

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 4: Route numbers in the range 385 & above

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

(See Part 2 for Routes 315-349)

(See Part 3 for Routes 350-384)

Route 385

CITY (various termini) – MASCOT AIRPORT

(The terminus at Mascot Airport is now known as Sydney Airport (Domestic Terminal).)

.Timeline

29 May 1950: Full time service commenced, City (Wynyard) – Mascot Airport.

31 January 1951: Days of service reduced to weekdays.

By May 1967:

- City departure terminus altered to Wynyard (Jamison St) or Eddy Av, Central Railway. City arrival terminus altered to Circular Quay.
- Hours of service reduced to peak hours only.

By 3 November 1985: City departure terminus altered to Bridge St.

3 November 1986: Renumbered as industrial 085 (*see Government Route Histories – Sydney metropolitan industrial routes*).

Streets

City (Wynyard) – Mascot Airport

From 29 May 1950

From City (Wynyard) (York St) via York St, Margaret St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Bridge St, Macquarie St, Martin Pl, Elizabeth St, Randle St, Chalmers St, Cleveland St, Regent St (**Redfern**), Henderson Rd, Wyndham St, O’Riordan St (**Alexandria**), Gardeners Rd, Botany Rd (**Mascot**), Lords Rd to Mascot Airport.

From Mascot Airport via Ross Smith Av, Melrose St [former street], Lords Rd, then reverse route to Lang St, then York St to Wynyard (City).

City (Wynyard or Circular Quay) – Mascot Airport

By May 1967

From City (Wynyard) (Jamison St) via Jamison St, Lang St, Grosvenor St, George St, Bridge St, Phillip St, Elizabeth St, Eddy Av, Pitt St (**Railway Square**), Lee St, Regent St (**Redfern**), Botany Rd, Henderson Rd, Wyndham St, O’Riordan St (**Alexandria, Mascot**), Tenth St, Vickers Av, Sixth St, Keith Smith Av to Mascot Airport.

From Mascot Airport via Shiers Av, Seventh St, Vickers Av, Tenth St, O’Riordan St, Wyndham St, Henderson Rd, Botany Rd, Regent St, George St, Rawson Pl, Eddy Av, Elizabeth St, Phillip St, Bridge St, Young St or Loftus St to Circular Quay (City).

Morning trips from Mascot Airport: Same route to Tenth St, then O’Riordan St, King St, Botany Rd, Gardeners Rd, O’Riordan St, then same route.

Alterations

- **By 6 April 1970:** Ex City (Wynyard) from Elizabeth St via Hay St, Pitt St. Unaltered on return.
- **By February 1973:** Ex City (Wynyard) from Regent St via Lawson Square, Gibbons St, Wyndham St, O’Riordan St, Robey St, Ninth St, Vickers St. Return from Shiers Av via O’Riordan St.
- **By September 1980:** Ex Mascot Airport from Wyndham St via Henderson Rd, Botany Rd, Regent St, Lee St, Railway Square, Pitt St, Hay St, Elizabeth St.

City (Bridge St) – Sydney Airport

Alteration

By 3 November 1985: Morning, from Bridge St (at Macquarie Pl) via Bridge St. Afternoon, unaltered to terminate at Circular Quay.

Timetable Summary

29 May 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Mascot Airport		M-F		?		?	30*	A
		Sat		?		?	AM 45 PM 30	A
		Sun		?		?	AM 45 PM 30	A

* More frequent in peak hours.

A – Day & night service.

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Circular Quay)-Sydney Airport	33	M-F	Wynyard	6.20am	Sydney Airport	5.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Wynyard) or Eddy Av, Central Railway), afternoon from Sydney Airport to City (Circular Quay)).

Route 386

CITY (Eddy Av, Central Railway) – ALEXANDRIA ■

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

Timeline

3 May 1954: Saturday afternoon and all-day Sunday & Public Holiday service commenced, replacing Circular Quay – Alexandria tram service at those times.

22 May 1954: Replaced by extended 300.

Streets

From 3 May 1954 (likely route, based on later 300)

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

Route 386

CITY (Railway Square) – WEST KENSINGTON ■

Timeline

14 September 1959: Peak hour service commenced, replacing peak hour Central Railway – West Kensington tram service.

1 November 1959: Renumbered 305.

Streets

From 14 September 1959 (likely route based on later 305)

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

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

Route 386

CITY (Circular Quay) – PADDINGTON – BELLEVUE HILL – NORTH BONDI ■

Timeline

14 November 1954: As part of the replacement of the Ocean St, Woollahra – North Bondi part of the Circular Quay – North Bondi via Bellevue Hill tram service by buses:

- Late night (after midnight) service commenced, replacing trams over the full tram route, Circular Quay – North Bondi via Bellevue Hill, at those times.
- Trams continued to run over the Circular Quay – Ocean St, Woollahra part of that service at other times until 28 June 1959.
- 388 & 389 provided day service over parts of route.

1 February 1957: City terminus altered to Macquarie St.

28 June 1959 (*replacement of Circular Quay – Ocean St, Woollahra tram service by buses at all times*): Replaced by extended 389.

Streets

From 14 November 1954 (based on 5 February 1956 timetable)

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Hunter St, Elizabeth St, Park St, William St, Yurong St, Stanley St (**East Sydney**), Bourke St, Burton St, Victoria St, Liverpool St (**Darlinghurst**), Glenmore Rd (**Paddington**), Gurner St, Hargrave St (**Woollahra**), Moncur St, Queen St, Edgecliff Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Curlew St, Campbell Pde (**Bondi Beach**) to North Bondi.

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

Timetable Summary

5 February 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- North Bondi	31	M-F	North Bondi	12.12am	Circular Quay	1.58am	Ns	A
		Sat	Circular Quay	12.50am		1.58am	Ns	B
		Sun						

A – Early morning, Tuesday-Saturday.

B – Early morning, Sunday.

Ns – Night service.

Route 386

CITY (Railway Square) – BONDI JUNCTION – NORTH BONDI (EXPRESS) ■

Timeline

11 December 1961: Afternoon peak hour express from City (Railway Square) to Bondi Beach commenced. Supplementary to 381.

7 May 1962: Extended from Bondi Beach to North Bondi.

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

Streets

By December 1966

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Albion St, Flinders St, Moore Park Rd, Oxford St (**Paddington**, **Bondi Junction**), Bondi Rd, Campbell Pde (**Bondi Beach**) to North Bondi bus terminal.

Timetable Summary

See 380

Route 386

BONDI JUNCTION – ROSE BAY – VAUCLUSE

(The Vacluse terminus of this route is at the same intersection as the South Head Cemetery terminus of Route 387, at New South Head Rd/Old South Head Rd.)

Timeline

23 June 2002: New daily daytime route as a result of “Better Buses” Eastern Suburbs service review. Shared Bondi Junction – Rose Bay (Old South Head Rd/Dover Rd) with 387.

Streets

From 23 June 2002

From Bondi Junction (interchange) via Grosvenor St, Oxford St, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd, Dover Rd (**Rose Bay**), New South Head Rd to Old South Head Rd (Vaucluse). Reverse on return

Timetable Summary

See 387

Route 387

CITY (Circular Quay) – WEST KENSINGTON ■

Timeline

9 May 1954: Sunday service commenced, replacing Circular Quay – West Kensington tram service on that day.

9 December 1957: Times of service altered to full time when it also replaced Circular Quay – West Kensington tram service Mondays-Saturdays.

19 July 1959: Times of service altered to daytime weekdays & Saturday mornings, when route became a short-working of 302 & 303, coincident with those routes being rerouted via Crown St, Surry Hills.

2 November 1959: Renumbered 304 to complement 302 & 303.

Streets

From 9 May 1954 (based on 24 October 1955 timetable)

From City (Circular Quay) via Alfred St, Pitt St, Hunter St, Elizabeth St, Goulburn St, Hunt St, Campbell St, Crown St (**Surry Hills**), Baptist St (**Redfern**), Phillip St, Crescent St, Dowling St, Todman Av, Carminya St, Milroy Av, Baker St, Todman Av to near Baker St (West Kensington).

From West Kensington (Todman Av at Baker St) via Todman Av, then reverse route to Hunter St, then Bligh St, Bent St, Loftus St, Alfred St to Circular Quay (City).

By 9 December 1957

From City (Circular Quay) via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St, Crown St (**Surry Hills**), Baptist St (**Redfern**), Phillip St, Crescent St, Dowling St, Todman Av to Baker St (West Kensington).

From West Kensington (Todman Av at Baker St) via reverse route to Elizabeth St, then Hunter St, Macquarie St, Circular Quay East to Circular Quay (City).

Timetable Summary

24 October 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)- West Kensington	23	M-F						A
		Sat						A
		Sun	W Kensington	7.45am	Circular Quay	11.12pm	AM 30 PM 15	
		Hols		4.45am		12.32am	30**	

** 15 on fine Summer Holidays.

A – Service provided by trams along a similar route.

9 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- West Kensington	23	M-F	W Kensington	4.45am	Circular Quay	12.31am	15*	
		Sat		4.45am		12.42am	AM 10 PM 30	
		Sun		7.45am		11.12pm	AM 30 PM 15	
		Hols		4.45am		12.32am	30**	

* More frequent in peak hours.

** 15 on fine Summer Holidays.

Route 387

CITY (Circular Quay) – EDGECLIFF – BONDI JUNCTION – SOUTH HEAD CEMETERY via Old South Head Rd

- **Extended from South Head Cemetery to Watsons Bay (off-peak, 1984)**
- **Eastern Suburbs Railway feeder from 25 June 1979: EDGECLIFF – BONDI JUNCTION – SOUTH HEAD CEMETERY**
- **Eastern Suburbs Railway feeder from 23 June 2002: BONDI JUNCTION – SOUTH HEAD CEMETERY**

(The South Head Cemetery terminus of this route is at the same intersection as the Vaucluse terminus of Route 386 since 23 June 2002, at New South Head Rd/Old South Head Rd.)

Timeline

26 February 1960: Full time service, City (Circular Quay) – South Head Cemetery, commenced, replacing parts of 331 & 333 (which were both reduced to peak hour services), as part of rearrangement of routes when the Circular Quay – North Bondi via Bondi Junction tram service was replaced by buses. Shared most of route with 388 until 25 June 1979.

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

- Curtailed to run as a feeder service, Edgecliff – Bondi Junction – South Head Cemetery. Connected at Edgecliff with trains to City
- Replaced 333 & Edgecliff – West Bondi part of 388.

1 February 1984: Off-peak trips extended from South Head Cemetery to Watsons Bay.

December 1984: Off-peak trips extended from South Head Cemetery to Watsons Bay ceased.

4 August 1991:

- Monday-Saturday daytime trips curtailed to run Bondi Junction – South Head Cemetery. Service between Edgecliff & Bondi Junction replaced by extension of 327.
- Night & Sunday trips continued as Edgecliff – Bondi Junction – South Head Cemetery.

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

- Curtailed to run as a full time feeder service, Bondi Junction – South Head Cemetery via Old South Head Rd. Shared Bondi Junction – Rose Bay (Old South Head Rd/Dover Rd) with 386,
- Night & Sunday trips between Edgecliff & Bondi Junction replaced by rearranged 200.

Streets

City (Circular Quay) – Edgecliff – Bondi Junction – South Head Cemetery

From May 1967

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Park St, William St, Darlinghurst Rd (Kings Cross), Bayswater Rd, New South Head Rd (**Edgecliff**), Ocean St (**Woollahra**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd, Birriga Rd, Old South Head Rd to South Head Cemetery.

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

Edgecliff – Bondi Junction – South Head Cemetery

From 25 June 1979

From Edgecliff (interchange) via Ocean St (**Woollahra**), Queen St, Edgecliff Rd, Newland St, **Bondi Junction interchange**, Grosvenor St, Oxford St, Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd to South Head Cemetery. Reverse on return.

Bondi Junction – South Head Cemetery

From 23 June 2002

From Bondi Junction (interchange) via Grosvenor St, Oxford St, Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd to South Head Cemetery. Reverse on return.

Timetable Summary

27 July 1963

City – Bellevue Hill via Ocean St routes

387, 388

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
387: City (Circular Quay)-South Head Cemetery	41	M-F	Sth Head Cem	6.52am	Circular Quay	11.57pm	20	
		Sat		6.00am		12.14am	AM 12 PM 30	
		Sun		7.36am		11.14pm	30	A
388: City (Circular Quay)-North Bondi	34	M-F	North Bondi	5.13am	Circular Quay	12.12am	B	
		Sat		6.20am		11.59pm	AM 12 PM 20	C
		Sun		6.43am		10.59pm	AM 20 PM 15	

Average day frequencies along common route:

M-F City-Bellevue Hill (387, 388) 9 trips per hour.

Sat AM City-Bellevue Hill (387, 388) 6.

Sat PM City-Bellevue Hill (387, 388) 5 trips per hour.

Sun AM City-Bellevue Hill (387, 388) 5 trips per hour.

Sun PM City-Bellevue Hill (387, 388) 6 trips per hour.

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

B – Peak hours & night, City (Circular Quay)-North Bondi. Day, City (Circular Quay)-Bondi Beach 10, City (Circular Quay)-North Bondi 20. Plus short-working/s after last trip shown.

C – 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		
387: Edgecliff-Bondi Junction-South Head Cemetery	29	M-F	West Bondi	5.52amE	Edgecliff	11.54pmS	15*	A
			Sth Head Cem	6.02amE				
		Sat		5.57am		11.54pm	AM 10 PM 20	B
		Sun		7.33am		11.24pm	30	A

* 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.

E – To Edgecliff.

S – To South Head Cemetery.

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
387: Bondi Junction-South Head Cemetery†	Fr SHCem 20B 26E	M-F	Bondi Junction	5.33amS	Edgecliff	12.04amS	20*	
			Sth Head Cem	8.32pmE				
		Sat		6.00amB 7.32pmE		12.04amS	15	
		Sun		7.32pmE		11.34pmS	30	A

† Extended to Edgecliff at night & on Sundays.

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

B – To Bondi Junction.

E – To Edgecliff.

S – To South Head Cemetery.

