip Thursday night.

Route 370

DOUBLE BAY – BELLEVUE HILL – BONDI BEACH■

Timeline

26 June 1954: Combined off-peak, Saturday afternoon & Sunday service commenced, replacing 315 & 375 at those times.

By 19 November 1956: Times of service reduced to run in off-peak only.

10 July 1960: As part of rearrangement of routes when the Queens Square – Watsons Bay tram service was replaced by buses:

- By this date, reduced to a limited service.
- Remaining 2 trips changed in status to school trips.

Streets

By 19 November 1956

From Double Bay (Manning Rd/New South Head Rd) via New South Head Rd, Kiaora Rd, Court Rd, Manning Rd, Suttie Rd, Arthur St, Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, O'Sullivan Rd, Blair St, Warners Av, Campbell Pde (Bondi Beach).

From Bondi Beach (Campbell Pde) via reverse route to Suttie Rd, then Manning Rd to New South Head Rd (Double Bay)

Timetable Summary

19 November 1956

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|-------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Double Bay-Bellevue Hill-Bondi Beach | 29 | M-F | Bondi Beach | 9.47am | Double Bay | 3.41pm | 40 | A |
| | | Sat | | | | | | A |
| | | Sun | | | | | | |

A – Peak hour & Saturday morning service provided by 315 & 375.

Route 370

CITY (Circular Quay) – COOGEE BEACH (EXPRESS) ■

(Since about 1986, Coogee Beach terminus has been known more simply as Coogee.)

Timeline

31 January 1979:

- Morning peak hour express service commenced. Afternoon peak hour service commenced from 28 January 1981.
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

5 August 1990: Renumbered X73, as part of general reorganisation of Eastern Suburbs routes.

Streets

From 28 January 1981

From City (Circular Quay) (Alfred St at Pitt St St) via Pitt St, Bathurst St, Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Havelock Av, Arden St, Coogee Bay Rd, Beach St [former street], Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Arden St, then reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, Alison Rd, Anzac Pde, Flinders St, Campbell St, Hunt St, Goulburn St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

* At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.

Alterations

- **By 2 February 1982:** Ex City (Circular Quay) from Elizabeth St via Albion St, Flinders St.
- **8 February 1987 (opening of Pitt St pedestrian mall):** To approach City from Liverpool St via Elizabeth St, Phillip St, Bent St, Loftus St to Alfred St (Circular Quay). Return from Alfred St at Pitt St via Pitt St, Hunter St, Castlereagh St, Bathurst St.

Timetable Summary

See 373

Route 370

LEICHHARDT (various termini) – NEWTOWN – COOGEE

Timeline

1 March 1999: Weekday daytime service, Leichhardt Depot – Coogee, commenced.

16 December 2000: Days of service extended to weekends on trial.

By 28 October 2001:

- Trial weekend service made permanent.
- Hours of weekend service extended during Daylight Saving time.

23 June 2002: Rerouted via Leichhardt Town Hall as a result of “Better Buses” Eastern Suburbs service review.

4 November 2007: Leichhardt terminus altered from Leichhardt Depot to Leichhardt Marketplace.

By 20 October 2013: Hours of operation extended such that late afternoon weekend trips during Daylight Saving time now run throughout the year.

By 12 February 2017: Hours of service extended to nights.

Streets

Leichhardt Depot – Coogee

From 1 March 1999

From Leichhardt Depot (Derbyshire Rd) via Moore St, Booth St (**Annandale**), Wigram Rd, Minogue Cr, Wigram Rd, Glebe Point Rd (**Glebe**), Broadway, City Rd (**Chippendale**), Carillon Av, Missenden Rd, King St (**Newtown, St Peters**), Sydney Park Rd, Euston Rd (**Alexandria**), McEvoy St, Botany Rd, Epsom Rd (**Zetland**), Lenthall St (**Kensington**), Todman Av, Anzac Pde, High St, Belmore Rd (**Randwick**), Coogee Bay Rd, Arden St to Coogee.

From Coogee (Arden St) via Coogee Bay Rd, Cuthill St, Avoca St, High St, then reverse route to Leichhardt Depot.

Alterations

- **From 23 June 2000:** To approach Leichhardt Depot from Moore St via Balmain Rd, Marion St, Norton St, William St to Derbyshire Rd. Reverse on return.
- **From 3 August 2003:** Ex Leichhardt from City Rd via King St direct (*not* via Carillon Av, Missenden Rd). Reverse on return.

Leichhardt Marketplace – Coogee

Alteration

From 4 November 2007: To approach Leichhardt from Balmain Rd via Marion St to Leichhardt Marketplace. Reverse on return.

Timetable Summary

1 March 1999

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leichhardt Depot-Coogee | 52 | M-F | Leichh Depot | 6.50am | Coogee | 6.55pm | 20* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

28 October 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leichhardt Depot-Coogee | 55 | M-F | Leichh Depot | 6.20am | Coogee | 7.30pm | 15* | |
| | | Sat | | 8.00am | | 5.30pm | 30 | A |
| | | Sun | | 8.00am | | 5.30pm | 30 | A |

* More frequent in peak hours.

A – Extra trips during Daylight Saving time (last trip 8.00pm from Coogee).

20 October 2013

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|---------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leichhardt Marketplace-Coogee | 63 | M-F | Coogee | 5.30am | Coogee | 8.40pm | 20* | |
| | | Sat | Leichh Mktplc | 7.57am | | 8.30pm | 30 | |
| | | Sun | | 7.57am | | 8.30pm | 30 | |

* More frequent in peak hours.

12 February 2017

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|---------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leichhardt Marketplace-Coogee | 63 | M-F | Coogee | 5.30am | Coogee | 11.10pm | 20* | A |
| | | Sat | Leichh Mktplc | 6.57am | | 12.30am | 30 | |
| | | Sun | | 7.27am | Leichh Mktplc | 10.14pm | 30 | |

* More frequent in peak hours.

A – Extra trips Friday nights.

Route 371

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

Timeline

18 October 1987:

- Peak hour service renumbered from 098.
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

19 November 1995: Renumbered 375 (all stops trips) or X75 (express trips).

Streets

From 18 October 1987

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

From Maroubra Beach (Marine Pde) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Elizabeth St, then Redfern St, Chalmers St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

18 October 1987

| 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 via Dacey Av | 36 | M-F | Maroubra Bch | 6.18am | Railway Sq | 6.02pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (mornings from Maroubra Beach, afternoons from City (Railway Square)).

Route 371

CITY (Circular Quay) – RANDWICK (The Spot)■

Timeline

23 June 2002:

- Afternoon peak hour trips from City (Circular Quay) to Randwick, supplementary to 373, commenced as a result of “Better Buses” Eastern Suburbs service review.
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

26 April 2009: Ceased. All service provided by 373.

Streets

From 23 June 2002

From City (Circular Quay) (Alfred St at Loftus St) via Loftus St, Bridge St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd, Perouse Rd to St Pauls St (The Spot, Randwick).

* At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.

Timetable Summary

See 373

Route 372

CITY (Railway Square) – COOGEE BEACH via The Spot

- **Summer Sunday express (1961-?)**

Timeline

24 October 1960:

- Full time service commenced, replacing Railway Square – Bronte Beach tram service:
- Shared route at different times between various points in the City – Coogee area with other routes in the 371-377 range.

January 1961: City (Railway Square) – Coogee Beach (Summer Sunday express service) (when ceased?).

Streets

From 24 October 1960 (based on 26 February 1961 timetable)

From City (Railway Square) (Pitt St at George St) via Eddy Av, Elizabeth St, Randle St, Chalmers St, Cleveland St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Beach St [former street], Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Arden St, Coogee Bay Rd, Beach St [former street], then reverse route to Eddy Av, then Rawson Pl, George St, Pitt St to near George St (Railway Square, City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

Alterations

- **From 30 October 1961:** Ex City (Circular Quay) from Carr St via Havelock Av, Arden St. Reverse on return.
- **By November 1966:** To approach City (Railway Square) from Eddy Av via Pitt St to Railway Square. Reverse on return.
- **By November 1966:** To approach Coogee Beach from Arden St via Coogee Bay Rd, Beach St [former street], Dolphin St. Return via Arden St, Havelock Av.
- **By September 1969:** Ex Coogee Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By September 1969:** Ex City (Railway Square) from Randle St via Devonshire St, Elizabeth St, Cleveland St. Unaltered on return.
- **By 28 January 1981:** To approach City (Railway Square) from Chalmers St via Eddy Av. Return from Eddy Av via Elizabeth St, Cleveland St.
- **25 September 1989:** To approach Coogee from Havelock Av via Arden St to Dolphin St. Reverse on return.

Timetable Summary

See 373

Route 373

CITY (Circular Quay) – COOGEE BEACH via The Spot

Route L73

CITY (Circular Quay) – COOGEE BEACH via The Spot (LIMITED STOPS) ■

Route X73

CITY (various termini) – COOGEE BEACH via The Spot (EXPRESS)

(Since about 1986, Coogee Beach terminus has been known more simply as Coogee.)

Timeline

24 October 1960:

- New full time service 373 commenced, replacing City (Hunter St) – Coogee Beach tram service.
- Shared route at different times between various points in the City – Randwick area with other routes in the 371-377 range.

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

- X73 renumbered from 370.
- City termini were Martin Pl (arriving) or Spring St (departing).

21 February 1994: L73 afternoon peak hour service commenced.

19 November 1995: L73 afternoon peak hour service ceased. All service provided by 373 & X73.

24 June 2001: Morning trips on X73 to City rerouted via Eastern Distributor to terminate at Museum station.

23 June 2002: X73 City terminus for afternoon trips altered to Gresham St or Circular Quay.

By March 2006: X73 City terminus for afternoon trips altered to Spring St or Circular Quay.

4 October 2015: X73 City terminus for all afternoon trips at Spring St, as a result of light rail construction in George St, City/new CBD bus network.

Streets

Route 373

From 24 October 1960

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Beach St [former street], Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Arden St, Coogee Bay Rd, Beach St [former street], then reverse route to Liverpool St, then Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

Alterations

- **From 30 October 1961:** Ex City (Circular Quay) from Carr St via Havelock Av, Arden St. Reverse on return.
- **By September 1969:** Ex Coogee Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By November 1966 :** To approach Coogee Beach from Arden St via Coogee Bay Rd, Beach St [former street], Dolphin St. Return via Arden St, Havelock Av.
- **25 September 1989:** To approach Coogee Beach from Havelock Av via Arden St to Dolphin St. Reverse on return.
- **From 8 February 1987 (opening date of Pitt St pedestrian mall):** To approach City (Circular Quay) from Liverpool St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Alfred St at Pitt St via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St.
- **By June 1999:** To approach City (Circular Quay) from Elizabeth St via Phillip St to Circular Quay. Return from Alfred St at Loftus St via Loftus St, Bridge St, Pitt St.
- **From 23 June 2002:** To approach City from Elizabeth St via Phillip St to Circular Quay. Return from Alfred St at Loftus St via Loftus St, Bridge St, Phillip St, Elizabeth St.