23 June 2002

Bondi Junction – Rose Bay (Old South Head Rd/Dover Rd) routes

386, 387

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
386: Bondi Junction-Rose Bay-Vaucluse	22	M-F	Vaucluse	6.34am	Bondi Junction	6.53pm	30*	
		Sat		8.01am		6.08pm	30	
		Sun		9.33am		6.22pm	40	
387: Bondi Jun-Sth Head Cemetery via Old South Head Rd	21	M-F	Sth Head Cem	5.16am	Bondi Junction	12.08am	30*	
		Sat		5.47am		12.08am	30	
		Sun		7.47am		11.38pm	40	

Average day frequencies along common route:

M-F Bondi Junction-Rose Bay (Old South Head Rd/Dover Rd) (386, 387) 15.

Sat Bondi Junction-Rose Bay (Old South Head Rd/Dover Rd) (386, 387) 15.

Sun Bondi Junction-Rose Bay (Old South Head Rd/Dover Rd) (386, 387) 20.

* More frequent in peak hours.

Route 388

CITY (various termini) – BELLEVUE HILL – NORTH BONDI via Ocean St■

Timeline

14 November 1954:

- Full time service, City (Circular Quay) – North Bondi, commenced, replacing Ocean St, Woollahra – North Bondi part of Circular Quay – North Bondi via Bellevue Hill tram service.
- Shared parts of route with 386 & 389 (?). Shared most of route with 387 from 26 February 1960.
- Passengers who previously travelled through between the Darlinghurst area & the Bellevue Hill/North Bondi area on Circular Quay – North Bondi via Bellevue Hill trams changed between Circular Quay – Ocean St, Woollahra tram & 388 bus at Woollahra (Ocean St).

5 February 1956: City terminus altered to Bridge St/Macquarie St.

26 August 1956: City terminus altered to Martin Pl.

23 June 1957 (coincident with replacement of Circular Quay – Rosebery, Daceyville & Clovelly tram services by buses): City terminus altered to No 2 Wharf, Circular Quay.

29 September 1957 (coincident with the replacement of “Green Lines” trams in Pitt & Castlereagh Sts by buses): Rerouted via Pitt & Castlereagh Sts, City.

28 June 1959 (when Circular Quay – Ocean St, Woollahra tram service replaced by buses) (believed date): City terminus altered to Circular Quay.

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

- Ceased.
- City – Bondi Junction replaced by Eastern Suburbs Railway.
- Replaced by existing 387 between Edgecliff & West Bondi.

Streets

City (Macquarie St) – North Bondi

From 5 February 1956

From City (Macquarie 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**), Ocean St (**Woollahra**), Queen St, Edgecliff 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 Elizabeth St, then Hunter St, Macquarie St to Bridge St (?) (City).

Trips terminating at St James Station: Ex North Bondi from Park St via Castlereagh St, Market St, Elizabeth St. Return via Elizabeth St.

City (Circular Quay, No 2 wharf) – North Bondi

Alteration

23 June 1957: Extended in City from Macquarie St via Circular Quay East to Circular Quay (No 2 wharf). Reverse on return.

City (Circular Quay, Alfred St) – North Bondi

Alteration

29 September 1957 (based on 2 February 1958 timetable): 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

5 February 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)-North Bondi via Ocean St	Fr Nth B 17O 33C	M-F	North Bondi	4.22amO 5.32amM	Macquarie St	12.06amN	A	
		Sat		4.25amO 6.07amM		12.05amN	B	
		Sun		6.42amM		11.13pmN	12	

* More frequent in peak hours.

A – Early morning, Woollahra (Ocean St)-North Bondi, connecting with Circular Quay trams at Woollahra (Ocean St). Peak hours & day, City (Macquarie St)-North Bondi 12*. Night, City (Macquarie St)-North Bondi.

B – Early morning, Woollahra (Ocean St)-North Bondi, connecting with Circular Quay trams at Woollahra (Ocean St). Morning, City (Macquarie St)-North Bondi 15, City (St James Station)-North Bondi 7/8. Afternoon, City (Macquarie St)-North Bondi 15. Night, City (Macquarie St)-North Bondi.

M – To City (Macquarie St).

N – To North Bondi.

O – To Woollahra (Ocean St).

2 February 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-North Bondi via Ocean St	Fr Nth B 15O 31C	M-F	North Bondi	4.22amO 5.31amC	Circular Quay	12.04amN	A	
		Sat		4.25amO 6.07amC		12.06amN	B	
		Sun		6.42amC		11.14pmN	D	

* More frequent in peak hours.

A – Early morning, Woollahra (Ocean St)-North Bondi, connecting with Circular Quay trams at Woollahra (Ocean St). Peak hours & night, City (Circular Quay or Martin Pl, generally alternately)-North Bondi. Day, City (Circular Quay)-North Bondi 30, City (Spring St)-North Bondi 15.

B – Early morning, Woollahra (Ocean St)-North Bondi, connecting with Circular Quay trams at Woollahra (Ocean St). Morning, City (Circular Quay)-North Bondi 30, City (Martin Pl)-North Bondi 7/8. Afternoon, City (Circular Quay)-North Bondi 20. Night, City (Circular Quay)-North Bondi.

C – To City (Circular Quay).

D – Day, City (Circular Quay)-North Bondi 24, City (Martin Pl)-North Bondi 12. Night, City (Circular Quay or Martin Pl, generally alternately)-North Bondi.

N – To North Bondi.

O – To Woollahra (Ocean St).

Timetable Summary

See 387

Route 388

REDFERN – EASTLAKES

Timeline

10 October 1984: Wednesday only shopping trips commenced.

6 February 1986: Day of service altered to Thursday.

After 1995: Ceased.

Streets

From Redfern (Phillip St at George St) via Phillip St, Cope St, Raglan St, Pitt St, Redfern St, Walker St, Kettle St, Morehead St, Phillip St, Baptist St, Cleveland St, Elizabeth St (**Waterloo**), Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Morley Av, Dalmeny Av, Maloney St, Universal St, St Helena Pde, Barber Av to Eastlakes Shopping Centre.

From Eastlakes Shopping Centre via Evans Av, Racecourse Pl, Gardeners Rd, Dalmeny Av, then reverse route to Elizabeth St, then Phillip St, Baptist St, Cleveland St, Elizabeth St, Redfern St, Pitt St, Raglan St, Cope St, Phillip St to George St (Redfern).

Timetable Summary

February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Eastlakes Shopping Centre	28	M-F	Redfern	9.15am	Eastlakes S/C	12.00md	A	
		Sat						
		Sun						

A – Thursdays only: 3 trips from Redfern, 2 trips from Eastlakes Shopping Centre.

Route 388

PADDINGTON – BONDI JUNCTION

Timeline

26 November 2017: Limited weekday service commenced.

Streets

From 26 November 2017

From Paddington (Lawson St at Vialoux Av) via Lawson St, Glenmore Rd, Cambridge St, Gurner St, Cascade St, Hargrave St, Moncur St, Queen St (**Woollahra**), Ocean St, Oxford St, Newland St to Bondi Junction interchange.

Timetable Summary

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Paddington-Bondi Junction	14	M-F	Paddington	9.20am			A	
		Sat						
		Sun						

A – 1 trip from Paddington only.

Route 389

CITY (Circular Quay) – PADDINGTON – NORTH BONDI via Glenayr Av ■

- **North Bondi – Paddington (Hampden Rd) (INDUSTRIAL)**

Route X89

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

Timeline

14 November 1954:

- 389 Woollahra (Ocean St) – Bellevue Hill – North Bondi commenced, replacing the equivalent part of the Circular Quay – North Bondi via Bellevue Hill tram service.
- Late night service City (Circular Quay) – North Bondi, over part of route, provided by 386 until 28 June 1959, when replaced by extended 389.
- Part of route shared with 388 until 24 June 1979.

28 June 1959: Extended as City (Circular Quay) – Paddington – Woollahra – Bellevue Hill – North Bondi, replacing Circular Quay – Ocean St tram service & 386.

By October 1969: Industrial service, North Bondi – Paddington (Hampden Rd), in operation (ceased?).

24 June 1979: Replaced Bondi Junction – North Bondi part of 360 as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

4 August 1991: X89 morning peak hour service, Bondi Junction – North Bondi, renumbered from 392.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- 389 amalgamated with 443 as 389 Maritime Museum – City – Paddington – North Bondi (*see next entry*).
- X89 remained unaltered (*see next entry*).

Streets

Route 389

City (Circular Quay) – North Bondi

By March 1970

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Park St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Hargrave St, Moncur St, Queen St (**Woollahra**), Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, O'Brien St, Glenayr Av, Murrivier Rd, Wairoa Av, Blair St, Military Rd to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Murrivier Rd, then Mitchell St, Blair St, then reverse route to Burton St, then Palmer St, Stanley St, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Alterations

- **From 24 June 1979:** Ex City (Circular Quay) from Oxford St via Newland St, Bondi Junction interchange, Grosvenor St, Oxford St. Reverse on return.
- **By February 1987:** Ex City (Circular Quay) from Glenayr Av via Blair St, Mitchell St, Murrivier Rd. Unaltered on return.
- **By 19 February 1989:** Ex City (Circular Quay) from Stanley St via Palmer St, Burton St. Unaltered on return.
- **By 23 June 2002:** Ex City (Circular Quay) from Stanley St via Bourke St, Burton St. Reverse on return.

Route X89

North Bondi – Bondi Junction

From 4 August 1991

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

Timetable Summary

March 1970

City – Paddington – Bondi Junction routes

389, 390, 392

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
389: City (C/Quay)-Bondi Jun-Nth Bondi via Glenayr Av	38	M-F	North Bondi	4.32am	Circular Quay	2.04am	20*	A
		Sat		4.30am		2.08am	15	A
		Sun		6.56am		11.08pm	20	
390: City (Circular Quay)-Bondi Jun-Waverley (Gibson St)	Fr Gib St 10B 33C	M-F	Gibson St	6.48amC	Circular Quay	7.12pmG	20*	D
		Sat		7.30amB	Gibson St	8.12pmB	30	
		Sun	Bondi Junction	9.25amG		6.04pmB	60	
392: City (C/Quay)-North Bondi via Glenayr Av (<i>express</i>)	32	M-F	North Bondi	7.53am	Circular Quay	5.33pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City-Paddington-Bondi Junction (389, 390) 10.

Sat City-Paddington-Bondi Junction (389) 15.

Sun City-Paddington-Bondi Junction (389) 20.

* More frequent in peak hours.

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

B – To Bondi Junction.

C – To City (Circular Quay).

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

G – To Waverley (Gibson St).

Ph – Peak hours only (morning from North Bondi, afternoon from City (Circular Quay)).

August 1974

**City – Paddington – Bondi Junction routes
389-392**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
389: City (Circular Quay)-North Bondi via Glenayr Av	38	M-F	North Bondi	4.33am	Circular Quay	12.05am	20*	
		Sat		4.30am		12.56am	15	
		Sun		6.56am		11.08pm	20	
390: City (Circular Quay)-Bondi Junction-Waverley (Gibson St)†	Fr Gib St 10B 33C 24BO	M-F	Gibson St	6.48amC	Circular Quay	6.52pmG	20*	A
		Sat		7.59amC		12.25pmG	D	
		Sun	Bondi Junction	9.25amO	Gibson St	8.12pmB		
391: City (Circular Quay)-Bondi Junction-South Bondi	Fr Sth B 13B 36C	M-F	South Bondi	10.00amC	Circular Quay	2.20pmS	60	E
		Sat		8.08amB	South Bondi	6.17pmB	60	
		Sun						
392: City (C/Quay)-North Bondi via Glenayr Av (<i>express</i>)	32	M-F	North Bondi	7.28am	Circular Quay	5.35pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City-Paddington-Bondi Junction (389-391) 10.
Bondi Junction-Waverley (Birrell St) (390, 391) 20.
Sat AM City-Paddington-Bondi Junction (389, 390) 10.
Bondi Junction-Waverley (Birrell St) (390, 391) 20.
Sat PM City-Paddington-Bondi Junction (389) 15.
Bondi Junction-Waverley (Birrell St) (390, 391) 30.
Sun City-Paddington-Bondi Junction (389) 20.

* More frequent in peak hours.

† Extended to Clovelly (Ocean St) on Sundays.

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

B – To Bondi Junction.

BO – From Bondi Junction to Clovelly (Ocean St).

C – To City (Circular Quay).

D – Morning, City (Circular Quay)-Waverley (Gibson St) 30, Bondi Junction-Waverley (Gibson St) 3 trips per hour.

Afternoon, Bondi Junction-Waverley (Gibson St) 60. Plus short-working/s before first trip shown.

E – Peak hour service to City (Town Hall)-South Bondi provided by 376.

G – To Waverley (Gibson St).

O – To Clovelly (Ocean St).

Ph – Peak hours only (morning from North Bondi, afternoon from City (Circular Quay)).

S – To South Bondi.

24 June 1979

**Bondi Junction – North Bondi via Glenayr Av routes
389, 392**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
389: City (Circular Quay)-North Bondi via Glenayr Av	42	M-F	Circular Quay	5.16am	Circular Quay	12.15am	10*	A
		Sat		5.16am		12.55am	AM 10 PM 20	B
		Sun	North Bondi	6.52am		11.15pm	20	B
392: Bondi Junction-North Bondi via Glenayr Av (<i>express</i>)	14	M-F	North Bondi	7.18am	Bondi Junction	5.53pm	Ph	
		Sat						
		Sun						

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

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

Ph – Peak hours only (morning from North Bondi, afternoon from Bondi Junction).

21 November 1993

Bondi Junction – North Bondi via Glenayr Av routes

389, X89

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
389: City (Circular Quay)-North Bondi via Glenayr Av	42	M-F	North Bondi	4.24am	Circular Quay	12.13am	10*	
		Sat		4.24am		12.13am	AM 10 PM 20	
		Sun		7.05am		11.13pm	20	A
X89: North Bondi-Bondi Junction via Glenayr Av (<i>express</i>)	16	M-F	North Bondi	7.16am	North Bondi	8.26am	Ph	
		Sat						
		Sun						

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

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

Route 389

PYRMONT (Maritime Museum) – CITY – PADDINGTON – BONDI JUNCTION – NORTH BONDI via Glenayr Av

Route X89

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

Timeline

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- 389 in previous entry amalgamated with 443 as 389 Pyrmont (Maritime Museum) – City – Paddington – North Bondi.
- X89 remained unaltered from previous entry
- 389 & X89 shared Bondi Junction – North Bondi.

26 November 2017:

- Curtailed to run Pyrmont (Maritime Museum) – City – Paddington – Bondi Junction.
- Bondi Junction – North Bondi replaced by new 379.
- X89 morning peak hour service renumbered X79.

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

Streets

Route 389

Pyrmont (Maritime Museum) – City – Paddington – North Bondi

From 4 October 2015

From Pyrmont (Maritime Museum) via Pirrama Rd, Harris St, Western Distributor, King St (**City**), Elizabeth St, Park St, William St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Cascade St, Hargrave St, Moncur St, Queen St, Ocean St, Oxford St, Newland St, **Bondi Junction** interchange, Grosvenor St, Oxford St, Old South Head Rd, O'Brien St, Glenayr Av, Blair St, Mitchell Rd, Murrivier Rd, Wairoa Av, Blair St, Military Rd to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Park St, then Druitt St, Clarence St, Western Distributor, Harris St, Pirrama Rd to Maritime Museum (Pyrmont).

Pyrmont (Maritime Museum) – City – Paddington – Bondi Junction

Alteration

From 26 November 2017: Ex Pyrmont (Maritime Museum) from Newland St to terminate at Bondi Junction interchange. Reverse on return.

Route X89

North Bondi – Bondi Junction

From 4 August 1991

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

Timetable Summary

4 October 2015

Bondi Junction – North Bondi via Glenayr Av routes 389, X89

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
389: Pyrmont (Maritime Museum)-City-North Bondi	62	M-F	North Bondi	5.02am	Maritime Mus	12.18am	10	A
		Sat		4.30am		12.13am	10	B
		Sun		7.00am		10.40pm	15	C
X89: North Bondi-Bondi Junction via Glenayr Av (<i>express</i>)	18	M-F	North Bondi	7.20am	North Bondi	8.41am	Ph	
		Sat						
		Sun						

A – Plus frequent short-workings Bondi Junction-North Bondi in peak hours. 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 & after last trip shown.

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

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
389: Pyrmont (Maritime Museum)-City-Bondi Junction	44	M-F	Bondi Junction	4.52am	Bondi Junction	12.55am	10*	A
		Sat	Maritime Mus	4.55am		12.20am	15	B
		Sun		6.20am		11.20pm	15	C

* More frequent in peak hours.

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

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

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

Route 390

CITY (various termini) – BONDI JUNCTION – WAVERLEY (Gibson St) ■

- **Extended from Waverley (Gibson St) to Clovelly (Ocean St) (Sundays, from 1972)**
- **Eastern Suburbs Railway feeder: BONDI JUNCTION – WAVERLEY (Gibson St) (Clovelly (Ocean St) terminus is now known as North Clovelly.)**

Timeline

28 February 1960: As part of rearrangement of routes when tram services from Circular Quay & Railway to North Bondi via Bondi Junction & Bronte Beach were replaced by buses:

- City (St James Station) – Bondi Junction – Waverley (Gibson St) renumbered from 313 & extended in City from St James Station to Circular Quay.
- Service then or later ran:
City (Circular Quay) – Waverley (Gibson St) (weekdays)
Bondi Junction – Waverley (Gibson St) (weekends).

25 June 1962: Morning peak hour express trip commenced.

5 November 1972: Extended on Sundays from Waverley (Gibson St) to Clovelly (Ocean St), replacing 329 on that day.

26 August 1974: As part of rearrangement of South Bondi routes following takeover of private 79 on 6 June 1974:

- Approx every third trip in off-peak rerouted as City (Circular Quay) – South Bondi & renumbered 391.
- 390 shared part of route with 391.

24 June 1979: Curtailed to run as a feeder service, Bondi Junction – Waverley (Gibson St), as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

22 October 1995:

- Renumbered 360, to enable all routes between City (Circular Quay) & Kingsford via Anzac Pde to be numbered in the 390-399 range.
- Sunday extension from Waverley (Gibson St) to Clovelly (Ocean St) replaced by Sunday trips on 329.

Streets

City (Circular Quay) – Waverley (Gibson St)

By March 1970

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Park St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Hargrave St, Moncur St, Queen St, Nelson St, Oxford St, Newland St, Spring St (**Bondi Junction**), Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St to Gibson St (Waverley).

From Waverley (Gibson St) (at Murray St) via reverse route to Bronte Rd, then Oxford St, then reverse route to Burton St, then Palmer St, Stanley St, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Trips terminating at Queen & Ocean Sts: Ex Circular Quay from Moncur St via Wallis St, Ocean St to Queen St. Return via Queen St, Moncur St.

City (Circular Quay) – Waverley (Gibson St) (*extended to Clovelly (Ocean St) on Sundays*)

From 5 November 1972

Sundays

From Bondi Junction (Spring St) via Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St (**Waverley**), Bronte Rd, Evans St, Macpherson St, Albion St, Fern St, Clovelly Rd, Keith St, Boundary St, Ocean St to Eastbourne Av (Clovelly).

From Clovelly (Ocean St) (at Eastbourne Av) via reverse route to Bronte Rd, then Ebley St, Newland St, Spring St (Bondi Junction).

Alteration

By 11 February 1967 (Clovelly (Ocean St) extension altered): Ex Bondi Junction from Macpherson St via Baglin St, Arden St, Clovelly Rd. Return from Clovelly Rd via Arden St, Macpherson St.

Bondi Junction – Waverley (Gibson St) (*extended to Clovelly (Ocean St) on Sundays*)

From 24 June 1979

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Birrell St, Alfred St, Hewlett St, Murray St to Gibson St (Waverley). Reverse on return.

Clovelly (Ocean St) extension (*Sundays*): From Waverley (Murray St at Gibson St) via Murray St, Bronte Rd, Evans St, Macpherson St, Albion St, Fern St, Clovelly Rd, Keith St, Boundary St, Ocean St to Eastbourne Av (Clovelly). Reverse on return.

Timetable Summary

See 389

24 June 1979

Bondi Junction – Waverley (Birrell St) routes

390, 391

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
390: Bondi Junction-Waverley (Gibson St)†	Fr B/Jun 23G 25O	M-F	Gibson St	6.47amB	Gibson St	7.27pmB	40*	
		Sat		7.27amB	Bondi Junction	7.45pmG	AM 40 PM 60	
		Sun	Bondi Junction	9.25amO	Ocean St	6.55pmB	60	
391: Bondi Junction-South Bondi	16	M-F	South Bondi	6.05am	Bondi Junction	6.34pm	40*	
		Sat		7.44am	South Bondi	6.13pm	AM 40 PM 60	
		Sun						

Average day frequencies along common route:

M-F	Bondi Junction-Waverley (Birrell St) (390, 391) 20.
Sat AM	Bondi Junction-Waverley (Birrell St) (390, 391) 20.
Sat PM	Bondi Junction-Waverley (Birrell St) (390, 391) 30.
Sun	Bondi Junction-Waverley (Birrell St) (390) 60.

* More frequent in peak hours.

† Extended to Clovelly (Ocean St) on Sundays.

B – To Bondi Junction.

G – To Waverley (Gibson St).

O – To Clovelly (Ocean St).

Route 390

CITY (Circular Quay) – PRINCE HENRY HOSPITAL via Bunnerong Rd & Little Bay Rd direct ■

Route X90

CITY (various termini) – PRINCE HENRY HOSPITAL via Bunnerong Rd & Little Bay Rd direct (EXPRESS) ■

(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)

Timeline

19 November 1995: As part of rearrangement of Bunnerong Rd routes:

- Peak hour, night & early morning weekend service 390 City (Circular Quay) – Prince Henry Hospital via Little Bay Rd direct renumbered from equivalent trips on 336.
- X90 peak hour express renumbered from X36. City termini, Martin Pl (arriving), Circular Quay (departing).
- Shared most of route with 391 & 392.

By August 1999: X90 City terminus (departing) altered to Martin Pl.

24 June 2001: Morning trips on X90 to City rerouted via Eastern Distributor to terminate at Museum Station.

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

- 390 renumbered part of 392.
- X90 renumbered X92.

Streets

Route 390

City (Circular Quay) – Prince Henry Hospital

From 19 November 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St (**Darlinghurst**), Oxford St, Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood, Matraville**), Franklin St, Wassell St, Dampier St (**Chifley**), Macquarie St, Hastings Av, Little Bay Rd, Anzac Pde to Prince Henry Hospital.

From Prince Henry Hospital (Anzac Pde) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

Route X90

City (Martin Pl or Circular Quay) – Prince Henry Hospital

From 19 November 1995

From City (Circular Quay) (Young St) via same route as 390.

From Prince Henry Hospital (Anzac Pde) via reverse route to Liverpool St, then Elizabeth St to Martin Pl (City).

City (Martin Pl) – Prince Henry Hospital

Alteration

By August 1999 (afternoon trips): From City (Martin Pl) (at Elizabeth St) via Elizabeth St. Morning trips unaltered.

City (Museum Station or Martin Pl) – Prince Henry Hospital

Alteration

From 24 June 2001 (morning trips): To approach City from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City). Afternoon trips unaltered.

Timetable Summary

See 391

Route 391

CITY (Eddy Av, Central Railway) – BONDI JUNCTION via Moore Park Rd

Timeline

28 February 1960: Off-peak & Saturday morning service commenced, replacing equivalent parts of 360 & 333, as part of rearrangement of routes when tram services from Circular Quay & Railway to North Bondi via Bondi Junction & Bronte Beach were replaced by buses.

14 June 1960 (*believed date*): Ceased when 333 & 360 restored in off-peak & Saturday mornings.

Streets

From 28 February 1960 (likely route based on later 333 & 360 as at 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, (?) (Bondi Junction).

From Bondi Junction via (?), then reverse route to Elizabeth St, then Eddy Av to Central Railway (City).

Route 391

CITY (Circular Quay) – BONDI JUNCTION – SOUTH BONDI via Birrell St

- ***Eastern Suburbs Railway feeder: BONDI JUNCTION – SOUTH BONDI***

Timeline

26 August 1974: As part of rearrangement of South Bondi routes following takeover of private 79 on 6 June 1974:

- City (Circular Quay) – South Bondi (off-peak) & Bondi Junction-South Bondi (Saturdays) commenced.
- Shared Bondi Junction – Hewlett St, Waverley with 390.
- 376 provided peak hour service to the Tamarama/South Bondi area.

25 June 1979: Curtailed to run as a feeder service, Bondi Junction – South Bondi (daytime Mondays-Saturdays), as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

22 October 1995: Renumbered 361, to enable all routes between City (Circular Quay) & Kingsford via Anzac Pde to be numbered in the 390-399 range.

Streets

City (Circular Quay) – South Bondi

From 26 August 1974

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Park St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Hargrave St, Moncur St, Queen St, Nelson St, Oxford St, Newland St, Spring St (**Bondi Junction**), Bronte Rd, Birrell St (**Waverley**), Alfred St, 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 Bronte Rd, then Oxford St, then reverse route to Burton St, then Palmer St, Stanley St, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Bondi Junction – South Bondi

From 25 June 1979 (opening of Eastern Suburbs Railway):

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

Timetable Summary

26 August 1974

See 389

25 June 1979

See 390

Route 391

CITY (various termini) – LA PEROUSE via Bunnerong Rd

CITY (various termini) – PORT BOTANY Depot via Bunnerong Rd■

Timeline

19 November 1995: As part of rearrangement of Bunnerong Rd routes:

- City (Circular Quay) – Botany Cemetery (extended to La Perouse in weekday daytime) renumbered from 337.
- Rerouted via Central Railway & Surry Hills instead of Darlinghurst.
- Days of service extended from weekdays to daily daytime.
- Shared most of route with 390 & 392.

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

- City terminus altered to Gresham St.
- Altered to run alternately over two routes:
 - City (Gresham St) – La Perouse
 - City (Gresham St) – Port Botany Depot.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- City terminus altered to Railway Square.
- Continued to run alternately over two routes:
 - City (Railway Square) – La Perouse
 - City (Railway Square) – Port Botany Depot

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

- City (Railway Square) – Port Botany Depot replaced by new 307.
- Route remained as City (Railway Square) – La Perouse

Streets

City (Circular Quay) – Botany Cemetery (extended to La Perouse in off-peak)

From 19 November 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Hay St, Pitt St, Eddy Av (**Central Railway**), Elizabeth St, Albion St (**Surry Hills**), Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood, Matraville**), Botany Rd, Bumborah Point Rd (**Port Botany Depot**), Military Rd to Botany Cemetery.

From Botany Cemetery (Military Rd) via reverse route to Anzac Pde, then Foveaux St, Eddy Av, Pitt St, Hay St, Elizabeth St, Phillip St, Bridge St, Young St to Circular Quay (City).

La Perouse extension: From Botany Cemetery (Military Rd) via Military Rd, Bunnerong Rd, Anzac Pde to La Perouse bus terminal. Reverse on return.

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

City (Gresham St) – La Perouse

City (Gresham St) – Port Botany Depot

From 23 June 2002

La Perouse trips

From City (Gresham St) via Bent St, Phillip St, Elizabeth St, Hay St, Pitt St, Eddy Av (**Central Railway**), Elizabeth St, Albion St (**Surry Hills**), Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Matrville**), Anzac Pde to La Perouse bus terminal.

From La Perouse (bus terminal) via reverse route to Anzac Pde, then Foveaux St, Eddy Av, Pitt St, Hay St, Elizabeth St, Phillip St, Bridge St, Gresham St (City).

Port Botany Depot trips

From City (Gresham St) via Bent St, Phillip St, Elizabeth St, Hay St, Pitt St, Eddy Av (**Central Railway**), Elizabeth St, Albion St (**Surry Hills**), Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood, Matrville**), Military Rd, Bumborah Point Rd to Port Botany Depot.

From Port Botany Depot (Bumborah Point Rd) via reverse route to Anzac Pde, then Foveaux St, Eddy Av, Pitt St, Hay St, Elizabeth St, Phillip St, Bridge St, Gresham St (City).

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

Alteration

By March 2006: From City (Gresham St) via Spring St, Pitt St, Hunter St, Elizabeth St. Unaltered on return.

City (Railway Square) – La Perouse

City (Railway Square) – Port Botany Depot

Alteration

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

City (Railway Square) – La Perouse

From 2 December 2018

From City (Railway Square) via Pitt St, Eddy Av (**Central Railway**), Elizabeth St, Albion St (**Surry Hills**), Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood, Matrville**), Anzac Pde to La Perouse bus terminal.

From La Perouse (bus terminal) via reverse route to Anzac Pde, then Foveaux St, Eddy Av, Pitt St to Railway Square (City).