Route L73

From 21 February 1994 (based on 31 July 1994 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Havelock Av, Arden St to Dolphin St (Coogee).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

Route X73

City (Martin Pl or Spring St) – Coogee

From 5 August 1990

From City (Spring St) (at Pitt St St) via Pitt St, Hunter St, Castlereagh St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde*, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Havelock Av, Arden St to Dolphin St (Coogee).

From Coogee (Arden St) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, Alison Rd, then reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

Alterations

- **From 19 November 1990:** Ex Coogee from Flinders St via Campbell St, Hunt St, Goulburn St, Elizabeth St. Return from Elizabeth St via Albion St, Flinders St.
- **By June 1999:** Ex Coogee from Anzac Pde via Fitzroy St, Foveaux St, Riley St, Campbell St. Ex City (Spring St) from Elizabeth St via Liverpool St, Oxford St, Flinders St.

City (Museum station or Spring St) – Coogee

Alteration

From 24 June 2001 (morning trips): Ex Coogee from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Museum station (City).

City (Museum station, Circular Quay or Gresham St) – Coogee

From 23 June 2002:

- (Afternoon trip from City (Circular Quay)): From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St.
- (Afternoon trips from City (Gresham St)): From City (Gresham St) via Bent St, Phillip St, Elizabeth St.

City (Museum station, Circular Quay or Spring St) – Coogee

Alteration

By March 2006 (afternoon trips from City (Spring St)): From City (Spring St) via Pitt, Hunter St, Elizabeth St.

Timetable Summary

26 February 1961

City – Coogee Beach via The Spot routes

372, 373

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|--------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 372: City (Railway Square)-Coogee Beach | 28 | M-F | Coogee Beach | 4.46am | Coogee Beach | 11.39pm | 30* | A |
| | | Sat | | 4.43am | | 1.40am | AM 15 PM 20 | B |
| | | Sun | | 5.34am | Railway Sq | 11.42pm | AM 30 PM 20 | C |
| 373: City (Circular Quay)-Coogee Beach | 33 | M-F | Coogee Beach | 4.00am | Circular Quay | 12.37am | 15* | A |
| | | Sat | | 3.56am | | 1.38am | AM 10 PM 20 | A |
| | | Sun | | 6.46am | | 11.22pm | AM 30 PM 20 | D |

Average day frequencies along common route:

| | |
|--------|---|
| M-F | City (Circular Quay)-Coogee Beach (372, 373) 6 trips per hour. |
| Sat AM | City (Circular Quay)-Coogee Beach (372, 373) 10 trips per hour. |
| Sat PM | City (Circular Quay)-Coogee Beach (372, 373) 10. |
| Sun AM | City (Circular Quay)-Coogee Beach (372, 373) 15. |
| Sun PM | City (Circular Quay)-Coogee Beach (372, 373) 10. |

* 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.

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

D – Plus short-working/s before first trip shown (with connections to final destination).

September 1984

City - Coogee Beach via The Spot routes

370, 372, 373

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|--------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 370: City (Circular Quay)-Coogee Beach (<i>express</i>) | 30 | M-F | Coogee Beach | 7.20am | Circular Quay | 5.29pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 372: City (Railway Square)-Coogee Beach | 28 | M-F | Coogee Beach | 5.12am | Railway Sq | 11.12pm | 30* | A |
| | | Sat | | 5.12am | | 11.42pm | AM 30 PM 20 | A |
| | | Sun | | 5.34am | | 11.42pm | 20 | A |
| 373: City (Circular Quay)-Coogee Beach | 36 | M-F | Coogee Beach | 4.01am | Circular Quay | 12.37am | 15* | B |
| | | Sat | | 4.01am | | 1.45am | AM 12 PM 15 | |
| | | Sun | | 6.50am | | 11.22pm | 20 | C |

Average day frequencies along common route:

M-F City (Circular Quay)-Coogee Beach (372, 373) 6 trips per hour.

Sat City (Circular Quay)-Coogee Beach (372, 373) 7 trips per hour.

Sun City (Circular Quay)-Coogee Beach (372, 373) 10.

* More frequent in peak hours.

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

B – Extra trip Friday night.

C – Plus short-working/s before first trip shown (with connections to final destination).

Ph – Peak hours only (mornings from Coogee Beach, afternoons from City (Circular Quay)).

5 August 1990

City - Coogee via The Spot routes

372, 373, X73

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 372: City (Railway Square)-Coogee | 30 | M-F | Coogee | 3.57am | Railway Sq | 12.00mn | 20* | |
| | | Sat | | 3.57am | | 12.00mn | 20 | |
| | | Sun | | 5.29am | | 11.30pm | 20 | A |
| 373: City (Circular Quay)-Coogee | 39 | M-F | Coogee | 5.15am | Circular Quay | 12.40am | 10* | B |
| | | Sat | | 6.02am | | 3.10am | 15 | |
| | | Sun | Circular Quay | 6.18am | | 11.45pm | 20 | |
| X73: City (Martin Pl or Spring St)-Coogee (<i>express</i>) | 26 | M-F | Coogee | 6.55am | Spring St | 5.45pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Coogee (372, 373) 9 trips per hour.

Sat City (Circular Quay)-Coogee (372, 373) 7 trips per hour.

Sun City (Circular Quay)-Coogee (372, 373) 10.

* More frequent in peak hours.

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

B – Extra trips Friday night (last trip 3.10am from Circular Quay).

Ph – Peak hours only (mornings from Coogee to City (Martin Pl), afternoons from City (Spring St)).

31 July 1994

City - Coogee via The Spot routes

372, 373, L73, X73

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 372: City (Railway Square)-Coogee | 32 | M-F | Coogee | 3.57am | Railway Sq | 12.00mn | 20* | |
| | | Sat | | 3.57am | | 12.00mn | 20 | |
| | | Sun | | 5.34am | | 11.30pm | 20 | A |
| 373: City (Circular Quay)-Coogee | 39 | M-F | Circular Quay | 4.32am | Circular Quay | 12.40am | 10* | B |
| | | Sat | Coogee | 6.02am | | 3.10am | 15 | |
| | | Sun | Circular Quay | 6.18am | | 12.10am | 20 | C |
| L73: City (Circular Quay)-Coogee | 32 | M-F | Circular Quay | 4.46pm | Circular Quay | 5.48pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| X73: City (Martin Pl or Spring St)-Coogee (<i>express</i>) | 26 | M-F | Coogee | 6.55am | Spring St | 5.45pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Coogee (372, 373) 9 trips per hour.

Sat City (Circular Quay)-Coogee (372, 373) 7 trips per hour.

Sun City (Circular Quay)-Coogee (372, 373) 10.

* More frequent in peak hours.

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

B – Extra trips Friday night (last trip 3.10am from City (Circular Quay)).

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

Ph1 – Afternoon peak hour only (from City (Circular Quay)).

Ph2 – Peak hours only (morning from Coogee, afternoon from City (Spring St)).

23 June 2002

City – Coogee via The Spot routes

371-373, X73

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|---------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 371: City (Circular Quay)-Randwick (The Spot) | 33 | M-F | Circular Quay | 4.36pm | Circular Quay | 6.48pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 372: City (Railway Square)-Coogee | 32 | M-F | Coogee | 5.18am | Railway Sq | 12.06am | 15* | |
| | | Sat | | 5.45am | | 12.00mn | 15 | |
| | | Sun | | 5.37am | | 11.30pm | 20 | |
| 373: City (Circular Quay)-Coogee | 38 | M-F | Coogee | 3.53am | Circular Quay | 3.30am | 10* | |
| | | Sat | | 3.53am | | 3.27am | 7/8 | |
| | | Sun | | 3.53am | | 3.30am | 7/8 | |
| X73: City (Circular Quay)-Coogee (<i>express</i>) | | M-F | Coogee | 6.46am | Circular Quay | 6.41pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Coogee (372, 373) 10 trips per hour.

Sat City (Circular Quay)-Coogee (372, 373) 12 trips per hour.

Sun City (Circular Quay)-Coogee (372, 373) 11 trips per hour.

* More frequent in peak hours.

Ph1 – Afternoon peak hour only (from City (Circular Quay) to Randwick (The Spot)).

Ph2 – Peak hours only (morning from Coogee, afternoon from City (Circular Quay)).

Route 374

CITY (various termini) – COOGEE BEACH via Bream St (some trips EXPRESS)

- **Extended from City (York St) to Birchgrove (Sundays, 1941-2)**

Route X74

CITY (various termini) – COOGEE BEACH via Bream St (EXPRESS)

(Since about 1986, Coogee Beach terminus has been knlown more simply as Coogee.)

Timeline

12 May 1940: Full time service 374 City (York St) – Coogee Beach renumbered from 74, as part of renumbering of Eastern Suburbs routes into the 300-399 series.

By 2 March 1941: Extended from City (York St) to Birchgrove on Sundays.

3 August 1942: Due to wartime conditions, curtailed to run City (York St) – Coogee (Mount St) during off-peak & afternoon peak hour (& weekend evenings?).

27 September 1942: As further wartime economy measures:

- Sunday service curtailed to run Randwick Junction – Coogee Beach & amalgamated with the outer end of 399 as 379 Coogee Beach – Randwick Junction – Maroubra Beach.
- As a result, Birchgrove extension ceased.
- Similarly altered in weekday off-peak (Coogee terminus at Mount St or Beach?) from 12 October 1942.

27 February 1944: Curtailed to run City (York St) – Coogee (Mount St/Bream St)

13 April 1947: Re-extended to run City (York St) – Coogee Beach.

(1949?): City terminus altered to Park St.

18 December 1949: City terminus altered to Bathurst St.

By 26 February 1950: Full time base service City (Bathurst St) – Coogee (Mount St), but extended from Coogee (Mount St) to Coogee Beach on Saturday afternoons & Sundays (& selected trips on weekdays).

22 June 1952: Sunday morning trips curtailed to run as a feeder service, Randwick Junction – Coogee Beach.

Off-peak trips similarly curtailed from 9 November 1952.

25 October 1953: Sunday morning service restored as a through service till 25 April 1954. It was similarly restored at least in the 1954/55 Summer.

23 October 1960: Coincident with buses replacing Circular Quay – Coogee Beach & Railway – Coogee Beach tram services:

- Sunday service on 374 restored as Randwick Junction – Coogee Beach.
- By this date, 374 extended in City to Spring St.
- Shared route at different times between various points in the City – Randwick area with other routes in the 371-377 range.

By 28 January 1981: City terminus altered to Circular Quay (Alfred St at Pitt St).

20 June 1983: Morning peak hour inward express commenced. Afternoon peak hour express commenced 3 November 1986.

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

- 374 reduced to a peak hour service.
- Other than in peak hours, replaced by new 304.
- Peak hour express trips renumbered X74. City termini of X74 were Martin Pl (arriving) or Spring St (departing).

19 November 1995:

- 374 restored as a full time service, replacing 304.
- Rerouted via Central Railway & Surry Hills.

24 June 2001: Morning trips on X74 to City rerouted via Eastern Distributor to terminate at Museum station.

23 June 2002: City terminus for selected afternoon trips on X74 altered to Circular Quay.

1 May 2006: City terminus for *all* afternoon trips on X74 altered to Circular Quay.

Streets

Route 374

CITY – COOGEE BEACH via Bream St

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

From 2 March 1941

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 street], Bream St, then reverse route to Park St, then George St, Market St, York St to Market St.