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

Timetable Summary

From 19 November 1995

City – Matraville via Bunnerong Rd routes

390, X90, 391, 392

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
390: City (Circ Qy)-Prince Henry Hospital via Little Bay Rd	43	M-F	Pr Henry Hosp	5.25am	Circular Quay	11.40pm	PNs	
		Sat		6.07am		12.15am	MNs1	
		Sun		7.11am		11.10pm	MNs2	
X90: City (Martin Pl or Circular Quay)-Prince Henry Hospital	48	M-F	Pr Henry Hosp	6.39am	Circular Quay	5.40pm	Ph	
		Sat						
		Sun						
391: City (Circular Quay)-Central Railway-Botany Cemetery†	Fr C Quay 51P 53B 58L	M-F	Pt Botany Dep	4.58amC	La Perouse	2.44pmC	A	
			Circular Quay	6.13amB 9.10amL	Botany Cem Circular Quay	3.19pmC 5.59pmP		
		Sat	Pt Botany Dep	7.57amC	Botany Cem	4.23pmC	D	
			Circular Quay	8.51amB	Circular Quay	5.22pmP		
		Sun	Botany Cem	9.09amC		5.38pmB	30	
392: City (Circ Qy)-Prince Henry Hospital via Mirrabooka Cr	52	M-F	Pr Henry Hosp	7.56am	Circular Quay	4.09pm	30	
		Sat		8.09am		5.05pm	30	
		Sun		8.03am		5.50pm	30	

Average day frequencies along common route:

M-F City (Circular Quay)-Matraville (391, 392) 15.

Sat City (Circular Quay)-Matraville (391, 392) 15.

Sun City (Circular Quay)-Matraville (391, 392) 15.

† Extended to La Perouse on off-peak.

A – Early morning & late afternoon, City (Circular Quay)-Port Botany Depot. Selected peak hour trips, City (Circular Quay)-Botany Cemetery. Day, City (Circular Quay)-La Perouse 30.

B – To Botany Cemetery.

C – To City (Circular Quay).

D – Early morning & late afternoon, City (Circular Quay)-Port Botany Depot. Day, City (Circular Quay)-Botany Cemetery 30.

L – To La Perouse.

MNs1 – Early morning & night service. Plus short-working/s before first trip shown.

MNs2 – Early morning & night service.

P – To Port Botany Depot.

Ph – Peak hours only (morning from Prince Henry Hospital to City (Martin Pl), afternoon from City (Circular Quay)).

PNs – Peak hour & night service. Extra trip Friday night.

23 June 2002

**City – Matraville via Bunnerong Rd routes
391, 392, X92**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
391: City (Gresham St)-Central Railway-Port Botany Depot	50	M-F	Matraville	5.01amG	Pt Botany Dep	4.43pmG	A	
			Gresham St	6.16amP				
		Sat	Matraville	7.47amG	Gresham St	4.42pmP	B	
			Gresham St	8.42amP				
		Sun		8.42amP	Pt Botany Dep	4.43pmG	60	
391: City (Gresham St)-Central Railway-La Perouse	52	M-F	Gresham St	8.11am	La Perouse	5.11pm	60	
		Sat	La Perouse	9.11am	Gresham St	5.12pm	60	
		Sun		9.12am		5.12pm	60	
392: City (Circular Quay)-Prince Henry Hospital†	52	M-F	Pr Henry Hosp	5.34am	Circular Quay	11.50pm	30*	C
		Sat		5.25am		12.20am	30	
		Sun		7.55am		11.50pm	30	
X92: City (Museum or Martin Pl)-Prince Henry Hosp (<i>express</i>)	38	M-F	Pr Henry Hosp	6.59am	Martin Pl	5.52pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City-Matraville (391 Port Botany Depot trips, 391 La Perouse trips, 392) 15.
Sat City-Matraville (391 Port Botany Depot trips, 391 La Perouse trips, 392) 15.
Sun City-Matraville (391 Port Botany Depot trips, 391 La Perouse trips, 392) 15.

* More frequent in peak hours.

† Peak hours, early mornings and night via Little Bay Rd direct. Day via Mirrabooka Cr.

A – Peak hours, City (Gresham St)-Matraville (morning from Matraville, afternoon from City (Gresham St)). Day, City (Gresham St)-Port Botany Depot 60.

B – Early morning, from Matraville to City (Gresham St). Day, City (Gresham St)-Port Botany Depot 60.

C – Extra trip Friday night.

G – To City (Gresham St).

P – To Port Botany Depot.

Ph – Peak hours only (morning from Prince Henry Hospital to City (Museum Station), afternoon from City (Martin Pl)).

2 December 2018

City – Matraville via Bunnerong Rd routes

391, 392, X92

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
391: City (Railway Square)-La Perouse via Bunnerong Rd	Fr Rly Sq 36M 41L	M-F	Matraville	5.01amR	Railway Sq	5.54pmL	A	
			Railway Sq	8.27amL		6.42pmM		
		Sat	Matraville	7.50amR		5.13pmL	B	
			Railway Sq	8.42amL				
		Sun		9.02amL		5.36pmL	30	
392: City (Circular Quay)-Little Bay†	54	M-F	Little Bay	5.33am	Circular Quay	11.50pm	30*	C
		Sat		5.57am		12.15am	30	D
		Sun		7.01am		11.50pm	30	
X92: City (Museum or Martin Pl)-Little Bay (<i>express</i>)	48	M-F	Little Bay	6.33am	Martin Pl	6.28pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Matraville (391, 392) 15.
Sat Moore Park-Matraville (391, 392) 15.
Sun Moore Park-Matraville (391, 392) 15.

* More frequent in peak hours.

† Peak hours, early mornings and night via Little Bay Rd direct. Day via Mirrabooka Cr.

A – Peak hours, City (Railway Square)-Matraville (morning from Matraville, afternoon from City (Railway Square)).

Day, City (Railway Square)-La Perouse 30.

B – Early morning, City (Railway Square)-Matraville Day, City (Railway Square)-La Perouse 30.

C – Extra trip Friday night.

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

L – To La Perouse.

M – To Matraville.

Ph – Peak hours only (morning from Little Bay to City (Museum Station), afternoon from City (Martin Pl)).

R – To City (Railway Square).

Route 392

CITY (various termini) – PADDINGTON – NORTH BONDI via Glenayr Av (*EXPRESS*) ■

- **Eastern Suburbs Railway feeder: BONDI JUNCTION – NORTH BONDI via Glenayr Av (*EXPRESS*)**

Timeline

29 February 1960: City (Martin Pl) – North Bondi afternoon peak hour express commenced as part of rearrangement of routes when tram services from Circular Quay & Railway to North Bondi via Bondi Junction & Bronte Beach were replaced by buses.

8 October 1962: Hours of service extended to morning peak hour.

By April 1967: City terminus altered to Circular Quay.

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.

4 August 1991:

- Renumbered X89.
- Hours of service reduced to morning peak hour.

Streets

City (Circular Quay) – North Bondi

By March 1970

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Park St, Yurong St, Stanley St, Bourke St, Burton St, Barcom Av viaduct, Macdonald St, Brown St, Glenmore Rd (**Paddington**), Gurner St, Hargrave St, Moncur St, Queen St, Edgecliff Rd, Old South Head Rd, O'Brien St, Glenayr Av, Murrivier Rd, Wairoa Av, Blair St, Military Rd to North Bondi bus terminal.

From North Bondi (bus terminal) via reverse route to Murrivier Rd, then Mitchell St, Blair St, then reverse route to Burton St, then Palmer St, Stanley St, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Bondi Junction – North Bondi

From 24 June 1979

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

From North Bondi (bus terminal) via reverse route to Murrivier Rd, then Mitchell St, Blair St, then reverse route to Edgecliff Rd, then Grosvenor St to Bondi Junction interchange.

Timetable Summary

See 389

Route 392

CITY (Circular Quay) – PRINCE HENRY HOSPITAL via Bunnerong Rd, then via either Little Bay Rd direct or Mirrabooka Cr

Route X92

CITY (various termini) – PRINCE HENRY HOSPITAL via Bunnerong Rd & Little Bay Rd direct (EXPRESS)

(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)

Timeline

19 November 1995: As part of rearrangement of Bunnerong Rd routes:

- Daily daytime service 392 City (Circular Quay) – Prince Henry Hospital via Mirrabooka Cr renumbered from equivalent trips on 336.
- Shared most of route with 391 & 392.

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

- 390 renumbered part of 392, making 392 City (Circular Quay) – Prince Henry Hospital (peak hours, early mornings and night via Little Bay Rd direct; day via Mirrabooka Cr).
- X90 City (Museum Station or Martin Pl) – Little Bay via Prince Henry Hospital direct renumbered X92.

Streets

Route 392

City (Circular Quay) – Prince Henry Hospital via Mirrabooka Cr

From 19 November 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St (**Darlinghurst**), Oxford St, Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood, Matraville**), Franklin St, Wassell St, Dampier St (**Chifley**), Macquarie St, Hastings Av, Little Bay Rd, Woomera Rd, Bega Av, Mirrabooka Cr, Little Bay Rd, Anzac Pde to Prince Henry Hospital.

From Prince Henry Hospital (Anzac Pde) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

City (Circular Quay) – Prince Henry Hospital (peak hours, early morning and night via Little Bay Rd direct; day via Mirrabooka Cr)

From 23 June 2002

Alteration (peak hours, early morning and night): Ex City (Circular Quay) from Hastings Av via Little Bay Rd to Anzac Pde. Reverse on return.

Route X92

City (Museum Station or Martin Pl) – Prince Henry Hospital via Little Bay Rd direct

From 23 June 2002

From City (Martin Pl) (at Elizabeth St) via Elizabeth St, Liverpool St (**Darlinghurst**), Oxford St, Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford**), Bunnerong Rd (**Pagewood, Matraville**), Franklin St, Wassell St, Dampier St (**Chifley**), Macquarie St, Hastings Av, Little Bay Rd, Anzac Pde to Prince Henry Hospital.

From Prince Henry Hospital (Anzac Pde) via reverse route to Anzac Pde, then Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

Timetable Summary

See 391

Route 393

CITY (Railway Square) – LA PEROUSE via Anzac Pde (some trips EXPRESS)

Route X93

CITY (Railway Square) – LITTLE BAY via Gardeners Rd & Anzac Pde (EXPRESS)

(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)

Timeline

25 February 1961: 393 daytime service commenced, replacing Railway Square – La Perouse tram service. Also replaced 097 Railway Square – Pagewood Depot.

5 March 1962: Afternoon express trips from University of NSW to Railway Square commenced. Similar morning peak hour trips from Central Railway to University of NSW commenced from 3 March 1963.

2 March 1964: Morning peak hour express trips Railway Square – University of NSW renumbered 693. Afternoon trips also renumbered later.

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

- Monday-Saturday service curtailed as City (Railway Square) – Maroubra Junction (selected peak hour trips extended to Prince Henry Hospital).
- Sunday service continued to run City (Railway Square) – La Perouse

10 April 1994: Off-peak & Saturday day service re-extended to Prince Henry Hospital.

23 June 2002: Daily base service altered to run City (Railway Square) – Prince Henry Hospital (selected early morning trips extended to La Perouse), as a result of “Better Buses” Eastern Suburbs service review.

5 June 2016: New peak hour express route, X93 City (Railway Square) – Little Bay via Gardeners Rd & Anzac Pde, commenced.

Streets

Route 393

City (Railway Square) – La Perouse via Anzac Pde

From 25 February 1961

From City (Railway Square) (Pitt St) via Eddy Av, Elizabeth St, Randle St, Chalmers St, Cleveland St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to La Perouse bus terminal.

From La Perouse (bus terminal) via reverse route to Eddy Av, then Rawson Pl, George St, Pitt St (Railway Square, City).

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

Alterations

- By October 1966:** To approach City (Railway Square) from Eddy Av, Pitt St to Railway Square. Reverse on return.
- From 5 October 1965 (express trips):** Ex City (Railway Square) from Eddy Av via Elizabeth St, Devonshire St, Bourke St, [Cleveland St?].
- From 25 February 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

City (Railway Square) – Little Bay via Anzac Pde (selected weekend trips extended to La Perouse)

From 5 August 1990

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Cleveland St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar**) to Little Bay Rd (Little Bay).

From Little Bay (Anzac Pde at Little Bay Rd) via Anzac Pde, Cleveland St, Chalmers St, Eddy Av, Pitt St to Railway Square (City).

La Perouse extension: From Little Bay via Anzac Pde to La Perouse bus terminal. Reverse on return.

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

Route X93

City (Railway Square) – Little Bay via Gardeners Rd

From 5 June 2016

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St (**Redfern, Waterloo**), Bourke St, Botany Rd, Gardeners Rd (**Rosebery, Kingsford**), Anzac Pde (**Maroubra Junction, Malabar**) to Little Bay Rd (Little Bay).

From Little Bay (Anzac Pde at Little Bay Rd) via reverse route to Elizabeth St, then Redfern St, Chalmers St, Eddy Av, Pitt St to Railway Square (City).

Timetable Summary

25 February 1961

City – La Perouse via Anzac Pde routes

393, 394

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-La Perouse	Fr Rly Sq 27J 43L	M-F	Pr Henry Hosp	3.54amR	Railway Sq	6.15pmL	A	
			La Perouse	5.55amR		8.42pmJ		
		Sat	Malabar	3.52amR		7.13pmL	B	
			La Perouse	6.42amR				
		Sun		7.11amR		7.38pmL	30	C
394: City (Circular Quay)-La Perouse	Fr C Quay 38M 48L	M-F	La Perouse	4.45am	Circular Quay	12.12am	D	
		Sat	Circular Quay	4.24am		12.10am	E	
		Sun	La Perouse	5.19am		11.30pm	30	
394: City (Martin Pl)-La Perouse (express)	40	M-F	Martin Pl	4.25pm	Martin Pl	5.50pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Malabar (393, 394) 7 trips per hour.

Moore Park-La Perouse (393, 394) 15.

Sat AM Moore Park-La Perouse (393, 394) 7 trips per hour.

Sat PM Moore Park-Malabar (393, 394) 7/8.

Moore Park-La Perouse (393, 394) 15.

Sun Moore Park-La Perouse (393, 394) 15.

A – First trip from Prince Henry Hospital to City (Railway Square). Day, City (Railway Square)-La Perouse 45.

Night, City (Railway Square)-Maroubra Junction.

B – First trip from Malabar to City (Railway Square). Morning, City (Railway Square)-La Perouse 40. Afternoon, City (Railway Square)-La Perouse 15.

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

D – Peak hours, City (Circular Quay)-La Perouse & various short-workings. Day, City (Circular Quay)-Malabar 10, City (Circular Quay)-La Perouse 20. Night, City (Circular Quay)-La Perouse. Plus short-working/s before first trip & after last trip shown.

E – Morning, City (Circular Quay)-La Perouse 10. Afternoon, City (Circular Quay)-Malabar 15, City (Circular Quay)-La Perouse 30. Night, City (Circular Quay)-La Perouse. Plus short-working/s before first trip & after last trip shown.

J – To Maroubra Junction.

L – To La Perouse.

M – To Malabar.

Ph – Afternoon peak hour only (from City (Martin Pl)).

R – To City (Railway Square).

21 October 1972

City – La Perouse via Anzac Pde routes

393, 394

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-La Perouse	Fr Rly Sq 28J 33M 39H 43L	M-F	Pr Henry Hosp	3.54amR	Railway Sq	6.14pmL	A	
			La Perouse	5.55amR				
		Sat	Malabar	3.52amR		7.12pmL	B	
			La Perouse	6.42amR				
		Sun	Maroubra Jun	5.08amR		7.41pmL	30	
			La Perouse	7.11amR				
394: City (Circular Quay)-La Perouse	Fr C Quay 38M 48L	M-F	La Perouse	4.45am	Circular Quay	12.15am	C	
		Sat		4.24am		12.10am	D	
		Sun		5.19am		11.30pm	30	
394: City (Martin Pl)-La Perouse (express)	43	M-F	La Perouse	7.15am	Martin Pl	5.53pmP	Ph	
		Sat						
		Sun						
394: City (Circular Quay)-Malabar Beach	40	M-F	Malabar Beach	7.00am	Circular Quay	5.07pm	60*	E
		Sat		10.30am		12.13pm	2 trips	
		Sun						

Average day frequencies along common route:

M-F Moore Park-Malabar (393, 394) 7 trips per hour.
Moore Park-La Perouse (393, 394) 4 trips per hour.
Sat Moore Park- Malabar (393, 394) 7-8 trips per hour.
Moore Park-La Perouse (393, 394) 6-7 trips per hour.
Sun Moore Park- La Perouse (393, 394) 15.

* More frequent in peak hours.

A – First trip from Prince Henry Hospital to City (Railway Square). Day, City (Railway Square)-La Perouse 40.
B – First trip from Malabar to City (Railway Square). Morning, City (Railway Square)-La Perouse 30. Afternoon, City (Railway Square)-Malabar 15, City (Railway Square)-La Perouse 30.
C – Early morning, from Maroubra Junction to City (Railway Square). Day, City (Railway Square)-La Perouse 30.
D – Peak hours, City (Circular Quay)-La Perouse & various short-workings. Day, City (Circular Quay)-Malabar 10 (including Malabar Beach trips), City (Circular Quay)-La Perouse 20. Night, City (Circular Quay)-La Perouse. Plus short-working/s before first trip & after last trip shown.
E – Morning, City (Circular Quay)-La Perouse 10. Afternoon, City (Circular Quay)-Malabar 15, City (Circular Quay)-La Perouse 30. Night, City (Circular Quay)-La Perouse. Plus short-working/s after last trip shown.
F – Plus short-working/s after last trip shown.
H – To Prince Henry Hospital.
J – To Maroubra Junction.
L – To La Perouse.
M – To Malabar.
P – To Phillip Bay.
Ph – Peak hours only (morning from La Perouse, afternoon from City (Martin Pl) to Phillip Bay).
R – To City (Railway Square).

7 October 1984

City – La Perouse via Anzac Pde routes

393, 394, 398

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-La Perouse	Fr Rly Sq 35M 42H 46L	M-F	Pr Henry Hosp	3.52amR	Railway Sq	6.15amL	A	
			La Perouse	5.55amR				
		Sat	Malabar	3.56amR		6.35amL	B	
			La Perouse	6.42amR				
		Sun	Pr Henry Hosp	5.56amR		6.35amL	C	
			Railway Sq	7.10amL				
394: City (Circular Quay)-La Perouse	Fr C Quay 41M 52L	M-F	La Perouse	4.32am	Circular Quay	12.55am	D	
		Sat		4.33am		12.55am	E	
		Sun		5.23am		11.40pm	F	
394: City (Circular Quay)-Phillip Bay via Mirrabooka Cr	53	M-F	Phillip Bay	10.18am	Circular Quay	2.19pm	3 trips	
		Sat						
		Sun						
394: City (Martin Pl or Circular Quay)-La Perouse (<i>express</i>)	44	M-F	La Perouse	6.47amT	Martin Pl	5.49pmP	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Malabar (393, 394, 398) 8 trips per hour.

Moore Park-La Perouse (393, 394) 5 trips per hour.

Sat Moore Park-Malabar (393, 394, 398) 8 trips per hour.

Moore Park-La Perouse (393, 394) 5 trips per hour.

Sun Moore Park-Malabar (393, 394, 398) 6 trips per hour.

Moore Park-La Perouse (393, 394) 4 trips per hour.

* More frequent in peak hours.

† Limited service extended to start from La Perouse.

A – First trip from Prince Henry Hospital to City (Railway Square). Day, City (Railway Square)-La Perouse 30.

B – First trip from Malabar to City (Railway Square). Day, City (Railway Square)-La Perouse 30.

C – First trip from Prince Henry Hospital to City (Railway Square). Day, City (Railway Sq)-La Perouse 30.

D – Peak hours, City (Circular Quay)-La Perouse & various short-workings. Day, City (Circular Quay)-Malabar 5 trips her hour, City (Circular Quay)-La Perouse 20. Night, City (Circular Quay)-La Perouse. Plus short-working/s before first trip shown.

E – Day, City (Circular Quay)-Malabar 5 trips her hour, City (Circular Quay)-La Perouse 4 trips per hour. Night, City (Circular Quay)-La Perouse.

F – Day, City (Circular Quay)-Malabar 3 trips her hour, City (Circular Quay)-La Perouse 30.

H – To Prince Henry Hospital.

J – To Maroubra Junction.

L – To La Perouse.

M – To Malabar.

P – To Phillip Bay.

Ph – Peak hours only (morning from La Perouse to City (Martin Pl), afternoon from City (Circular Quay) to Phillip Bay).

R – To City (Railway Square).

T – To City (Martin Pl).

5 August 1990

City – La Perouse via Anzac Pde routes

393, 394, L94, X94, 398, X98

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-Prince Henry Hospital†	Fr Rly Sq 31J 44L	M-F	Pr Henry Hosp	5.29amR	Railway Sq	6.02pmH 11.15pmJ	A	
		Sat	Maroubra Jun	6.07amR		11.45pmJ	15	
		Sun	Railway Sq	6.38amL		6.35pmL 11.15pmJ	B	
394: City (Circular Quay)-La Perouse	Fr C Quay 41M 55L	M-F	Circular Quay	3.05am	Circular Quay	1.10am	C	
		Sat	La Perouse	3.45am		3.10am	D	
		Sun		5.23am		12.30am	E	
L94: City (Circular Quay)-La Perouse (limited stops)	42	M-F	La Perouse	8.51am	Circular Quay	3.37pm	15	
		Sat						
		Sun						
X94: City (Martin Pl or C/Quay)-La Perouse (express)	42	M-F	La Perouse	6.45amT	Circular Quay	6.23pmL	Ph1	
		Sat						
		Sun						
398: City (Circular Quay)-Malabar Heights-La Perouse‡	Fr C Quay 51G 57H 61P 61L	M-F	Pr Henry Hosp	5.34amQ	Phillip Bay	1.50pmQ	F	
			Circular Quay	9.35amP	Circular Quay	11.30pmL		
			La Perouse	2.50pmQ				
		Sat		5.46am		12.00mn	I	
		Sun		6.16am		11.00pm	K	
X98: Prince Henry Hosp-City (Martin Pl) (express)	56	M-F	Pr Henry Hosp	7.39am	Pr Henry Hosp	8.05am	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Malabar (394, L94, 398) 8 trips per hour.
Moore Park-La Perouse (L94) 4 trips per hour.
Sat Moore Park-Malabar (394, 398) 5 trips per hour.
Moore Park-La Perouse (394) 3 trips per hour.
Sun Moore Park-Malabar (393, 394, 398) 6 trips per hour.
Moore Park-La Perouse (393, 394) 4 trips per hour.

† Extended to La Perouse on Sundays.

‡ Selected off-peak trips ran City (Circular Quay)-Malabar Heights-Phillip Bay via Mirrabooka Cr.

A – Peak hours, City (Railway Square)-Prince Henry Hospital. Day, City (Railway Square)-Maroubra Junction 10.

Night, City (Railway Square)-Maroubra Junction.

B – Day, City (Railway Square)-La Perouse 30. Night, City (Railway Square)-Maroubra Junction.

C – Early morning, City (Circular Quay)-La Perouse. Morning peak hour, from City (Circular Quay) to La Perouse, plus short-workings to City (Circular Quay). Afternoon peak hour, from La Perouse to City (Circular Quay). Day, City (Circular Quay)-Malabar 30. Late night, City (Circular Quay)-La Perouse. Night service provided by 398.

D – Day, City (Circular Quay)-La Perouse 20. Late night, City (Circular Quay)-La Perouse. Night service provided by 398.

E – Day, City (Circular Quay)-La Perouse 30. Late night, City (Circular Quay)-La Perouse. Night service provided by 398.

F – Early morning & peak hours, City (Circular Quay)-Malabar Heights or Prince Henry Hospital. Day, City (Circular Quay)-Prince Henry Hospital 30, City (Circular Quay)-Phillip Bay 60. Night, City (Circular Quay)-La Perouse.

G – To Malabar Heights.

H – To Prince Henry Hospital.

I – Early morning, from La Perouse to City (Circular Quay). Day, City (Circular Quay)-Malabar Heights 20. Night, City (Circular Quay)-La Perouse.

J – To Maroubra Junction.

K – Early morning, from La Perouse to City (Circular Quay). Day, City (Circular Quay)-Malabar Heights 30. Night, City (Circular Quay)-La Perouse.

L – To La Perouse.

M – To Malabar.

P – To Phillip Bay via Mirrabooka Cr.

Ph1 – Peak hours only (morning from La Perouse to City (Martin Pl), afternoon from City (Circular Quay)).

Ph2 – Morning peak hour only (from Prince Henry Hospital).

Q – To City (Circular Quay).

R – To City (Railway Square).

T – To City (Martin Pl).

From 19 November 1995

City – La Perouse via Anzac Pde routes

393, 394, L94, X94, 398, X98, 399

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-Prince Henry Hospital†	Fr Rly Sq 32J 43H	M-F	La Perouse	3.40amR	Railway Sq	6.02pmL 11.15pmJ	A	
		Sat	Pr Henry Hosp	7.59amR		5.30pmH 11.45pmJ	B	
		Sun	La Perouse	4.30amR	La Perouse Railway Sq	7.01pmR 11.45pmJ	C	
394: City (Circular Quay)-La Perouse	52	M-F	La Perouse	4.46amQ	Circular Quay	3.15amH	D	
		Sat	Circular Quay	4.20amL		2.45amL 3.15amH	E	
		Sun		4.20amL		1.15amL 3.15amH	F	
394: City (Circular Quay)-Malabar Beach	49	M-F	Malabar Bch	7.59am	Circular Quay	3.20pm	30	
		Sat						
		Sun						
L94: City (Circular Quay)-La Perouse (limited stops)	47	M-F	La Perouse	8.47am	Circular Quay	3.37pm	15	
		Sat						
		Sun						
X94: City (Martin Pl or Circular Quay)-La Perouse (express)	45	M-F	La Perouse	6.42amT	Circular Quay	6.23pmL	Ph1	
		Sat						
		Sun						
398: City (Circular Quay)-Malabar Heights-La Perouse	Fr C Quay 51G 57H 61L	M-F	Pr Henry Hosp	5.35amQ	Circular Quay	11.30pmL	I	
			La Perouse	2.49pmQ				
		Sat		5.27amQ		12.00mnL	K	
		Sun		6.17amQ		11.00pmL	M	
398: City (Circular Quay)-Malabar Heights-Phillip Bay‡	61	M-F	Circular Quay	9.35am	Phillip Bay	1.50pm	60	
		Sat	Phillip Bay	9.03am	Circular Quay	4.40pm	60	
		Sun						
X98: Prince Henry Hospital-City (Martin Pl) (express)	56	M-F	Pr Henry Hosp	7.31am	Pr Henry Hosp	8.00am	Ph2	
		Sat						
		Sun						
399: City (Circular Quay)-Malabar Beach-La Perouse	Fr C Quay 59H 62L	M-F	Pr Henry Hosp	7.11amQ	Circular Quay	7.00pmL	N	
			La Perouse	3.18pmQ				
		Sat	Pr Henry Hosp	7.39amQ	La Perouse	5.28pmQ	O	
			La Perouse	4.33pmQ				
		Sun	Malabar Hts La Perouse	8.30amQ 5.36pmQ	Circular Quay	5.02pmG	P	

Average day frequencies along common route:

M-F Moore Park-Malabar (393, 394, L94, 398) 10 trips per hour.
Moore Park-La Perouse (L94) 4 trips per hour.
Sat Moore Park-Malabar (393, 394, 398) 8 trips per hour.
Moore Park-La Perouse (393, 394) 6 trips per hour.
Sun Moore Park-Malabar (393, 394, 398, 399) 6 trips per hour.
Moore Park-La Perouse (393, 394) 4 trips per hour.

‡ Via Mirrabooka Cr.

† Extended to La Perouse in early morning & on Sundays.

A – Early morning, from La Perouse to City (Railway Square). Day, City (Railway Square)-Maroubra Junction 10, City (Railway Square)-Prince Henry Hospital 30. Night, City (Railway Square)-Maroubra Junction.

B – Early morning, from La Perouse to City (Railway Square). Day, City (Railway Square)-Prince Henry Hospital 30. Night, City (Railway Square)-Maroubra Junction.

C – Early morning, from La Perouse to City (Railway Square). Day, City (Railway Square)-La Perouse 30. Night, City (Railway Square)-Maroubra Junction.

D – Peak hours & late night, City (Circular Quay)-La Perouse. Midnight-to-dawn, City (Circular Quay)-Prince Henry Hospital (extended to La Perouse on Friday nights/Saturday mornings).