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

City (York St) – Coogee Beach

Circa 1946

From City (York St) via Market St, George St, Park St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd (**Randwick**), Carrington Rd, Bream St, Beach St [former street], Dolphin St (Coogee Beach).

City (Spring St) – Coogee Beach

23 October 1960

From City (Spring St) (at Pitt St) via Pitt St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde*, Alison Rd, Cowper St, Cook St, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St, Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Beach St [former street], Bream St, then reverse route to Liverpool St, then Castlereagh St, Bligh St, Bent St, Spring St to Pitt St (City).

* At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.

Alterations

By 15 April 1963: Ex City (Spring St) from Pitt St via Bathurst St, Elizabeth St, Liverpool St. Unaltered on return.

City (Circular Quay) – Coogee Beach

Alterations

- **By 28 January 1981:** To approach City from Bent St via Loftus St, Alfred St (Circular Quay). Return via Pitt St.
- **From 8 February 1987 (opening of Pitt St pedestrian mall):** To approach City from Liverpool St via Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay. Return from Alfred St at Pitt St via Pitt St, Hunter St, Castlereagh St, Bathurst St.
- **By 18 October 1987:** To approach Coogee from Bream St via Arden St, Coogee Bay Rd, Beach St [former street], Dolphin St. Return from Dolphin St via Arden St, Bream St.
- **From 19 November 1995:** Ex City (Circular Quay) from Castlereagh St via Hay St, Pitt St, Eddy Av (Central Railway), Elizabeth St, Albion St, Flinders St. Return from Anzac Pde via Fitzroy St, Foveaux St, Elizabeth St.
- **By June 1999:** To approach City from Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Pitt St, Hunter St, Castlereagh St, Goulburn St, Pitt St.
- **By July 2000:** To approach Coogee from Bream St via Arden St to Dolphin St. Return from Arden St at Dolphin St via Coogee Bay Rd, Brook St, Bream St.
- **From 23 June 2002:** From City (Circular Quay) (Alfred St at Loftus St) via Loftus St, Bridge St, Elizabeth St, Hay St, Pitt St. Unaltered on return.
- **From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network):** Ex City (Circular Quay) from Elizabeth St via Goulburn St, Pitt St. Unaltered on return.

Route X74

CITY – COOGEE via Bream St

City (Martin Pl or Spring St) – Coogee

From 5 August 1990

From City (Spring St) (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde*, Alison Rd (**Randwick**), Carrington St, Bream St, Arden St to Dolphin St (Coogee).

From Coogee (Arden St) via reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

* At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.

Alterations

- **From 19 November 1995:** Ex Coogee from Anzac Pde via Fitzroy St, Foveaux St, Riley St, Campbell St, Hunt St, Goulburn St, Elizabeth St. Unaltered on return.
- **By July 2000:** To approach Coogee from Bream St via Arden St to Dolphin St. Return from Arden St at Dolphin St via Coogee Bay Rd, Brook St, Bream St.
- **By July 2001:** Ex Coogee from Foveaux St via Elizabeth St. Unaltered on return.

City (Museum station or Spring St) – Coogee

Alteration

From 24 June 2001 (Morning trips): Ex Coogee from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Museum station (City).

City (Museum station, Circular Quay or Gresham St) – Coogee

Alterations

From 23 June 2002:

- *(Afternoon trips from City (Circular Quay)):* From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St.
- *(Afternoon trips from City (Gresham St)):* From City (Gresham St) via Bent St, Phillip St, Elizabeth St.

Timetable Summary

7 April 1940

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|---------|------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 374: City (York St)-Coogee Beach via Bream St† | Fr Coogee 28Y 42B | M-F | Coogee Beach | 6.45amY | York St | 11.30pmC | 30*‡ | A |
| | | Sat | | 6.45amY | | 12.00mnC | 30 | A |
| | | Sun | | 9.00amB | Birchgrove | 10.47pmC | 20 | A |

* More frequent in peak hours.

† Extended to Birchgrove on Sundays.

‡ 20 on Fridays.

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

B – To Birchgrove.

C – To Coogee Beach.

Y – To City (York St).

26 February 1950

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 374: City (Bathurst St)-Coogee (Mount St) via Bream St† | Fr Bath St 23M 25C | M-F | Mount St | 6.02am | Bathurst St | 11.50pm | 20* | A |
| | | Sat | | 6.02am | | 11.50pm | AM 15 PM 20 | A |
| | | Sun | Coogee Beach | 7.33am | Coogee Beach | 8.13pm | B | |
| | | | | | Mount St | 11.35pm | | |

* More frequent in peak hours.

† Extended from Coogee (Mount St) to Coogee Beach on Saturday afternoons & Sundays.

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

B – Day, City (Bathurst St)-Coogee Beach 20. Night, City (Bathurst St)-Coogee (Mount St). Plus short-working/s before first trip & after last trip shown.

C – To Coogee Beach.

M – To Coogee (Mount St).

18 December 1961

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|---------|--------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 374: City (Spring St)-Coogee Beach via Bream St | Fr Coogee 10R 29S | M-F | Coogee Beach | 5.59amS | Spring St | 11.40pmC | 30* | |
| | | Sat | | 6.02amS | | 11.40pmC | AM 20 PM 40 | |
| | | Sun | | 7.37amR | Coogee Beach | 6.04pmR | 30 | |

* More frequent in peak hours.

C – To Coogee Beach.

R – To Randwick Junction.

S – To City (Spring St).

5 August 1990

City – Coogee via Bream St routes

374, X74

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 374: City (Circular Quay)-Coogee via Bream St | 37 | M-F | Coogee | 5.55am | Circular Quay | 8.00pm | Ph1 | A |
| | | Sat | | | | | | A |
| | | Sun | | | | | | A |
| X74: City (Martin Pl or Spring St)-Coogee via Bream St | 24 | M-F | Coogee | 7.12am | Spring St | 5.55pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – Service via Bream St at times other than peak hours provided by 304.

Ph1 – Peak hours only (mornings from Coogee, afternoons from City (Circular Quay)).

Ph2 – Peak hours only (mornings from Coogee, afternoons from City (Spring St)).

19 November 1995

City – Coogee via Bream St routes

374, X74

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 374: City (Circular Quay)-Coogee via Bream St | 38 | M-F | Coogee | 5.55am | Circular Quay | 12.05am | 20* | |
| | | Sat | | 6.28am | | 12.08am | 30 | |
| | | Sun | | 6.23am | | 11.38pm | 30 | |
| X74: City (Martin Pl or Spring St)-Coogee via Bream St | 24 | M-F | Coogee | 7.12am | Spring St | 5.55pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

Ph – Peak hours only (mornings from Coogee, afternoons from City (Spring St)).

March 2008

City – Coogee via Bream St routes

374, X74

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 374: City (Circular Quay)-Coogee via Bream St | 38 | M-F | Coogee | 5.55am | Circular Quay | 12.08am | 30* | |
| | | Sat | | 6.38am | | 12.08am | 30 | |
| | | Sun | | 6.30am | | 11.23pm | 30 | |
| X74: City (Museum or Circ Qy)-Coogee via Bream St | 29 | M-F | Coogee | 7.11am | Circular Quay | 6.11pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

Ph – Peak hours only (mornings from Coogee, afternoons from City (Circular Quay)).

Route 375

CITY (various termini) – BELLEVUE HILL – BONDI BEACH via O'Sullivan Rd■

- **Eastern Suburbs Railway feeder: EDGECLIFF – WEST BONDI via O'Sullivan Rd**

Timeline

28 May 1950: Full time service commenced, City (Macquarie St) – Bondi Beach via Bellevue Rd & O'Sullivan Rd, supplementing Erskine St – Watsons Bay tram service when it was re-extended from Rose Bay (Dover Rd) to Watsons Bay.

5 August 1951: Sunday services ceased.

17 November 1952:

- Off-peak & Saturday service curtailed to run as a feeder service, Double Bay – Bondi Beach.
- Feeder service Double Bay – Bondi Beach extended to run on Summer Sundays (when ceased?).
- Peak hour service continued to run City (Macquarie St) – Bondi Beach.

26 June 1954:

- 315 & 375 combined in off-peak, Saturday afternoons & Sundays as a feeder service, 370 Double Bay – Bondi Junction via Manning Rd & Bellevue Rd.
- 375 continued to run as a peak hour service City (Macquarie St) – Bondi Beach.

10 July 1960: As part of rearrangement of routes when the Queens Square-Watsons Bay tram service was replaced by buses:

- Rerouted via Manning Rd, replacing by 315 & 370.
- City terminus altered to Bridge St.
- Curtailed to run City (Bridge St) – West Bondi (*not* to Bondi Beach).

By May 1967: City terminus altered to Martin Pl.

By 29 August 1970: City terminus (arriving) altered to Hunter St.

By May 1976: City terminus (departing) altered to Spring St.

25 June 1979: Curtailed to run as a feeder service, Edgecliff – West Bondi, as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

17 February 1989: Ceased. Partly replaced by existing 330 & 365.

Streets

City (Macquarie St) – Bondi Beach

From 26 June 1954 (based on 19 November 1956 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**), Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, O'Sullivan Rd (**West Bondi**), Blair St, Warners Av, Campbell Pde (Bondi Beach).

From Bondi Beach (Campbell Pde) via reverse route to Elizabeth St, then Hunter St, Macquarie St to Bridge St (City).

City (Martin Pl) – West Bondi

By May 1967

From City (Martin Pl) (at Elizabeth St) via Martin Pl, Pitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Manning Rd (**Double Bay**), Suttie Rd, Arthur St, Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, O'Sullivan Rd to Old South Head Rd (West Bondi).

From West Bondi (O'Sullivan Rd at Old South Head Rd) via reverse route to Park St, then George St, Martin Pl to Elizabeth St (City).

City (Martin Pl or Hunter St) – West Bondi

Alteration

By 29 August 1970: To approach City from George St via Hunter St to Elizabeth St. Unaltered on return.

City (Spring St or Hunter St) – West Bondi

Alterations

By May 1976:

- From City (Spring St) via Pitt St. Unaltered on return.
- Ex City (Spring St) from Bayswater Rd via Kellett Av, Kings Cross Rd, Bayswater Rd. Return from Bayswater Rd via Craigend St, Kellett Av, Bayswater Rd.

Edgecliff – West Bondi

From 24 June 1979 (opening date of Eastern Suburbs Railway)

From Edgecliff (interchange) via bus tunnel, New South Head Rd, Manning Rd (**Double Bay**), Suttie Rd, Ranfurley Rd, Holland Rd, Warren Rd, Streatfield Rd, Bellevue Rd, Victoria Rd (**Bellevue Hill**), Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, O'Sullivan Rd to Old South Head Rd (West Bondi). Reverse on return.

Timetable Summary

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)- Double Bay-Bondi Beach | Fr Bondi 25D 43M | M-F | Bondi Beach | 6.55amM | Macquarie St | 5.45pmB | Ph | A |
| | | Sat | | 7.05amD | Double Bay | 12.59pmB | 30 | |
| | | Sun | | | | | | |

A – Off-peak service provided by 370.