E – Day, City (Circular Quay)-La Perouse 15. Midnight-to-dawn, City (Circular Quay)-Prince Henry Hospital (selected trips extended to La Perouse).

F – Day, City (Circular Quay)-La Perouse 30. Midnight-to-dawn, City (Circular Quay)-Prince Henry Hospital.

G – To Malabar Heights.

H – To Prince Henry Hospital.

I – Early morning & peak hours, City (Circular Quay)-Malabar Heights or Prince Henry Hospital. Night, City (Circular Quay)-La Perouse.

J – To Maroubra Junction,

K – Early morning & night, City (Circular Quay)-La Perouse.

L – To La Perouse.

M – Early morning & night, City (Circular Quay)-La Perouse. Day, City (Circular Quay)-Malabar Heights 60.

N – Day, City (Circular Quay)-Prince Henry Hospital 60. Afternoon peak hour, City (Circular Quay)-La Perouse.

O – Day, City (Circular Quay)-Prince Henry Hospital 60. Late afternoon, from La Perouse to City (Circular Quay) limited service.

P – Day, City (Circular Quay)-Malabar Heights 60. Late afternoon, from La Perouse to City (Circular Quay) limited service.

Ph1 – Peak hours only (morning from La Perouse, afternoon from City (Circular Quay)).

Ph2 – Morning peak hour (from Prince Henry Hospital).

Q – To City (Circular Quay).

R – To City (Railway Square).

23 June 2002

City – La Perouse via Anzac Pde routes

393, 394, L94, X94, 399, X99

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-Prince Henry Hospital†	Fr Rly Sq 29J 40B	M-F	Pr Henry Hosp	5.23amR	Railway Sq	6.11pmB 11.15pmJ	A	
		Sat	La Perouse	5.54amR	Pr Henry Hosp Railway Sq	6.29pmR 11.15pmJ	C	
		Sun		5.44amR		7.30pmB 11.15pmJ	D	
394: City (Circular Quay)-La Perouse	51	M-F	Circular Quay	4.00am	Circular Quay	3.00am	E	
		Sat		4.00am		3.00am	E	
		Sun		4.00am		3.00am	E	
L94: City (Circular Quay)-La Perouse (<i>limited stops</i>)	44	M-F	La Perouse	6.48am	Circular Quay	6.31pm	15	
		Sat		7.09am		6.31pm	15	
		Sun		7.24am		6.31pm	30	
X94: City (Martin Pl or Circular Quay)-La Perouse (<i>express</i>)	44	M-F	La Perouse	7.04amT	Circular Quay	6.24pmL	Ph1	
		Sat						
		Sun						
399: City (Circular Quay)-Malabar Hts-Prince Henry Hosp	55	M-F	Pr Henry Hosp	5.25am	Circular Quay	11.30pm	30*	
		Sat		5.27am		11.30pm	30	
		Sun		6.27am		11.30pm	30	
X99: Prince Henry Hosp-Malabar Hts-City (Mus) (<i>express</i>)	46	M-F	Pr Henry Hosp	7.29amT	Pr Henry Hosp	7.52amU	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Malabar (393, L94, 399) 8 trips per hour.
Moore Park-La Perouse (L94) 15.
Sat Moore Park-Malabar (393, L94, 399) 8 trips per hour.
Moore Park-La Perouse (L94) 15.
Sun Moore Park-Malabar (393, L94, 399) 6 trips per hour.
Moore Park-La Perouse (L94) 30.

* More frequent in peak hours.

† Selected trips extended to start from La Perouse on weekend mornings.

A – Peak hours, City (Railway Square)-Prince Henry Hospital. Day, City (Railway Square)-Maroubra Junction 4 trips per hour, City (Railway Square)-Prince Henry Hospital 30. Night, City (Railway Square)-Maroubra Junction. Plus short-working/s before first trip shown.

B – To Little Bay.

C – Early morning, from La Perouse to City (Railway Square). Morning, City (Railway Square)-Prince Henry Hospital 30. Afternoon, City (Railway Square)-Maroubra Junction 4 trips per hour, City (Railway Square)-Prince Henry Hospital 30. Night, City (Railway Square)-Maroubra Junction.

D – Early morning, from La Perouse to City (Railway Square). Day, City (Railway Square)-Prince Henry Hospital 30. Night, City (Railway Square)-Maroubra Junction.

E – Early morning, night & midnight-to-dawn service.

J – To Maroubra Junction,

L – To La Perouse.

Ph1 – Peak hours only (morning from La Perouse to City (Museum Station), afternoon from City (Circular Quay) to La Perouse).

Ph2 – Morning peak hour only (from Little Bay).

R – To City (Railway Square).

T – To City (Martin Pl).

U – To City (Museum Station).

5 June 2016

City – La Perouse via Anzac Pde routes

393, X93, 394, L94, X94, 399, X99

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
393: City (Railway Square)-Little Bay via Anzac Pde†	Fr Rly Sq 29J 40B	M-F	Little Bay	5.23amR	Railway Sq	6.11pmB 11.15pmJ	A	
		Sat	La Perouse	5.54amR	Little Bay Railway Sq	6.19pmR 11.16pmJ	C	
		Sun		5.45amR		7.30pmB 11.15pmJ	D	
X93: City (Railway Square)-Little Bay via Gardeners Rd	42	M-F	Little Bay	6.48am	Railway Sq	6.26pm	Ph1	
394: City (Circular Quay)-La Perouse	Fr C Quay 37B 40L	M-F	Circular Quay	4.00amL	Circular Quay	12.00mnL 3.00amB	E	
		Sat		4.00amL		12.00mnL 3.00amB	F	
		Sun		4.00amL		12.00mnL 3.00amB	F	
L94: City (Circular Quay)-La Perouse (<i>limited stops</i>)	44	M-F	La Perouse	6.48amT 8.38amQ	Circular Quay	6.43pmL	15	
		Sat		7.05am		6.16pm	15	
		Sun		7.10am		6.35pm	30	
X94: City (Martin Pl or Circular Quay)-La Perouse (<i>express</i>)	44	M-F	La Perouse	6.48amT	Circular Quay	6.55pmL	Ph2	
		Sat						
		Sun						
399: City (Circular Quay)-Malabar Heights-Little Bay	55	M-F	Little Bay	5.23am	Circular Quay	11.30pm	30*	
		Sat		5.27am		11.30pm	30	
		Sun		6.21am		11.30pm	30	
X99: Little Bay-Malabar Heights-City (Museum Stn) (<i>exp</i>)	46	M-F	Little Bay	7.03am	Little Bay	8.29am	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Malabar (393, L94, 399) 8 trips per hour.

Moore Park-La Perouse (L94) 15.

Sat Moore Park-Malabar (393, L94, 399) 8 trips per hour.

Moore Park-La Perouse (L94) 15.

Sun Moore Park-Malabar (393, L94, 399) 6 trips per hour.

Moore Park-La Perouse (L94) 30.

* More frequent in peak hours.

† Selected trips extended to start from La Perouse on weekend mornings.

A – Peak hours, City (Railway Square)-Little Bay, plus short-workings. Day, City (Railway Square)-Maroubra Junction 4 trips per hour, City (Railway Square)-Little Bay 30. Night, City (Railway Square)-Maroubra Junction. Plus short-working/s before first trip shown.

B – To Little Bay.

C – Early morning, from La Perouse to City (Railway Square). Morning, City (Railway Square)-Little Bay 30, plus short-workings. Afternoon, City (Railway Square)-Little Bay 30. Night, City (Railway Square)-Maroubra Junction.

D – Early morning, from La Perouse to City (Railway Square). Day, City (Railway Square)-Little Bay 30, plus short-workings. Night, City (Railway Square)-Maroubra Junction.

E – Early morning, night & midnight-to-dawn service, plus selected trips at other times.

F – Early morning, night & midnight-to-dawn service.

J – To Maroubra Junction,

L – To La Perouse.

Ph1– Peak hours only (morning from Little Bay, afternoon from City (Railway Square)).

Ph2 – Peak hours only (morning from La Perouse to City (Museum Station), afternoon from City (Circular Quay) to La Perouse).

Ph3 – Morning peak hour only (from Little Bay).

Q – To City (Circular Quay).

R – To City (Railway Square).

T – To City (Martin Pl).

Route 394

CITY (Eddy Av, Central Railway) – RANDWICK – MAROUBRA BEACH via Dacey Av (EXPRESS until ?) ■

Timeline

23 July 1951: Peak hour express service commenced.

(?):

- Altered to all stops.
- Rerouted via Waterloo.

31 January 1961: Renumbered 398 in anticipation of 394 being used for tram replacement route from 25 February 1961 (*see next entry*).

Streets

By 1954

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

Route 394

CITY (Circular Quay) – LA PEROUSE via Anzac Pde

- **City (Circular Quay) – Malabar Beach via Anzac Pde (1966-76)**

Route L94

CITY (Circular Quay) – LA PEROUSE via Anzac Pde (LIMITED STOPS)

Route X94

CITY (various termini) – LA PEROUSE via Anzac Pde (EXPRESS)

Timeline

25 February 1961: As part of the replacement of Hunter St, City – La Perouse tram service by buses:

- 394 full time service City (Circular Quay) – La Perouse commenced.
- 394 afternoon peak hour express from City (Martin Pl) to La Perouse also commenced. (*See table below for 394 express termini & times of service until 5 August 1990.*)
- Shared City (Circular Quay) – Maroubra Junction at different times with routes in the 396-399 range, L94 & X94.

17 January 1966: 394 City (Circular Quay) – Malabar short-workings extended to Malabar Beach.

28 June 1976: 394 City (Circular Quay) – Malabar Beach extended to Prince Henry Hospital via Malabar Heights & renumbered 398.

By September 1984: Selected off-peak trips ran City (Circular Quay) – Phillip Bay via Mirrabooka Cr.

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

- 394 express trips renumbered X94.
- Compared with 394 express, afternoon peak hour X94 express trips extended from Phillip Bay to La Perouse.
- Limited stop weekday daytime L94 City (Circular Quay) – La Perouse commenced, replacing 399 & weekday daytime service on 394.
- City (Circular Quay) – Phillip Bay via Mirrabooka Cr replaced by extension of selected off-peak 398 trips.
- Night service replaced by 398.

By April 1994: Off-peak City (Circular Quay) – Malabar trips extended to Malabar Beach.

24 June 2001: X94 morning trips to City rerouted via Eastern Distributor to terminate at Museum Station.

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

- Times of service of L94 extended to daytime on weekends,
- Off-peak City (Circular Quay) – Malabar trips replaced by 399.

Route 394 express termini 1961-1990				
Date	Morning (to City)		Afternoon (from City)	
	From	To	From	To
<i>25 February 1961</i>	-	-	City (Martin Pl)	La Perouse
<i>By October 1966</i>	-	-	City (Martin Pl)	Phillip Bay
<i>4 November 1968</i>	La Perouse	City (Martin Pl)	City (Martin Pl)	Phillip Bay
<i>8 October 1984</i>	La Perouse	City (Martin Pl)	City (Circular Quay)	Phillip Bay
<i>2 November 1986</i>	La Perouse	City (Circular Quay)	City (Circular Quay)	Phillip Bay
<i>19 October 1987†</i>	La Perouse	City (Martin Pl)	City (Circular Quay)	Phillip Bay

† Until 5 August 1990

Streets

ALL STOPS

Route 394

City (Circular Quay) – La Perouse

From 25 February 1961

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to La Perouse bus terminal.

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

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

City (Circular Quay) – Malabar Beach

From 17 January 1966 (based on October 1966 timetable)

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar**), Franklin St, Dacre St, Raglan St (Malabar Beach).

From Malabar Beach (Raglan St) via Prince Edward St, Anzac Pde, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Alteration

By 10 August 1969: Ex Malabar Beach from Prince Edward St via Ireton St, Austral St, Anzac Pde. Unaltered on return.

City (Circular Quay) – Phillip Bay via Mirrabooka Cr

By September 1984

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**), Little Bay Rd, Mirrabooka Cr, Bega Av, Woomera Rd, Yarra Rd, Canara Av to Anzac Pde (Phillip Bay).

From Phillip Bay (Canara Av at Anzac Pde) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

EXPRESS

Route 394

From City (Martin Pl) to La Perouse

From 25 February 1961

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Goulburn St, Hunt St, Campbell St, Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to La Perouse bus terminal.

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

From City (Martin Pl) to Phillip Bay

By October 1966

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to Bunnerong Rd (Phillip Bay).

Alterations

- *By 20 November 1967:* Ex City (Martin Pl) from Albion St via Bourke St, Crescent St, Dowling St, Todman Av, Anzac Pde.

From La Perouse to City (Martin Pl)

From City (Martin Pl) to Phillip Bay

From 4 November 1968

From La Perouse (bus terminal) via Anzac Pde (**Little Bay, Malabar, Maroubra Junction, Kingsford, Kensington Moore Park**), Flinders St, Campbell St, Hunt St, Goulburn St, Elizabeth St to Martin Pl (City).

From City (Martin Pl) (at Phillip St) via Martin Pl, Elizabeth St, Albion St, Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to Bunnerong Rd (Phillip Bay).

Alteration

By October 1976: Ex City (Martin Pl) from Elizabeth St via Phillip St, Crescent St, South Dowling St, Todman Av, Anzac Pde.

From La Perouse to City (Martin Pl)

From City (Circular Quay) to Phillip Bay

Alteration

From 8 October 1984: Extended to start from City (Circular Quay) via Alfred St, Phillip St, Elizabeth St. Unaltered on return.

From La Perouse to City (Circular Quay)

From City (Circular Quay) to Phillip Bay

Alteration

From 2 November 1986: To approach City from Elizabeth St via Phillip St, Bridge St, Young St to Circular Quay.

From La Perouse to City (Martin Pl)

From City (Circular Quay) to Phillip Bay

Alteration

From 19 October 1987: To approach City from Elizabeth St to Martin Pl.

Route X94

From City (Martin Pl or Circular Quay) to La Perouse

From 5 August 1990

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay**) to La Perouse bus terminal.

From La Perouse (bus terminal) via reverse route to Liverpool St, then Elizabeth St to Martin Pl (City). (City).

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

City (Museum Station or Martin Pl) – La Perouse

Alteration

From 24 June 2001 (morning trips): To approach City from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City). Afternoon trips unaltered.

LIMITED STOPS

Route L94

City (Circular Quay) – La Perouse

From 5 August 1990

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar, Little Bay) to La Perouse bus terminal.

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

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

Timetable Summary

See 393

Route 395

BOTANY (Chelmsford Av) – MAROUBRA BEACH (Summer Sundays & Holidays) ■

Timeline

1 January 1953:

- Summer Sunday & Holiday service commenced.
- Termini were similar to those of route operated by Reo Motors as part of 138 [1925 number] prior to takeover of 138 by Department of Government Transport on 10 August 1952.

29 March 1953: Ceased (although shown as “Botany *Town Hall* – Maroubra Beach (Summer only)” in a list dated 1 September 1953, possibly in anticipation of its recommencement the following Summer?).

Route 395

CITY (Railway Square) – MAROUBRA BEACH via Anzac Pde

- **Extended from Maroubra Beach to Pagewood Depot (selected trips, 1976-85)**
(Pagewood Depot was located on the current site of Eastgardens shops.)

Timeline

25 February 1961: Full time service commenced, replacing Railway – Maroubra Beach tram service.

27 March 1963: Morning & afternoon express trips Railway Square – University of NSW (Medical School) commenced.

2 March 1964: Morning peak hour express trips Railway Square – University of NSW (Medical School) renumbered 695. Afternoon trips also renumbered later.

By March 1976: Selected trips extended from Maroubra Beach to Pagewood Depot.

20 October 1985 (when Pagewood Depot replaced by Port Botany Depot): Extension from Maroubra Beach to Pagewood Depot ceased.

5 August 1990: Reduced to a peak hour & Sunday daytime service as part of general reorganisation of Eastern Suburbs routes. Service at other times replaced by parts of existing 393 & 396 (& between Maroubra Junction & Maroubra Beach by the equivalent part of 376 & 377 for various periods).

19 November 1995: Times of service increased to peak hours & weekend daytime.

June 1997: Times of service increased to daily daytime

Streets

From 25 February 1961

From City (Railway Square) (Pitt St) via Eddy Av, Elizabeth St, Randle St, Chalmers St, Cleveland St, Anzac Pde* (Moore Park, Kensington, Kingsford, Maroubra Junction), Maroubra Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Eddy Av, then Rawson Pl, George St, Pitt St (Railway Square, City).

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

Alterations

- **By October 1966:** To approach City (Railway Square) from Pitt St to Railway Square. Reverse on return.
- **From 5 October 1965** (express trips): Ex City (Railway Square) from Eddy Av via Elizabeth St, Devonshire St, Bourke St, [Cleveland St?].

- **From 25 February 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

Timetable Summary

25 February 1961

City – Maroubra Beach via Anzac Pde routes

395, 396

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
395: City (Railway Square)-Maroubra Beach	35	M-F	Maroubra Bch	5.19amR	Railway Sq	11.48pmB	40-45*	
		Sat		5.18amR		12.37amB 2.07amJ	AM 40 PM 30	
		Sun		7.05amR		11.33pmB	30	
396: City (Circular Quay)-Maroubra Beach	40	M-F	Maroubra Bch	5.43am	Circular Quay	12.34am	20*	
		Sat		5.38am		11.56pm	AM 15 PM 30	
		Sun		6.25am		12.30am	30	

Average day frequencies along common route:

M-F Moore Park-Maroubra Beach (395, 396) 4-5 trips per hour.
 Sat AM Moore Park-Maroubra Beach (395, 396) 5-6 trips per hour.
 Sat PM Moore Park-Maroubra Beach (395, 396) 15.
 Sun Moore Park-Maroubra Beach (395, 396) 15.

* More frequent in peak hours.

B – To Maroubra Beach.

J – To Maroubra Junction.

R – To City (Railway Square).

21 October 1972

City – Maroubra Beach via Anzac Pde routes

395, 396

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
395: City (Railway Sq)-Maroubra Beach	35	M-F	Maroubra Bch	5.19am	Railway Sq	11.19pm	45*	
		Sat		5.18am	Maroubra Bch	12.03am	AM 40 PM 30	
		Sun	Railway Sq	6.37am	Railway Sq	11.23pm	30	
396: City (Circular Quay)-Maroubra Beach	40	M-F	Maroubra Bch	5.43am	Circular Quay	12.41am	20*	
		Sat		5.38am		11.56pm	AM 20 PM 30	
		Sun		6.25am		12.30am	30	

Average day frequencies along common route:

M-F Moore Park-Maroubra Beach (395, 396) 4-5 trips per hour.
 Sat AM Moore Park-Maroubra Beach (395, 396) 4-5 trips per hour.
 Sat PM Moore Park-Maroubra Beach (395, 396) 15.
 Sun Moore Park-Maroubra Beach (395, 396) 15.

* More frequent in peak hours.

7 October 1984

City – Maroubra Beach via Anzac Pde routes

395, 396

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
395: City (Railway Square)-Maroubra Beach†	Fr Rly Sq 35B 43P	M-F	Maroubra Bch	5.23amR	Railway Sq	11.20pmB	A	
			Pagewood Dep	7.06amR				
		Sat		5.16amR		12.39amP	C	
		Sun		4.53amR		11.20pmP	C	
396: City (Circular Quay)-Maroubra Beach†	Fr C Quay 40B 48P	M-F	Pagewood Dep	5.35amQ	Circular Quay	12.40amB	D	
		Sat		5.32amQ		11.56pmP	E	
		Sun		6.18amQ		12.30amP	F	
396: City (Circular Quay)-Maroubra Beach† (<i>express</i>)	32	M-F	Pagewood Dep	7.33am	Maroubra Bch	8.00am	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Maroubra Beach (395, 396) 15.
 Sat AM Moore Park-Maroubra Beach (395, 396) 5 trips per hour.
 Sat PM Moore Park-Maroubra Beach (395, 396) 15.
 Sun Moore Park-Maroubra Beach (395, 396) 15.

* More frequent in peak hours.

† Selected trips extended to Pagewood Depot.

A - Early morning & late night, City (Railway Square)-Pagewood Depot. Day, City (Railway Square)-Maroubra Beach 30*. Night, City (Railway Square)-Maroubra Beach.

B – To Maroubra Beach.

C – Early morning & late night, City (Railway Square)-Pagewood Depot. Day, City (Railway Square)-Maroubra Beach 30. Night, City (Railway Square)-Maroubra Beach.

D – Early morning & late night, City (Circular Quay)-Pagewood Depot. Day, City (Circular Quay)-Maroubra Beach 30*. Night, City (Circular Quay) Maroubra Beach.

E – Early morning & late night, City (Circular Quay)-Pagewood Depot. Morning, City (Circular Quay)-Maroubra Beach 20. Afternoon, City (Circular Quay)-Maroubra Beach 30. Night, City (Circular Quay)-Maroubra Beach.

F – Early morning & late night, City (Circular Quay)-Pagewood Depot. Day, City (Circular Quay)-Maroubra Beach 30. Night, City (Circular Quay)-Maroubra Beach.

P – To Pagewood Depot.

Ph – Morning peak hour only (from Pagewood Depot or Maroubra Beach).

Q – To City (Circular Quay).

R – To City (Railway Square).

5 August 1990

City – Maroubra Beach via Anzac Pde routes

395, 396, X96

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
395: City (Railway Square)-Maroubra Beach	30	M-F	Maroubra Bch	5.20am	Railway Sq	6.15pm	Ph1	
		Sat						
		Sun		5.03am	Maroubra Bch	6.11pm	30	
396: City (Circular Quay)-Maroubra Beach	45	M-F	Maroubra Bch	5.42am	Circular Quay	12.40am	15*	
		Sat		5.40am		11.50pm	20	
		Sun		5.59am		12.05am	30	
X96: Maroubra Beach-City (Martin Pl) (<i>express</i>)	34	M-F	Maroubra Bch	7.08am	Maroubra Bch	8.00am	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Maroubra Beach (396) 15.
 Sat Moore Park-Maroubra Beach (396) 20.
 Sun Moore Park-Maroubra Beach (395, 396) 15.

* More frequent in peak hours.

Ph1 – Peak hours only (both directions).

Ph2 – Morning peak hour only (from Maroubra Beach).

23 June 2002

City – Maroubra Beach via Anzac Pde routes

395, 396, X96

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
395: City (Railway Square)-Maroubra Beach	37	M-F	Maroubra Bch	5.12am	Railway Sq	7.20pm	30*	
		Sat		7.48am		6.10pm	30	
		Sun		7.41am		5.45pm	30	
396: City (Circular Quay)-Maroubra Beach	44	M-F	Maroubra Bch	5.25am	Circular Quay	12.10am	30*	A
		Sat		5.53am		3.30am	30	B
		Sun		5.53am		12.10am	30	
X96: Maroubra Bch-City (Museum Stn or Martin Pl) (<i>express</i>)	34	M-F	Maroubra Bch	7.03am	Martin Pl	6.18pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Moore Park-Maroubra Beach (395, 396) 15.
 Sat Moore Park-Maroubra Beach (395, 396) 15.
 Sun Moore Park-Maroubra Beach (395, 396) 15.

* More frequent in peak hours.

A – Extra trips Friday night (last trip 3.30am from City (Circular Quay)).

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

Ph – Peak hours only (morning from Maroubra Beach to City (Museum Station), afternoon from City (Martin Pl)).

Route 396

MAROUBRA JUNCTION – MAROUBRA BEACH■

- **Extended from Maroubra Junction to Matraville (*selected trips from 1957*)**

Timeline

10 August 1952:

- Private 145 [1925 number] Maroubra Junction – Maroubra Beach (either via Flower & Storey Sts or via Maroubra Rd direct) taken over from M Jones & renumbered.
- Either on takeover, but in any case by 1954 (as per network map), route appears to have been via Flower & Storey Sts only.
- Service direct via Maroubra Rd provided by Circular Quay and Railway – Maroubra Beach tram services.

1 February 1957: Selected trips extended from Maroubra Junction to Matraville.

By 19 August 1959: Curtailed to run Maroubra Junction – Maroubra Beach – Pagewood.

31 January 1961: Renumbered 397 in anticipation of 396 being used for tram replacement route 396 from 25 February 1961 (*see next entry*).

Streets

Maroubra Junction – Maroubra Beach

From 10 August 1952 (likely route, based on 1954 network map)

From Maroubra Junction via Maroubra Rd, Garden St, Storey St, Flower St, Maroubra Rd, Marine Pde to Maroubra Beach.

Route 396

CITY (Circular Quay) – MAROUBRA BEACH via Anzac Pde (some trips EXPRESS)

- **Extended from Maroubra Beach to Pagewood Depot (selected trips, 1976-85)**

Route X96

CITY (various termini) – MAROUBRA BEACH via Anzac Pde (EXPRESS)

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

Timeline

25 February 1961: Full time service 396 commenced, replacing City (Hunter St) – Maroubra Beach tram service.

By March 1976: Selected trips extended from Maroubra Beach to Pagewood Depot.

By February 1980: Morning peak hour express trips commenced, from Maroubra Beach to City (Circular Quay).

20 October 1985 (*when Pagewood Depot replaced by Port Botany Depot*): Extension from Maroubra Beach to Pagewood Depot ceased.

5 August 1990: Express trips renumbered X96 (by then Maroubra Beach to City (Martin Pl)), as part of general reorganisation of Eastern Suburbs routes.

By 19 November 1995: X96 afternoon peak hour express trips (City (Circular Quay) to Maroubra Beach) commenced.

24 June 2001:

- X96 morning peak hour trips to City rerouted via Eastern Distributor to terminate at Museum Station.
- X96 afternoon peak hour trips altered to start from City (Martin Pl).

Streets

Route 396

City (Circular Quay) – Maroubra Beach

From 25 February 1961

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford, Maroubra Junction), Maroubra Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach via reverse route to Phillip St, then Bridge St, Young St to Circular Quay.

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

City (Circular Quay) – Maroubra Beach (selected trips extended to Pagewood Depot)

By October 1976

Alteration

Pagewood Depot extension: From Maroubra Beach via Marine Pde, Fitzgerald Av, Bunnerong Rd to Pagewood Depot. Reverse on return.

Route X96

Maroubra Beach to City (Martin Pl)

By February 1980

From Maroubra Beach via Marine Pde, Maroubra Rd, Anzac Pde* (Maroubra Junction, Kingsford, Kensington, Moore Park), Flinders St (Darlinghurst), Oxford St, Liverpool St, Elizabeth St to Martin Pl (City).

City (Martin Pl or Circular Quay) – Maroubra Beach

By 19 November 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction**), Maroubra Rd, Marine Pde to Maroubra Beach. Unaltered on return.

* At various times, route was via bus roadway (parallel to Anzac Pde) between Moore Park Rd & Robertson Rd.

City (Museum Station or Martin Pl) – Maroubra Beach

Alterations

From 24 June 2001:

- Morning trips to approach City from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).
- Afternoon peak hour trips started from City (Martin Pl) (in Elizabeth St) via Elizabeth St.

Timetable Summary

See 395

Route 397

PAGEWOOD DEPOT – CITY (Macquarie St)■

PAGEWOOD DEPOT – CITY (Railway Square)■

Timeline

8 April 1951: Used for buses from Pagewood Depot travelling in service to City (either Railway Square or Macquarie St).

Between 19 August 1959 & 31 January 1961: Renumbered 097.

Route 397

MAROUBRA BEACH – MAROUBRA JUNCTION – PAGEWOOD■

- **Maroubra Junction – Maroubra (Flower & Storey Sts Loop) (selected trips)**

Timeline

31 January 1961: Maroubra Beach – Maroubra Junction – Pagewood (via Maroubra (Flower & Storey Sts (?)) renumbered from 396 in anticipation of 396 being used for tram replacement route from 25 February 1961:

25 February 1961: As part of rearrangement of routes when tram services from Hunter St, City & Railway to Maroubra Beach & La Perouse were replaced by buses:

- Rerouted via French St & Mons Av area. Service along Maroubra Rd direct replaced by new 395 & 396.
- At or about this time (?), Maroubra Junction – Maroubra (Flower & Storey Sts Loop) split off as a separate service.

13 September 1966: As part of rearrangement of South Maroubra area routes:

- Split into:
 - 317 Maroubra Junction – South Maroubra (selected trips also ran Maroubra Junction – Maroubra (Flower & Storey Sts Loop) if continuing as a 317 trip to South Maroubra)
 - 357 Maroubra Junction – Pagewood (Walsh Av) (selected trips also ran Maroubra Junction – Maroubra (Flower & Storey Sts Loop) if continuing as a 357 trip to Pagewood).
- New peak hour route commenced, City (Circular Quay) – South Maroubra via Anzac Pde (*see next entry*).