B – To Bondi Beach.

D – To Double Bay.

M – To City (Macquarie St).

Ph – Peak hours only (morning both directions, afternoon from City (Macquarie St)).

May 1967

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)- Double Bay-West Bondi | 39 | M-F | West Bondi | 6.55am | Martin Pl | 6.05pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from West Bondi, afternoon from City (Martin Pl)).

25 June 1979

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Edgecliff-West Bondi | 22 | M-F | West Bondi | 6.57am | Edgecliff | 6.15pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from West Bondi, afternoon from Edgecliff).

Route 375

CITY (Railway Square) – RANDWICK – MAROUBRA BEACH via Dacey Av ■

Route X75

CITY (Railway Square) – RANDWICK – MAROUBRA BEACH via Surry Hills & Anzac Pde (EXPRESS) ■

Timeline

19 November 1995:

- 371peak hour service renumbered 375 (all stops) (limited service) & X75 (express) (most trips).
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 372-377 range.

23 June 2002: Replaced by extra trips on 376 (*none* express) as a result of “Better Buses” Eastern Suburbs service review.

Streets

From 19 November 1995

Route 375

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

From Maroubra Beach (Marine Pde) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Elizabeth St, then Redfern St, Chalmers St, Eddy Av, Pitt St to Railway Square (City).

Route X75

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Albion St, Flinders St, Anzac Pde (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St, Arden St (**South Coogee**), Malabar Rd, Torrington Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Anzac Pde, then Fitzroy St, Foveaux St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

19 November 1995

City – Maroubra Beach via Dacey Av routes

375, X75

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 375: City (Railway Sq)-Maroubra Beach via Dacey Av | 34 | M-F | Maroubra Bch | 7.37am | Railway Sq | 4.39pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| X75: City (Rly Sq)-Maroubra Beach via Surry Hills (<i>express</i>) | 28 | M-F | Maroubra Bch | 6.18am | Railway Sq | 6.02pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (mornings from Maroubra Beach, afternoons from City (Railway Square)).

Route 376

CITY (Town Hall) – QUEENS PARK – SOUTH BONDI

Timeline

26 August 1974: Peak hour service renumbered from 79, as part of rearrangement of South Bondi routes following takeover of private 79 on 6 June 1974.

25 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway:

- Ceased.
- Service to Waverley/South Bondi area continued to be provided by extended hours of service on 391.
- Service Queens Park area replaced by rerouted 358, 359 & 367.

Streets

From 26 August 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 (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 Sydney Town Hall (City).

Timetable Summary

26 August 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)-South Bondi | 30 | M-F | South Bondi | 6.10am | Town Hall | 6.15pm | Ph | A |
| | | Sat | | | | | | A |
| | | Sun | | | | | | |

A – Off-peak service City (Circular Quay)-South Bondi & Saturday service Bondi Junction-South Bondi provided by 391.

Ph – Peak hours only (both directions). Extra trips Thursday night.

Route 376

CITY (Circular Quay) – RANDWICK – MAROUBRA BEACH – SOUTH MAROUBRA – MAROUBRA JUNCTION

Timeline

18 October 1987: As part of rearrangement of routes following the opening of Eastgardens shops in September 1987:

- Daytime service Mondays-Saturdays & limited early morning service on Sundays commenced.
- Together with 377, replaced City (Macquarie St) – Maroubra Beach part of 399. 376 also replaced Maroubra Beach – South Maroubra – Maroubra Junction part of 399.
- Compared with 399, City terminus altered from Macquarie St to Circular Quay.
- Selected peak hour trips ran express (mornings from Maroubra Beach to City (Martin Pl), afternoons from City (Spring St) to Maroubra Beach).
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

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

- City (Circular Quay) – Maroubra Beach (other than express trips) replaced by improved service on 377.
- Express trips replaced by X77.
- Service in South Maroubra continued to be served by 397.

Streets

From 18 October 1987

City (Circular Quay) – Maroubra Junction (all stops)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), McKeon St, Duncan St, Malabar Rd, Fitzgerald Av, New Orleans Cr (**South Maroubra**), Chicago Rd, Minneapolis Cr, Anzac Pde to Maroubra Rd (Maroubra Junction).

From Maroubra Junction (Anzac Pde at Maroubra Rd) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Liverpool St, then Elizabeth St, Bent St, Loftus St to Circular Quay (City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av*

City (Martin Pl or Spring St) – Maroubra Beach (express)

From City (Spring St) (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

Timetable Summary

See 377

Route 376

CITY (Circular Quay) – CENTRAL RAILWAY – RANDWICK – MAROUBRA BEACH

- **Extended to Maroubra Junction (off-peak, 1995-2002)**

Timeline

19 November 1995:

- City (Circular Quay) – Maroubra Beach (extended from Maroubra Beach to Maroubra Junction in weekday off-peak) renumbered from equivalent trips on 377.
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

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

- Curtailed to run City (Circular Quay) – Maroubra Beach.
- Maroubra Beach – Maroubra Junction already served by existing 395 & 396.
- Extra trips replaced 375 & X75.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network, curtailed to run City (Railway Square) – Maroubra Beach.

Streets

City (Circular Quay) – Maroubra Beach – Maroubra Junction

From 19 November 1995

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, Eddy Av (Central Railway), Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Malabar Rd, Torrington St, Marine Pde (**Maroubra Beach**), Maroubra Rd to Anzac Pde (Maroubra Junction).

From Maroubra Junction (Maroubra Rd at Anzac Pde) via reverse route to Perouse Rd, then Cuthill St, Belmore Rd, then reverse route to Anzac Pde, then Moore Park Rd, Fitzroy St, Foveaux St, Elizabeth St, Phillip St, Bent St, Loftus St to Circular Quay (City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

Alteration

By June 1999: To approach City (Circular Quay) from Elizabeth St via Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Pitt St.

City (Circular Quay) – Maroubra Beach

From 23 June 2002:

From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St, Hay St, Pitt St, Eddy Av (Central Railway), Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Perouse Rd, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Anzac Pde, then Moore Park Rd, Fitzroy St, Foveaux St, Elizabeth St, Phillip St to Circular Quay (City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

City (Railway Square) – Maroubra Beach

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network): To approach City from Anzac Pde via Moore Park Rd, Fitzroy St, Foveaux St, Elizabeth St, Eddy, Pitt St to Railway Square. Return via Pitt St, Eddy Av, Elizabeth St, Albion St, Flinders St, Anzac Pde.

Timetable Summary

See 377

Route 377

CITY (Martin Pl) – WAVERLEY (St Thomas St) (EXPRESS) ■

Timeline

16 November 1959: Peak hour express commenced, in anticipation of replacement of Circular Quay – Bronte Beach tram service by buses. Supplementary to 379 from 28 February 1960.

24 June 1979: Ceased as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

Streets

By August 1964

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Albion St, Flinders St, Moore Park Rd, Oxford St (**Bondi Junction**), Bronte Rd, Albion St, Macpherson St to St Thomas St (Waverley).

From Waverley (Macpherson St at St Thomas St) via reverse route to Flinders St, then Campbell St, Hunt St, Goulburn St, Elizabeth St, Martin Pl to Phillip St (City).

Alteration

By April 1967: To approach City from Goulburn St via Elizabeth St to Martin Pl. Unaltered on return.

Timetable Summary

August 1964

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)- Waverley (St Thomas St) | 24 | M-F | St Thomas St | 6.50am | Martin Pl | 5.53pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (mornings from Waverley (St Thomas St), afternoons from City (Martin Pl)).

Route 377

CITY (Circular Quay) – RANDWICK – MAROUBRA BEACH – SOUTH MAROUBRA – EASTGARDENS

- **Extended from Eastgardens to Maroubra Junction (nights, 1987-1990)**
- **Extended from Maroubra Beach to Maroubra Junction via Maroubra Rd (off-peak, 1990-1995)**

Route X77

CITY (various termini) – RANDWICK – MAROUBRA BEACH (EXPRESS)

Timeline

18 October 1987: As part of rearrangement of routes following the opening of Eastgardens shops in September 1987:

- 377 City (Circular Quay) – Maroubra Beach – Eastgardens (extended from Eastgardens to Maroubra Junction at night) commenced.
- Together with 376, replaced City (Macquarie St) – Maroubra Beach part of 399.
- Replaced parts of 397 along Beauchamp Rd & Bunnerong Rd
- Compared with 399, City terminus altered from Macquarie St to Circular Quay.
- Shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

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

- 377 day service continued to run City (Circular Quay) – Eastgardens, but night service curtailed to run City (Circular Quay) – South Maroubra.
- An additional Thursday night service on 377 ran *from* Eastgardens *to* South Coogee (ceased by 23 June 2002).
- 376 express trips renumbered X77. City termini Martin Pl (arriving), Spring St (departing)
- X77 shared route at different times between various points in the City – Maroubra Beach area with other routes in the 371-377 range.

By 8 October 1990: Weekday off-peak short-workings (every second trip) of 377 which ran City (Circular Quay) – Maroubra Beach rerouted/extended from Maroubra Beach to Maroubra Junction via Maroubra Rd.

19 November 1995: Weekday off-peak trips of 377, City (Circular Quay) – Maroubra Beach – Maroubra Junction (which had commenced by 8 October 1990), renumbered 376, leaving 377 as City (Circular Quay) – Maroubra Beach – Eastgardens.

24 June 2001: X77 morning trips to City rerouted via Eastern Distributor to terminate at Museum station (City).

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

- 377 curtailed to run City (Circular Quay) – Maroubra Beach.
- Maroubra Beach – Eastgardens replaced by new 317.
- City terminus for X77 afternoon trips altered from Spring St to Circular Quay or Gresham St.

By July 2008: City terminus X77 for all afternoon trips at Circular Quay.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network, X77 City terminus for all afternoon trips at Spring St.

Streets

Route 377: CITY – MAROUBRA BEACH & extensions

City (Circular Quay) – Maroubra Beach – Eastgardens (*extended from Eastgardens to Maroubra Junction at night*)

From 18 October 1987

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park**), Alison Rd, Cowper St, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), McKeon St, Duncan St, Malabar Rd (**South Maroubra**), Beauchamp Rd, Bunnerong Rd to Eastgardens bus terminal.

From Eastgardens (bus terminal) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Liverpool St, then Elizabeth St, Phillip St, Bent St, Loftus to Circular Quay (City).

Maroubra Junction extension (*nights*): From Eastgardens via Bunnerong Rd, Maroubra Rd to Anzac Pde (Maroubra Junction). Reverse on return.

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

City (Circular Quay) – Maroubra Beach – Maroubra Junction via Maroubra Rd Alteration

By 8 October 1990 (weekday off-peak): Extended from Marine Pde/Maroubra Rd, Maroubra Beach via Maroubra Rd to Anzac Pde (Maroubra Junction). Reverse on return.

City (Circular Quay) – Maroubra Beach

Alteration

From 23 June 2002:

- Outer terminus altered from Eastgardens to Marine Pde, Maroubra Beach.
- Ex Maroubra Beach via Belmore Rd direct (*not* via Cuthill St, Avoca St). Unaltered on return.

Route X77: CITY – MAROUBRA BEACH

City (Martin Pl or Spring St) – Maroubra Beach

From 5 August 1990

From City (Spring St) (at Pitt St) via Pitt St, Hunter St, Castlereagh St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde*, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Oberon St, Arden St, Malabar Rd, Torrington St, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Perouse Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

** At various times, buses ran via the bus roadway (parallel to Anzac Pde & Alison Rd) for various distances between Moore Park Rd & Doncaster Av.*

City (Museum station or Spring St) – Maroubra Beach

Alterations

From 24 June 2001 (morning trips): Ex Maroubra Beach from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Museum station (City).

City (Museum station, Circular Quay or Gresham St) – Maroubra Beach

Alterations

From 23 June 2002:

- (*Afternoon trips from City (Circular Quay)*): From City (Circular Quay) (Alfred St at Young St) via Young St, Bridge St, Phillip St, Elizabeth St.
- (*Afternoon trips from City (Gresham St)*): From City (Gresham St) via Bent St, Phillip St, Elizabeth St.
- Ex Maroubra Beach via Belmore Rd direct (*not* via Cuthill St, Avoca St). Unaltered on return.

Timetable Summary

18 October 1987

City – Maroubra Beach via South Coogee routes

376, 377

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|---------------|---------|---------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 376: City (Circular Quay)-Maroubra Bch-Maroubra Jun† | 52 | M-F | Maroubra Jun | 5.18am | Circular Quay | 5.53pm | 30 | |
| | | Sat | | 5.17am | | 5.45pm | 30 | |
| | | Sun | | 7.25am | Maroubra Jun | 8.47am | A | |
| 377: City (Circular Quay)-Maroubra Bch-Eastgardens‡ | 57 plus 4EJ | M-F | Circular Quay | 7.22amE | Circular Quay | 12.00mnJ | B | |
| | | Sat | | 7.20amE | | 12.00mnJ | B | |
| | | Sun | | 8.16amE | | 11.30pmJ | B | |

Average day frequencies along common route:

M-F City (Circular Quay)-Maroubra Beach (376, 377) 15.

Sat City (Circular Quay)-Maroubra Beach (376, 377) 15.

Sun City (Circular Quay)-Maroubra Beach (377) 30.

* More frequent in peak hours.

† Via South Maroubra.

‡ Extended from Eastgardens to Maroubra Junction at night.

A – Early morning trips *from* Maroubra Junction *to* City (Circular Quay) only. Service at other times on Sundays provided by 377.

B – Day, City (Circular Quay)-Maroubra Beach-Eastgardens 30. Night, City (Circular Quay)-Maroubra Beach-Eastgardens-Maroubra Junction.

E – To Eastgardens.

EJ – From Eastgardens to Maroubra Junction (nights).

J – To Maroubra Junction.

8 October 1990

City – Maroubra Beach via South Coogee routes

377, X77

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|-------------------------|-----|---------------|---------|---------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 377: City (Circular Quay)-Maroubra Beach-Eastgardens | Fr C/Quay 50S 57E | M-F | Sth Maroubra | 5.20amC | Eastgardens | 7.37pmC | A | |
| | | | Circular Quay | 7.22amE | Circular Quay | 12.15amS | | |
| | | Sat | Sth Maroubra | 5.20amC | Eastgardens | 5.15pmC | B | |
| | | | Circular Quay | 7.20amE | Circular Quay | 12.15amS | | |
| | | Sun | Eastgardens | 6.08amC | Eastgardens | 6.12pmC | D | |
| | | | | | Circular Quay | 11.30pmS | | |
| 377: City (Circular Quay)-Maroubra Bch-Maroubra Jun | 49 | M-F | Circular Quay | 8.40am | Maroubra Jun | 2.55pm | 20 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| X77: City (Martin Pl/ Spring St)-Maroubra Beach (<i>express</i>) | 31 | M-F | Maroubra Bch | 6.59am | Spring St | 5.53pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Maroubra Beach (377 Eastgardens & Maroubra Junction trips) 10.

Sat City (Circular Quay)-Maroubra Beach 15.

Sun City (Circular Quay)-Maroubra Beach 20.

A – Morning peak hour & night, City (Circular Quay)-South Maroubra. Day, City (Circular Quay)-Eastgardens 20.
Extra trips Thursday nights, *from* Eastgardens *to* South Coogee (last trip 9.37pm).

B – Early morning & night, City (Circular Quay)-South Maroubra. Day, City (Circular Quay)-Maroubra Beach 15,
City (Circular Quay)-Eastgardens 30.

C – To City (Circular Quay).

D – Day, City (Circular Quay)-Eastgardens 20. Night, City (Circular Quay)-South Maroubra.

E – To Eastgardens.

Ph – Peak hours only (mornings from Maroubra Beach, afternoons from City (Spring St)).

S – To South Maroubra.

23 June 2002

City – Maroubra Beach via South Coogee routes

376, 377, X77

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|--------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 376: City (Circular Quay)-Central Rly-Maroubra Beach | 49 | M-F | Maroubra Bch | 6.20am | Circular Quay | 6.54pm | 20* | |
| | | Sat | | 8.17am | | 7.02pm | 30 | |
| | | Sun | | 8.23am | | 6.59pm | 30 | |
| 377: City (Circular Quay)-Darlinghurst-Maroubra Beach | 45 | M-F | Maroubra Bch | 5.21am | Circular Quay | 12.25am | 20* | |
| | | Sat | | 5.27am | | 12.25am | 30 | |
| | | Sun | | 6.20am | | 12.25am | 30 | |
| X77: City (Museum or C/Quay)-Maroubra Beach (<i>express</i>) | 41 | M-F | Maroubra Bch | 6.40am | Circular Quay | 6.11pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Maroubra Beach (376, 377) 10.

Sat City (Circular Quay)-Maroubra Beach (376, 377) 15.

Sun City (Circular Quay)-Maroubra Beach (376, 377) 15.

* More frequent in peak hours.

Ph – Peak hours only (mornings from Maroubra Beach, afternoons from City (Circular Quay)).

4 October 2015

City – Maroubra Beach via South Coogee routes

376, 377, X77

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|--------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 376: City (Railway Square)-Maroubra Beach | 37 | M-F | Maroubra Bch | 6.21am | Railway Sq | 7.06pm | 30* | |
| | | Sat | | 8.17am | | 7.13pm | 30 | |
| | | Sun | | 8.22am | | 7.11pm | 30 | |
| 377: City (Circular Quay)-Darlinghurst-Maroubra Beach | 45 | M-F | Maroubra Bch | 5.21am | Circular Quay | 12.25am | 30* | |
| | | Sat | | 5.27am | | 12.25am | 30 | |
| | | Sun | | 6.15am | | 12.25am | 30 | |
| X77: City (Museum or Spring St)-Maroubra Bch (<i>exp</i>) | 41 | M-F | Maroubra Bch | 6.41am | Spring St | 6.13pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F Moore Park-Maroubra Beach (376, 377) 15.
 Sat Moore Park-Maroubra Beach (376, 377) 15.
 Sun Moore Park-Maroubra Beach (376, 377) 15.

* More frequent in peak hours.

Ph – Peak hours only (mornings from Maroubra Beach, afternoons from City (Spring St)).

Route 378

CITY (Railway Square) – BONDI JUNCTION – BRONTE BEACH

- Includes Summer Sunday express (1961-?)

Timeline

28 February 1960:

- Full time service commenced, replacing Railway Square – Bronte Beach tram service.
- Shared most of route with 379 until 24 June 1979 (opening date of Eastern Suburbs Railway), when 379 ceased.

By January 1961: City (Railway Square) – Bronte Beach (Summer Sunday express service) (when ceased?).

24 June 1979: Frequency improved daily as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

4 October 2015: Amalgamated with 440 as 440, Rozelle – City – Bronte Beach, as a result of light rail construction in George St, City/new CBD bus network.

Streets

From 28 February 1960

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington, Bondi Junction), Bronte Rd, Albion St (Waverley), Macpherson St, Bronte Rd to Bronte Beach bus terminal. Reverse on return.

Alteration

From 24 June 1979 (opening date of Eastern Suburbs Railway): Ex City (Railway Square) from Oxford St via Newland St, Bondi Junction interchange, Grosvenor St, Bronte Rd. Reverse on return.

Timetable Summary

April 1967

City – Bronte Beach routes

378, 379

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 378: City (Railway Square)-Bronte Beach | 31 | M-F | Bronte Beach | 5.36am | Railway Sq | 12.20am | 15* | A |
| | | Sat | | 5.40am | | 12.50am | 15 | A |
| | | Sun | | 6.19am | | 11.14pm | 15 | |
| 379: City (Circular Quay)-Bronte Beach | 33 | M-F | Circular Quay | 4.35am | Circular Quay | 11.46pm | 15* | B |
| | | Sat | | 4.35am | | 11.42pm | 15 | B |
| | | Sun | | 6.55am | | 12.00mn | 15 | |

Average day frequencies along common route:

M-F City (Liverpool St)-Bronte Beach (378, 379) 7/8.

Sat City (Liverpool St)-Bronte Beach (378, 379) 7/8.

Sun City (Liverpool St)-Bronte Beach (378, 379) 7/8.

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

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

24 June 1979

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 378: City (Railway Square)-Bronte Beach | Fr Bronte 11B 35R | M-F | Bronte Beach | 5.04am | Railway Sq | 11.51pm | 10* | A |
| | | Sat | | 5.04am | | 11.51pm | 10 | A |
| | | Sun | | 6.18am | | 11.06pm | C | |

* More frequent in peak hours.

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

B – To Bondi Junction.

C – City (Railway Square)-Bronte Beach 20, Bondi Junction-Bronte Beach 10. Plus short-working/s before first trip & after last trip shown.

R – To City (Railway Square).

22 October 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 378: City (Railway Square)-Bronte Beach | 38 | M-F | Railway Sq | 4.50am | Railway Sq | 12.02am | 10* | A |
| | | Sat | | 5.05am | | 12.02am | 10 | A |
| | | Sun | | 6.00am | | 11.02pm | 20 | A |

* More frequent in peak hours.

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

Route 379

COOGEE BEACH – RANDWICK – MAROUBRA BEACH

Timeline

27 September 1942: Due to wartime conditions. :

- Sunday services on 374 & 399 curtailed to run as a feeder service, from Coogee Beach & Maroubra Beach respectively to Randwick Junction & amalgamated as 379.
- Weekday off-peak service similarly cut (Coogee terminus at Mount St or Beach?) & amalgamated from 12 October 1942.
- Connected at Randwick with Circular Quay & Railway trams.

13 April 1947: Replaced by restoration of full services on 374 & 399.

Streets

Circa 1946

From Coogee Beach (Dolphin St) via Beach St [former street], Bream St, Carrington Rd, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St, Arden St, Malabar Rd, Torrington Rd, Marine Pde to The Corso (?) (Maroubra Beach).

From Maroubra Beach (Marine Pde at The Corso?) via Marine Pde, The Corso, Duncan St, Torrington Rd, then reverse route to Bream St, then Arden St, Dolphin St (Coogee Beach).

Route 379

CITY (Circular Quay) – BONDI JUNCTION – BRONTE BEACH ■

Timeline

28 February 1960: Full time service commenced, replacing Circular Quay – Bronte Beach tram service. Shared most of route with 378.

24 June 1979: Ceased as part of rearrangement of routes upon opening of the Eastern Suburbs Railway. 378 continued as City (Railway Square) – Bronte Beach.

Streets

From 28 February 1960

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Bronte Rd, Albion St (**Waverley**), Macpherson St, Bronte Rd to Bronte Beach bus terminal.

From Bronte Beach (bus terminal) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Timetable Summary

See 378

Route 379

NORTH BONDI – BONDI JUNCTION – BRONTE BEACH via Glenayr Av

Route X79

NORTH BONDI – BONDI JUNCTION via Glenayr Av (EXPRESS) ■

Timeline

26 November 2017:

- Bondi Junction – North Bondi part of 389 amalgamated with Bondi Junction – Bronte Beach part of 378 as 379.
- X79 morning peak hour service renumbered from X89.

23 September 2018: X79 ceased. All service provided by 379.

Streets

From 26 November 2017

Route 379

North Bondi – Bondi Junction – Bronte Beach via Glenayr Av

From North Bondi (bus terminal) via Military Rd, Blair St, Wairoa Av, Murrivier Rd, Mitchell Rd, Blair St, Glenayr Av, O'Brien St, Old South Head Rd, Oxford St, Grosvenor St, **Bondi Junction** interchange, Grosvenor St, Bronte Rd, Albion St (**Waverley**), Macpherson St, Bronte Rd to Bronte Beach bus terminal. Reverse on return.

Route X79

North Bondi – Bondi Junction via Glenayr Av

From North Bondi (bus terminal) via Military Rd, Blair St, Wairoa Av, Murrivier Rd, Mitchell Rd, Blair St, Glenayr Av, O'Brien St, Old South Head Rd, Edgecliff Rd, Grosvenor St to Bondi Junction interchange.

Timetable Summary

26 November 2017

North Bondi – Bondi Junction via Glenayr Av routes 379, X79

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|------------------------|-----|--------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 379: North Bondi-Bondi Junction-Bronte Beach | Fr Nth B 21J 38B | M-F | North Bondi | 4.27am | Bronte Beach | 12.41am | 10* | A |
| | | Sat | | 4.26am | | 1.22am | 10 | C |
| | | Sun | Bronte Beach | 6.26am | | 11.27pm | D | |
| X79: North Bondi-Bondi Junction | 21 | M-F | North Bondi | 7.10am | North Bondi | 8.40am | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

B – To Bronte Beach.

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

D – North Bondi-Bondi Junction 10, North Bondi-Bronte Beach 20. Plus short-working/s before first trip & after last trip shown.

J – To Bondi Junction.

Ph – Morning peak hour only (from North Bondi).

Route 380

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS – WATSONS BAY

- **Via Denham St (until 2001), then via Bondi Rd**

Timeline

28 February 1960: As part of the replacement of Circular Quay – North Bondi via Bondi Junction tram service by buses:

- Daily full time (continuous on weekdays) service City (Circular Quay) – North Bondi, commenced, running via Denham, Fletcher & Dudley Sts, Bondi.
- Shared route at different times between various points in the City – North Bondi area with other routes in the 378-382 range.

24 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway:

- Extended from North Bondi to Dover Heights, providing a full time service City (Circular Quay) – Dover Heights, replacing most trips on 381 City (Railway Square) – Dover Heights.
- Supplemented by regular daytime short-workings Bondi Junction – Bondi (Denham St) or Bondi Beach or North Bondi.
- Also supplemented by peak hour 382 City (Circular Quay) – Dover Heights.
- Shared City – Bondi Junction with 378 (440 from 4 October 2015 to 23 September 2018).

22 October 1995: Base service curtailed to run City (Circular Quay) – North Bondi, but extended to Dover Heights in early mornings & at night Mondays-Sundays. Service between North Bondi & Dover Heights during daylight hours replaced by new L82.

30 April 2001: As part of rearrangement & renumbering of Bondi Junction – North Bondi routes:

380 continued as City (Circular Quay) – North Bondi (selected trips extended to Dover Heights), but rerouted via Bondi Rd direct (*not* via Denham, Fletcher & Dudley Sts).

381 Bondi Junction – Bondi Beach or North Bondi, short-workings, which continued to run via Denham, Fletcher & Dudley Sts, renumbered from 380.

23 June 2002: As a result of “Better Buses” Eastern Suburbs service review, selected late afternoon trips extended from Dover Heights to Watsons Bay, supplementing L82, which provided service there during most daylight hours,

8 October 2006: As part of rearrangement of City (Circular Quay) – Bondi Junction – North Bondi routes:

- Extended from North Bondi to Dover Heights at most times & further extended from Dover Heights to Watsons Bay during daylight hours, replacing ceased L82.
- New 333 limited stop service, City (Circular Quay) – North Bondi (selected peak hour trips extended to Dover Heights), commenced, which shared route with equivalent part of 380.

23 September 2018: In a rearrangement of City (Circular Quay) – Bondi Junction – Watsons Bay routes:

- Curtailed to run Bondi Junction – Watsons Bay.
- City (Circular Quay) – Bondi Junction replaced by increased frequency on 333 & M40 (M40 renumbered 340 from 28 April 2019).
- Trips previously terminating at Dover Heights extended to South Head Cemetery.

Streets

City (Circular Quay) – North Bondi via Denham St

From 28 February 1960

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington, Bondi Junction), Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (Bondi Beach) to North Bondi bus terminal.

From North Bondi (bus terminal, Campbell Pde near Hastings Pde) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

City (Circular Quay) – North Bondi – Dover Heights via Denham St

From 24 June 1979

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington), Newland St, **Bondi Junction interchange**, Grosvenor St, Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to near Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, Kobada Rd, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

City (Circular Quay) – North Bondi – Dover Heights via Bondi Rd direct

Alteration

From 30 April 2001: Ex City (Circular Quay) from Bondi Rd via Campbell Pde (*not* via Denham St, Fletcher St, Dudley St). Reverse on return.

City (Circular Quay) – North Bondi – Dover Heights via Bondi Rd direct (selected trips extended to Watsons Bay)

Alteration

From 23 June 2002

Watsons Bay extension: From Dover Heights (Old South Head Rd/Military Rd) via Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Bondi Junction – Watsons Bay via Bondi Rd direct

From 23 September 2018

From Bondi Junction (interchange) via Grosvenor St, Oxford St, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd (**Dover Heights**), Old South Head Rd (**Vaucluse Heights**), Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Timetable Summary

December 1966

City – Bondi Junction – North Bondi routes

380, 381, 382, 386

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|-------------------------|-----|---------------|---------|---------------|---------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 380: City (Circular Quay)-North Bondi via Denham St | 38 | M-F | North Bondi | 3.50am | Circular Quay | 3.40am | 15* | A |
| | | Sat | | 3.50am | | 2.30am | 15 | B |
| | | Sun | | 5.20am | | 12.35am | 15 | E |
| 381: City (Railway Square)-Dover Heights via Denham St | Fr Rly Sq 36N 46D | M-F | North Bondi | 4.05amR | Railway Sq | 11.50pmD | F | |
| | | | Railway Sq | 5.11amD | | | | |
| | | Sat | North Bondi | 4.13amR | | 11.46pmD 1.09amN | G | |
| | | | Dover Heights | 5.59amR | | | | |
| | | Sun | Railway Sq | 5.56amN | Dover Heights | 11.45pmR | H | |
| 382: City (C/Quay)-Dover Hts (Lancaster Rd) via Bondi Rd† | 44 | M-F | Lancaster Rd | 7.30amC | Circular Quay | 6.37pmD | Ph1 | |
| | | Sat | Dover Heights | 7.48amC | Dover Heights | 9.20amC | Ms | |
| | | Sun | | | | | | |
| 386: City (Railway Sq)-North Bondi via Bondi Rd (<i>express</i>) | | M-F | Railway Sq | 4.04pm | Railway Sq | 5.44pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Liverpool St)-North Bondi (380, 381) 7/8.

Sat City (Liverpool St)-North Bondi (380, 381) 7/8.

Sun City (Liverpool St)-North Bondi (380, 381) 7/8.

* More frequent in peak hours.

† Extended to Dover Heights (Military Rd) in afternoon peak hour & Saturday morning.

A – Continuous service, Monday night/Tuesday morning to Friday night/Saturday morning.

B – Plus short-workings City (Circular Quay)-Bondi Beach in the morning.

C – To City (Circular Quay).

D – To Dover Heights (Military Rd).

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

F – City (Railway Square)-North Bondi 15*, City (Railway Square)-Dover Heights 30*.

G – Early morning & late night, City (Railway Square)-North Bondi. Day, City (Railway Square)-Dover Heights 15.

Plus short-working/s after last trip shown.

H – Early morning, City (Railway Square)-North Bondi. Day, City (Railway Square)-North Bondi 15, City (Railway Square)-Dover Heights 30. Plus short-working/s after last trip shown.

Ms – Morning service from Dover Heights.

N – To North Bondi.

Ph1 – Peak hours only (morning from Dover Heights (Lancaster St), afternoon from City (Circular Quay)).

Ph2 – Afternoon peak hour only (from City (Railway Square) to North Bondi).

R – To City (Railway Square).

24 June 1979

City – Bondi Junction – North Bondi routes

380-382

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------------------|-----|---------------|---------|----------------|----------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 380: City (Circular Quay)-Dover Heights via Denham St | Fr C/Quay 26J 43N 53D | M-F | North Bondi | 3.50amC | Circular Quay | 11.45pmD | A | |
| | | | Dover Heights | 5.21amC | | | | |
| | | Sat | North Bondi | 3.50amC | | 11.45pmD | B | |
| | | | Dover Heights | 5.21amC | | | | |
| | | Sun | North Bondi | 6.16amC | | 10.48pmD 11.18pmN | E | |
| | | | Dover Heights | 6.46amC | | | | |
| 381: City (Railway Sq)-North Bondi via Denham St† | 37 | M-F | North Bondi | 4.05amR | Railway Sq | 4.52amD 5.19amN | Ms | |
| | | Sat | | 4.30amR | | 5.19amN | Ms | |
| | | Sun | | 5.20amR | North Bondi | 5.59amR | Ms | |
| 382: City (Circular Quay)-Dover Heights via Bondi Rd | 52 | M-F | Dover Heights | 7.44amC | Bondi Junction | 5.53pmD | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Limited service extended to Dover Heights.

A – Early morning, City (Circular Quay)-North Bondi. Peak hours & night, City (Circular Quay)-Dover Heights. Day, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 30, Bondi Junction-North Bondi 5. Plus short-working/s or diversions after last trips shown.

B – Early morning, City (Circular Quay)-North Bondi.

Morning, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 20, Bondi Junction-Bondi (Denham St) 5.

Afternoons, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 20, Bondi Junction-Bondi Beach 9 trips per hour (as a result of supplementary trips Bondi Junction- Bondi Beach).

Night, City (Circular Quay)-Dover Heights.

Plus short-working/s or diversions after last trips shown.

C – To City (Circular Quay).

D – To Dover Heights.

E – Early morning, City (Circular Quay)-North Bondi. Day, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 30, Bondi Junction-Bondi Beach 9 trips per hour. Plus short-working/s or diversions after last trips shown.

J – To Bondi Junction.

Ms – Early morning service.

N – To North Bondi.

Ph – Peak hours only (morning from Dover Heights to City (Circular Quay), afternoon from Bondi Junction to Dover Heights)). Plus short-working/s before first trip shown.

R – To City (Railway Sq).

21 November 1993

City (Circular Quay) – Bondi Junction – North Bondi routes

380, 382

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|-------------------------|-----|---------------|---------|---------------|---------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 380: City (Circular Quay)-Dover Heights via Denham St | Fr C/Quay 45N 55D | M-F | North Bondi | 3.50amC | Circular Quay | 11.43pmD 3.15amN | A | |
| | | | Circular Quay | 4.30amD | | | | |
| | | Sat | North Bondi | 3.44amC | Circular Quay | 11.43pmD 3.15amN | B | |
| | | | Circular Quay | 4.30amD | | | | |
| | | Sun | North Bondi | 5.22amC | Dover Heights | 1.54pmC | E | |
| | | | Circular Quay | 6.43amD | Circular Quay | 3.15amN | | |
| 382: City (Circular Quay)-Dover Heights via Bondi Rd | 55 | M-F | Dover Heights | 5.43am | Circular Quay | 6.26pm | 20 | |
| | | Sat | | 8.46am | | 5.21pm | 20 | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-North Bondi (380, 382) 5.

Sat City (Circular Quay)-North Bondi (380, 382) 9 trips per hour.

Bondi Junction-North Bondi (380, 382) 12 trips per hour.

Sun City (Circular Quay)-North Bondi (380) 10.

* More frequent in peak hours.

A – Early morning & night, City (Circular Quay)-North Bondi or Dover Heights. Day, City (Circular Quay)-North Bondi mostly 5 (but 10 when 382 trips tabled in lieu). Midnight-to-dawn, mainly City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Service continuous from City (Circular Quay) to North Bondi, early morning Tuesdays-Saturdays.

B – City (Circular Quay)-North Bondi 6 trips per hour, Bondi Junction-North Bondi 8 trips her hour.

C – To City (Circular Quay).

D – To Dover Heights.

E – City (Circular Quay)-North Bondi 10, City (Circular Quay)-Dover Heights 20. Plus short-working/s after last trip shown.

N – To North Bondi.

22 October 1995

City (Circular Quay) – Bondi Junction - North Bondi routes

380, 382, L82

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|-------------------------|-----|----------------|----------|---------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 380: City (Circular Quay)-North Bondi-Dover Heights via Denham St | Fr C/Quay 51N 59D | M-F | Circular Quay | 4.10amN | Circular Quay | 11.43pmD | A | |
| | | | Dover Heights | 5.20amC | | 3.10amN | | |
| | | Sat | North Bondi | 3.30amC | | 11.43pmD | E | |
| | | | Circular Quay | 4.10amD | | 3.10amN | | |
| | | Sun | North Bondi | 5.20amC | | 11.13pmD | F | |
| | | | Dover Heights | 6.42amC | | 3.10amN | | |
| 382: Bondi Junction-Bondi Beach via Bondi Rd† | 56 | M-F | Dover Heights | 5.41amC | Dover Heights | 6.24amC | G | |
| | | Sat | | | | | | |
| | | Sun | Bondi Junction | 10.47amB | Bondi Beach | 6.07pmJ | G | |
| L82: City (Circular Quay)-North Bondi-Dover Heights‡ | 48 | M-F | Dover Heights | 6.42am | Circular Quay | 7.03pm | 20* | |
| | | Sat | | 9.05am | | 6.06pm | 20 | |
| | | Sun | | 9.07am | | 6.08pm | 20 | |

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Circular Quay)-North Bondi (380, L82) 15 trips per hour.
 Sat City (Circular Quay)-North Bondi (380, L82) 12 trips per hour.
 Bondi Junction-North Bondi (380, L82) 15 trips per hour.
 Sun City (Circular Quay)-North Bondi (380, L82) 9 trips per hour.
 Bondi Junction-Bondi Beach (380, L82) 12-22 trips per hour.

* More frequent in peak hours.

† Extended to start from Dover Heights early weekday mornings.

‡ Via Bondi Rd.

A – Peak hours & night, City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Day 5.

Service continuous City (Circular Quay) – North Bondi.

B – To Bondi Beach.

C – To City (Circular Quay).

D – To Dover Heights.

E – Early morning & night, City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Day, City (Circular Quay)-North Bondi 10, Bondi Junction-North Bondi 5. Service continuous City (Circular Quay) – North Bondi.

F – Early morning & night, City (Circular Quay)-North Bondi (selected trips extended to Dover Heights). Day, City (Circular Quay)-North Bondi 10, Bondi Junction-North Bondi 5. Service continuous City (Circular Quay) – North Bondi.

G – Early morning, from Dover Heights to City (Circular Quay).

H – Day, from Bondi Junction to Bondi Beach 20 (frequency). Afternoon, from Bondi Beach to Bondi Junction 6-9 trips per hour.

J – To Bondi Junction.

N – To North Bondi.

8 October 2006

City – Bondi Junction – North Bondi – Dover Heights routes

333, 380-382

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|-----------------------|-----|---------------|---------|----------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 333: City (Circular Quay)-North Bondi via Bondi Rd† | Fr C/Quay 38N 46D | M-F | North Bondi | 5.26amQ | Circular Quay | 5.56pmD | A | |
| | | | Dover Heights | 7.11amQ | | 11.55pmN | | |
| | | Sat | North Bondi | 6.28am | | 11.56pm | 10 | |
| | | Sun | | 7.26am | | 11.52pm | 15 | |
| 380: City (Circular Quay)-North Bondi-Dover Heights-Watsons Bay via Bondi Rd | Fr C/Quay 45N 55D 63W | M-F | Circular Quay | 4.10amN | Watsons Bay | 5.50pmC | E | |
| | | | Dover Heights | 5.29amQ | Circular Quay | 11.45pmD | | |
| | | | Circular Quay | 8.37amW | North Bondi | 3.55amC | | |
| | | Sat | | 4.10amN | Watsons Bay | 6.34pmC | F | |
| | | | | 6.13amD | Circular Quay | 11.46pmD | | |
| | | | | 8.54amW | North Bondi | 3.55amC | | |
| | | Sun | | 4.11amN | Watsons Bay | 6.05pmC | G | |
| | | | Dover Heights | 6.47amC | Dover Heights | 11.47pmC | | |
| | | | Circular Quay | 9.37amW | North Bondi | 3.55amC | | |
| 381: Bondi Junction-North Bondi via Denham St | Fr B Jun 12B 15N | M-F | North Bondi | 5.23am | Bondi Junction | 7.41pmN | H | |
| | | | | | | 9.40pmB | | |
| | | Sat | | 6.14am | | 8.48pm | 30 | |
| 382: Bondi Junction-Bondi Beach via Bondi Rd | 11 | Sun | | 6.10am | North Bondi | 7.22pm | I | |
| | | M-F | Bondi Beach | 8.22pm | Bondi Beach | 12.01am | FNs | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Daytime trips per hour along common route (stopping patterns vary between routes):

M-F City (Circular Quay)-Bondi Junction (333, 380) 12 trips per hour.
Bondi Junction-North Bondi (333, 380, 381) 16 trips per hour.
Sat City (Circular Quay)-Bondi Junction (333, 380) 10 trips per hour.
Bondi Junction-North Bondi (333, 380, 381) 14 trips per hour.
Sun City (Circular Quay)-Bondi Junction (333, 380) 8 trips per hour.
Bondi Junction-Bondi Beach or North Bondi (333, 380, 381) 14 trips per hour.

* More frequent in peak hours.

† Selected peak hour trips extended to Dover Heights.

A – Day, City (Circular Quay)-North Bondi 10*, selected peak hour trips extended to Dover Heights (morning from Dover Heights, afternoon to Dover Heights).

B – To Bondi Beach.

C – To City (Circular Quay).

D – To Dover Heights.

E – Peak hours, City (Circular Quay)-Dover Heights. Day, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Watsons Bay 20. Midnight-to-dawn, City (Circular Quay)-North Bondi. City (Circular Quay)-North Bondi service continuous.

F – Early morning, City (Circular Quay)-Dover Heights.

Morning, **from** City (Circular Quay) to Watsons Bay 10, **from** Watsons Bay to City (Circular Quay) 20, **from** North Bondi to City (Circular Quay) 10.

Afternoon, City (Circular Quay)-North Bondi 10, City (Circular Quay)-Watsons Bay 20.

Night, mainly City (Circular Quay)-Dover Heights.

Midnight-to-dawn, City (Circular Quay)-North Bondi. City (Circular Quay)-North Bondi service continuous.

FNs – Friday night service, **from** Bondi Beach only.

G – Early morning, City (Circular Quay)-Dover Heights. Day, City (Circular Quay)-Watsons Bay 15. Night, City (Circular Quay)-Dover Heights. Midnight-to-dawn, City (Circular Quay)-North Bondi. City (Circular Quay)-North Bondi service continuous.

H – First trip & afternoon peak hour, Bondi Junction-North Bondi. Day, Bondi Junction-Bondi Beach 15.

I – Early morning, Bondi Junction-North Bondi. Morning, Bondi Junction-Bondi Beach 10. Afternoon, Bondi Junction-North Bondi 10.

N – To North Bondi.

W – To Watsons Bay.

30 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|------------------------|-----|----------------|---------|----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 380: Bondi Junction-Watsons Bay | Fr B Jun 27C 31W | M-F | Sth Head Cem | 5.24amB | Watsons Bay | 8.46pmB | A | |
| | | | Bondi Junction | 8.23amW | Bondi Junction | 12.21amC | | |
| | | Sat | Sth Head Cem | 5.39amB | Watsons Bay | 8.42pmB | D | |
| | | | Bondi Junction | 8.40amW | Bondi Junction | 12.19amC | | |
| | | Sun | Sth Head Cem | 6.40amB | Watsons Bay | 8.45pmB | D | |
| | | | Bondi Junction | 8.40amW | Bondi Junction | 12.19amC | | |

A – Morning peak hour & night, Bondi Junction-South Head Cemetery. Day & afternoon peak hour, Bondi Junction-Watsons Bay 15.

B – To Bondi Junction.

C – To South Head Cemetery.

D – Early morning & night, Bondi Junction-South Head Cemetery. Day, Bondi Junction-Watsons Bay 15.

W – To Watsons Bay.

Route 381

CITY (Railway Square) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS via Denham St

- **Summer Sunday express, City (Railway Square) – Bondi Beach (1960-?)**

Timeline

28 February 1960: Services commenced, replacing Railway Square – North Bondi via Bondi Junction tram service: City (Railway Square) – Dover Heights (full time service), also replacing North Bondi – Dover Heights part of 360.

City (Railway Square) – Bondi Beach (Summer express service) (when ceased?).

24 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway:

- Hours of operation reduced to early morning trips *from* North Bondi *to* City (Railway Square), when Eastern Suburbs Railway not running.
- At other times replaced by existing 380, 382 & Eastern Suburbs Railway.

12 January 1992: Ceased without replacement. 380 provided alternative service over most of the route.

Streets

From December 1966

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst, Paddington, Bondi Junction**), Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (**Bondi Beach, North Bondi**), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd to Old South Head Rd (Dover Heights). Reverse on return.

Alterations

- **By 24 June 1979:** To approach Dover Heights from Kobada Rd via Military Rd, Oceanview Av, Old South Head Rd to Military Rd. Unaltered on return.
- **From 24 June 1979:** Ex City (Railway Square) from Oxford St (approaching Bondi Junction) via Newland St, Bondi Junction interchange, Grosvenor St, Oxford St. Reverse on return.

Timetable Summary

See 380

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 (Railway Square)-North Bondi via Denham St | | M-F | North Bondi | 4.05am | North Bondi | 4.30am | 2 trips | A |
| | | Sat | | 4.30am | | | 1 trip | A |
| | | Sun | | 5.20am | | 5.59am | 2 trips | A |

A – *From* North Bondi *to* City (Railway Square) only.

Route 381

BONDI JUNCTION – BRONTE (Bayview St) via Denham St

BONDI JUNCTION – NORTH BONDI via Denham St■

Timeline

30 April 2001: As part of rearrangement & renumbering of Bondi Junction – North Bondi routes:

- Short-workings of 380 between Bondi Junction & North Bondi only renumbered 381. Supplementary to 380.
- Ran via Denham & Fletcher Sts, replacing rerouted 380 in that area.

23 September 2018: In a rearrangement of City – Bondi Junction – Watsons Bay routes:

- Altered to Bondi Junction – Bronte (Bayview St) via Denham & Fletcher Sts.
- Replaced part of ceased 361 in the South Bondi area.
- Service to North Bondi replaced by existing 380 & additional frequency on 333.

Streets

Bondi Junction – North Bondi via Denham St

From 30 April 2001

From Bondi Junction (interchange) via Grosvenor St, Oxford St, Bondi Rd, Denham St, Fletcher St, Dudley St, Bondi Rd, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal. Reverse on return.

Bondi Junction – Bronte (Bayview St)

From 23 September 2018

From Bondi Junction (interchange) via Grosvenor St, Oxford St, Bondi Rd, Denham St (**Bondi**), Fletcher St, Alexander St, Gaerloch Av, Dellview St, Pacific Av (**Tamarama**), Tamarama Marine Dr, Bronte Marine Dr, Bayview St (**Bronte**), Hewlett St, Tamarama Marine Dr, Pacific Av, Dellview St, Fletcher St, then reverse route to Bondi Junction.

Timetable Summary

30 April 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|------------------------|-----|----------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-North Bondi via Denham St | Fr B/Jun 15B 18N | M-F | North Bondi | 5.20am | Bondi Junction | 9.07pm | 15 | A |
| | | Sat | | 6.05am | | 12.08am | 20 | |
| | | Sun | Bondi Junction | 5.08am | | 7.38pm | AM 10 PM 20 | A |

A – Most trips ran Bondi Junction – Bondi Beach.

B – To Bondi Beach.

N – To North Bondi.

23 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------------|--------------------|-----|----------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Bronte (Bayview St) | 33 round trip | M-F | Bondi Junction | 5.30am | Bayview St | 9.25pm | 40* | |
| | | Sat | | 5.24am | | 9.11pm | 30 | |
| | | Sun | | 5.55am | | 8.11pm | 30 | |

* More frequent in peak hours.

Route 382

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS via Bondi Rd direct

Timeline

28 February 1960: Peak hour & limited Saturday morning service commenced, as part of the replacement of Circular Quay – North Bondi via Bondi Junction tram service. Also replaced 362.

24 June 1979: As part of rearrangement of routes upon opening of the Eastern Suburbs Railway:

- Days of service reduced to weekday peak hours.
- Morning trips continued to run from Dover Heights to City (Circular Quay), but afternoon peak hour trips ran from Bondi Junction to Dover Heights only.

By 22 October 1995: Times of service extended to Summer Sundays, when trips ran Bondi Junction – Bondi Beach, supplementary to 380.

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

- Altered to run from Bondi Junction to Dover Heights in the afternoon peak hour only.
- Supplementary service ran Bondi Junction – North Bondi on Friday & Saturday nights.

6 October 2006: In a rearrangement of City (Circular Quay) – Bondi Junction – Dover Heights routes:

- Times of service reduced to supplementary service Bondi Junction – Bondi Beach on Friday nights.
- Afternoon peak hour trips from Bondi Junction to Dover Heights replaced by existing 380 (route unaltered) & extension of selected afternoon peak hour trips on 333 from North Bondi to Dover Heights.
- All other service provided by 333, 380 & 381.

Streets

City (Circular Quay) – Dover Heights via Bondi Rd

From December 1966

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington, Bondi Junction), Old South Head Rd, Bondi Rd, Campbell Pde (Bondi Beach, North Bondi), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd to Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Alteration

By 24 June 1979: Ex City (Circular Quay) from Oxford St via Newland St, Bondi Junction interchange, Grosvenor St, Old South Head Rd, then same route to Kobada Rd, then Military Rd, Oceanview Av, Old South Head Rd to Military Rd. Return via Military Rd, Kobada Rd, then reverse route.

Route L82

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS – WATSONS BAY via Bondi Rd direct (LIMITED STOPS)

Timeline

22 October 1995: Daily daytime service, City (Circular Quay) – Dover Heights, commenced, replacing most daytime trips on 382.

6 April 1997: Extended as City (Circular Quay) – Dover Heights – Watsons Bay.

8 October 2006: Replaced by new 333 & extension of 380 from North Bondi to Watsons Bay.

Streets

City (Circular Quay) – Dover Heights via Bondi Rd

From 22 October 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst, Paddington), Newland St, Bondi Junction interchange, Grosvenor St, Bondi Rd, Campbell Pde (Bondi Beach, North Bondi), Military Rd, Lancaster Rd, Peel St, Kobada Rd, Military Rd, Oceanview Av, Old South Head Rd, Military Rd to Old South Head Rd (Dover Heights).

From Dover Heights (Military Rd at Old South Head Rd) via Military Rd, Kobada Rd, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

City (Circular Quay) – Watsons Bay via Bondi Rd

From 6 April 1997

Alteration

Extended from Dover Heights (Old South Head Rd/Military Rd) via Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Timetable Summary

See 380

Route 383

CITY (Martin Pl) – SOUTH BONDI (EXPRESS) ■

Timeline

17 August 1959: Peak hour express service commenced, in anticipation of replacement of Circular Quay – Bondi Junction – North Bondi tram service by buses. Supplementary to 380 from 28 February 1960.

25 June 1979: Replaced by existing 380 & Eastern Suburbs Railway as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

Streets

From 17 August 1959 (based on March 1967 timetable)

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Albion St, Flinders St, Moore Park Rd, Oxford St (Paddington, Bondi Junction), Denham St, Fletcher St, Sandridge St to Wilga St (South Bondi).

From South Bondi (Sandridge St at Wilga St) via reverse route to Flinders St, then Campbell St, Hunt St, Goulburn St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

By 10 August 1974: From City (Elizabeth St at Martin Pl)

Timetable Summary

March 1967

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)- South Bondi (express) | 25 | M-F | South Bondi | 7.00am | Martin Pl | 5.50pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from South Bondi, afternoon from City (Martin Pl)).

Route 384

CITY (Circular Quay) – ROSEBERY – DACEYVILLE ■

(Daceyville terminus has been known as Kingsford since 1957, when buses fully replaced the Circular Quay – Daceyville tram service.)

Timeline

8 May 1954: Sunday service commenced, replacing both Circular Quay – Rosebery & Circular Quay – Daceyville via Waterloo tram services on Sundays.

23 June 1957: Replaced by full time 343 over same route, when the Circular Quay – Rosebery & Circular Quay – Daceyville via Waterloo tram services were fully replaced by buses.

Streets

From 8 May 1954 (based on 22 August 1955 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Harcourt Pde, Botany Rd, Gardeners Rd to Nine Ways (Daceyville).

From Daceyville (Gardeners Rd at Nine Ways) via reverse route to Hunter St, then Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

Timetable Summary

22 August 1955

| 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-Daceyville | 32 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Circular Quay | 6.32am | Circular Quay | 11.04pm | AM 30 PM 15 | |

Route 384

Route X84

CITY (Martin Pl) – KINGS CROSS – NORTH BONDI via Curlewis St (EXPRESS) ■

- **Eastern Suburbs Railway feeder: BONDI JUNCTION – NORTH BONDI via Curlewis St (EXPRESS)**

Timeline

11 January 1960: Peak hour express service, 384 City (Martin Pl) – Bondi Beach, commenced, in anticipation of replacement of Circular Quay – Bondi Junction – North Bondi tram service by buses.

25 June 1979: Curtailed to run as a feeder service, Bondi Junction – North Bondi as part of rearrangement of routes upon opening of the Eastern Suburbs Railway. City – Bondi Junction replaced by Eastern Suburbs Railway.

4 August 1991: Renumbered X84.

23 September 2018: Ceased. All service provided by other routes.

Streets

Route 384

City (Martin Pl) – North Bondi

From March 1967

From City (Martin Pl) (at Macquarie St) via Elizabeth St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff**), Ocean St, Queen St (**Woollahra**), Edgecliff Rd, Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Curlewis St, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Park St, then Elizabeth St to Martin Pl (City)

Routes 384 & X84

Bondi Junction – North Bondi

From 25 June 1979

From Bondi Junction (interchange) via Grosvenor St, Grafton St, Newland St, Edgecliff Rd, Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Curlewis St, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Edgecliff Rd, then Grosvenor St to Bondi Junction interchange.

Alterations

- **By 4 November 1984:** From Bondi Junction interchange via Grosvenor St, Oxford St, Old South Head Rd. Reverse on return.
- **By November 1987:** To approach Bondi Junction from Old South Head Rd via Edgecliff Rd, Grosvenor St to interchange. Unaltered on return.
- **By 19 February 1989:** Ex Bondi Junction from Old South Head Rd via Curlewis St (**not** via Birriga Rd). Reverse on return.
- **By 22 October 1995:** From Bondi Junction interchange via Grosvenor St, Edgecliff Rd. Reverse on return.

Timetable Summary

March 1967

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 384: City (Martin Pl)-North Bondi (<i>express</i>) | 26 | M-F | North Bondi | 7.00am | Martin Pl | 5.55pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from North Bondi, afternoon from City (Martin Pl)).

25 June 1979

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| X84: Bondi Junction-North Bondi (<i>express</i>) | 12 | M-F | North Bondi | 6.58am | Bondi Junction | 5.58pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from North Bondi, afternoon from Bondi Junction).