Streets

From 25 February 1961 (?)

Maroubra Beach – Maroubra Junction – Pagewood

From Maroubra Beach (Marine Pde) via Fitzgerald Av, Malabar Rd, Mons Av, Cooper St, Maroubra Rd (Maroubra Junction), Walsh Av, Paine St, Donovan Av, Walsh Av to Fitzgerald Av (Pagewood). Reverse on return.

Maroubra Junction – Maroubra (Flower & Storey Sts Loop)

From Maroubra Junction (Maroubra Rd at Anzac Pde) via Maroubra Rd, Flower St, Storey St, Garden St, Maroubra Rd to Anzac Pde (Maroubra Junction).

Route 397

CITY (Circular Quay) – SOUTH MAROUBRA (various termini) via Anzac Pde

- **Extended from South Maroubra to Maroubra Junction via Southpoint shops (1984-7)**

Route X97

CITY (various termini) – SOUTH MAROUBRA Loop via Anzac Pde (EXPRESS)

Timeline

13 September 1966: As part of rearrangement of South Maroubra area routes:

- 397 peak hour service, City (Circular Quay) – South Maroubra (Tyrwhitt St), commenced.
- Shared City (Circular Quay) – Maroubra Junction with 394 & 396.
- Shared Maroubra Junction – South Maroubra (Tyrwhitt St) with 317.

2 September 1968: Extended in South Maroubra from Tyrwhitt St to Beauchamp Rd/Davidson Cr through Ocean View estate.

7 October 1984:

- Extended from South Maroubra (Beauchamp Rd/Davidson Cr) to Maroubra Junction via Southpoint shops, creating a bidirectional loop south of Maroubra Junction (but extended from the eastern side of the loop to City (Circular Quay) on weekdays).
- Times of service extended to Mondays-Saturdays daytime.
- Services rearranged as:

Peak hours: City (Circular Quay) – Maroubra Junction – South Maroubra (Beauchamp Av/Anzac Pde)

Weekdays daytime: City (Circular Quay) – Maroubra Junction – South Maroubra (Beauchamp Av/Anzac Pde) (alternate trips in off-peak extended from South Maroubra to Maroubra Junction via Southpoint shops)

Saturdays daytime: Maroubra Junction – South Maroubra – Southpoint shops – Maroubra Junction (bidirectional loop).

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

- Curtailed to run City (Circular Quay) – South Maroubra (Chicago Av) (Mondays-Saturdays daytime).
- South Maroubra – Eastgardens replaced by new 377.
- Eastgardens – Maroubra Junction replaced by new 316.

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

- South Maroubra terminus extended as a clockwise loop via Broome St, Beauchamp Rd, Chicago Av & New Orleans Cr.
- Services rearranged as:

Peak hours: City (Circular Quay) – South Maroubra Loop

Off-peak & Saturday: Maroubra Junction – South Maroubra Loop

- X97 morning peak hour express trips commenced, South Maroubra Loop to City (Martin Pl).

16 June 1997: Times of service of 397 City (Circular Quay) – South Maroubra Loop increased to daytime weekdays. Saturday daytime service continued as Maroubra Junction – South Maroubra Loop.

24 June 2001: X97 morning trips to City rerouted via Eastern Distributor to terminate at Museum Station.

23 June 2002: Times of service of 397 City (Circular Quay) – South Maroubra Loop increased to full time, as a result of “Better Buses” Eastern Suburbs service review.

By 5 June 2016: X97 afternoon peak hour express trips commenced.

Streets

Route 397

City (Circular Quay) – South Maroubra (Tyrwhitt St)

From 13 September 1966 (based on 20 November 1967 timetable)

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction**), Maroubra Rd, Cooper St, French St [last two now part of Mons Av], Mons Av, Malabar Rd to Tyrwhitt St (South Maroubra).

From South Maroubra (Tyrwhitt St) (at Malabar Rd) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

City (Circular Quay) – South Maroubra (Beauchamp Rd)

Alteration

From 2 September 1968: Extended in South Maroubra from Tyrwhitt St/Malabar Rd via Tyrwhitt St, Broome St, Beauchamp Rd to Davidson Cr. Reverse on return.

City (Circular Quay) – South Maroubra – Southpoint shops – Maroubra Junction

Alteration

From 7 October 1984: Extended from South Maroubra (Beauchamp Rd/Davidson Cr) via Beauchamp Rd, Bunnerong Rd (**Southpoint shops**), Fitzgerald Av, Walsh Av, Donovan Av, Paine St, Walsh Av, Maroubra Rd to Maroubra Junction. Reverse on return.

City (Circular Quay) – South Maroubra (Chicago Av)

From 16 October 1987

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction**), Maroubra Rd, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd to Chicago Av (South Maroubra).

From South Maroubra (Chicago Av) (at Beauchamp Rd) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

City (Circular Quay) – South Maroubra Loop

From 5 August 1990

Peak hours

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction**), Maroubra Rd, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd, Chicago Av, New Orleans Cr to Lexington Pl.

From South Maroubra (Tyrwhitt St) (at Malabar Rd) via Tyrwhitt St, Broome St, Beauchamp Rd, Chicago Av, New Orleans Cr, Yorktown Pde, Malabar Rd, then reverse to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

Off-peak & Saturdays

Maroubra Junction-South Maroubra Loop: From Maroubra Junction (Maroubra Rd at Anzac Pde) via Maroubra Rd, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd, Chicago Av (**South Maroubra**), New Orleans Cr, Yorktown Pde, Malabar Rd, Mons Av, Maroubra Rd to Anzac Pde (Maroubra Junction).

Alterations

- **By 19 November 1995:** Ex South Maroubra from Chicago Av from Minneapolis Av, Yorktown Pde.
- **By 23 June 2002:** Normal route for all trips was City (Circular Quay) – South Maroubra Loop.
- **By 18 March 2012 (trips after 8.00pm):** To approach South Maroubra from Mons Av via Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd (**not** via Minneapolis Av), Malabar Rd to Tyrwhitt St. Return from Tyrwhitt St via Broome St, Beauchamp Rd, Malabar Rd, Mons Av.

Route X97

South Maroubra Loop – City (Martin Pl)

From 5 August 1990

From South Maroubra (Tyrwhitt St) (at Malabar Rd) via Tyrwhitt St, Broome St, Beauchamp Rd, Chicago Av, New Orleans Cr, Yorktown Pde, Malabar Rd, Mons St, Maroubra Rd (**Maroubra Junction**), Anzac Pde* (**Kingsford, Kensington, Moore Park, Darlinghurst**), Flinders St, Oxford St, Liverpool St, Elizabeth St to Martin Pl (City).

Alteration

By 19 November 1995: Ex South Maroubra from Chicago Av from Minneapolis Av, Yorktown Pde.

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

South Maroubra Loop – City (Museum Station)

Alteration

From 24 June 2001 (morning trips): To approach City from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

City (Circular Quay) – South Maroubra Loop

By 5 June 2016 (afternoon trips):

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford, Maroubra Junction), Maroubra Rd, Mons Av, Malabar Rd, Tyrwhitt St, Broome St, Beauchamp Rd, Chicago Av, Minneapolis Av to Lexington Pl (South Maroubra).

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

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		
397: City (Circular Quay)-Sth Maroubra (Tyrwhitt St)	39	M-F	Tyrwhitt St	6.19am	Circular Quay	5.43pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Maroubra (Tyrwhitt St), afternoon from City (Circular Quay)).

7 October 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: City (Circ Qy)-Maroubra Jun-South Maroubra-Southpoint-Maroubra Junction	Fr C Quay 46S 55E	M-F	Beauchamp Rd	6.50amC	Maroubra Jun	3.51pmD	A	
			Circular Quay	8.24amE	Circular Quay	5.44pmS		
		Sat	Maroubra Jun	9.00amF	Maroubra Jun	4.25pmG	60	B
		Sun						

A – Peak hours, City (Circular Quay)-South Maroubra (Beauchamp Rd). Day, City (Circular Quay)-South Maroubra (Beauchamp Rd) 30, City (Circular Quay)-South Maroubra-Maroubra Junction 60.

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

C – To City (Circular Quay).

D – Complete anti-clockwise loop via Southpoint shops & South Maroubra to Maroubra Junction, then to City (Circular Quay) via Anzac Pde.

E – To Maroubra Junction via Anzac Pde, then complete clockwise loop via South Maroubra & Southpoint shops to Maroubra Junction.

F – To Maroubra Junction complete clockwise loop via South Maroubra & Southpoint shops.

G – To Maroubra Junction complete anti-clockwise loop via Southpoint shops & South Maroubra.

S – To South Maroubra (Beauchamp Rd).

18 October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: City (Circular Quay)-Sth Maroubra (Beauchamp Rd)	49	M-F	Beauchamp Rd	6.15am	Circular Quay	5.57pm	30	
		Sat		9.05am		4.55pm	60	
		Sun						

16 June 1997

City – South Maroubra routes

397, X97

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: City (Circular Quay)-South Maroubra Loop	49	M-F	Tyrwhitt St	6.10amC	Circular Quay	6.17pmS	30*	
		Sat	Maroubra Jun	8.35amS	Tyrwhitt St	5.13pmJ	30	
		Sun						
X97: South Maroubra Loop-City (Martin Pl) (<i>express</i>)		M-F	Tyrwhitt St	7.38am	Tyrwhitt St	8.23am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

C – To City (Circular Quay).

J – To Maroubra Junction.

Ph – Morning peak hour only (from South Maroubra Loop).

S – To South Maroubra.

23 June 2002

City – South Maroubra routes

397, X97

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: City (Circular Quay)-South Maroubra Loop	49	M-F	Tyrwhitt St	6.09am	Circular Quay	11.23pm	30*	
		Sat		7.43am		11.40pm	30	
		Sun		7.43am		11.40pm	30	
X97: South Maroubra Loop-City (Museum Stn) (<i>express</i>)	40	M-F	Tyrwhitt St	7.31am	Tyrwhitt St	7.57am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

Ph – Morning peak hour only (from South Maroubra Loop).

5 June 2016

City – South Maroubra routes

397, X97

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
397: City (Circular Quay)-South Maroubra Loop	49	M-F	Tyrwhitt St	6.06am	Circular Quay	11.23pm	30*	
		Sat		7.38am		11.20pm	30	
		Sun		7.38am		11.20pm	30	
X97: City (Museum or Circ Quay)-South Maroubra (<i>express</i>)	51	M-F	Tyrwhitt St	7.32am	Circular Quay	5.40pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

Ph – Peak hours only (morning from South Maroubra Loop, afternoon from City (Circular Quay)).

Route 398

CITY (various termini, Central Railway) – RANDWICK – MAROUBRA BEACH via

Dacey Av

- Extended from Maroubra Beach to Pagewood Depot (selected trips, 1961-85)**
(Pagewood Depot was located on the current site of Eastgardens shops.)

Timeline

31 January 1961: City (Eddy Av, Central Railway) – Maroubra Beach (selected trips extended to Pagewood Depot) renumbered from 394 in anticipation of 394 being used for tram replacement route from 25 February 1961.

27 February 1961: City terminus altered to Railway Square as part of rearrangement of routes when tram services from Hunter St, City & Railway to Maroubra Beach & La Perouse were replaced by buses.

By 20 October 1985 (*Pagewood Depot replaced by Port Botany Depot*): Extension from Maroubra Beach to Pagewood Depot ceased.

28 July 1996: Renumbered 098.

Streets

From 27 February 1961 (based on December 1966 timetable)

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

Pagewood Depot extension: From Maroubra Beach (Marine Pde) via Fitzgerald Av, Bunnerong Rd to Pagewood Depot. Reverse on return

Alterations

- **By June 1970:** Ex Railway Square from Eddy Av via Elizabeth St, Randle St, Devonshire St, Elizabeth St, Phillip St. Ex Maroubra Beach from Phillip St via Elizabeth St, Redfern St, Chalmers St, Randle St, Elizabeth St, Eddy Av.
- **By 21 October 1972:** Ex Maroubra Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By September 1984:** Ex Maroubra Junction from Perouse Rd via Barker St, Botany St, Alison Rd. Unaltered on return.

Timetable Summary

December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Maroubra Beach†	Fr C/Rly 31M 43P	M-F	Pagewood Dep	6.09amR	Railway Sq	5.58pmP	Ph	
		Sat						
		Sun						

† Selected trips extended to Pagewood Depot.

M – To Maroubra Beach.

P – To Pagewood Depot.

Ph – Peak hours only (both directions). Most trips City (Railway Sq) – Maroubra Beach (selected trips extended to Pagewood Depot). Plus short-working/s before first trip shown.

R – To City (Railway Square).

Route 398

CITY (Circular Quay) – MALABAR HEIGHTS – PRINCE HENRY HOSPITAL via Anzac Pde ■

- **Extended from Prince Henry Hospital to La Perouse via Anzac Pde (nights, 1990-2002)**
- **Extended from Prince Henry Hospital to Phillip Bay via Mirrabooka Cr (off-peak, 1990-2002)**

Route X98

PRINCE HENRY HOSPITAL – MALABAR HEIGHTS – CITY (various termini) via Anzac Pde (EXPRESS) ■

(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)

Timeline

28 June 1976: 398 renumbered from City (Circular Quay) – Malabar Beach trips on 394, but extended from Malabar Beach to Prince Henry Hospital via Malabar Heights, replacing part of private 142, Hillsdale – Matraville – Malabar Heights. Ran Monday-Saturday daytime.

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

- Off-peak trips on 398 extended from Prince Henry Hospital to Phillip Bay via Mirrabooka Cr, replacing Mirrabooka Cr trips on 394.
- Night trips on 398 extended from Prince Henry Hospital to La Perouse, replacing 394 at that time.
- X98 morning peak hour express trips from South Maroubra to City (Martin Pl) commenced.

19 November 1995:

- **Daytime Monday-Saturday:** Generally alternate City (Circular Quay) – Malabar Heights – Prince Henry Hospital trips on 398 rerouted via Malabar Beach & renumbered 399.
- **Late afternoon daily:** Selected late afternoon City (Circular Quay) – Malabar Heights – La Perouse trips on 398 rerouted via Malabar Beach & renumbered 399.
- 398 & 399 shared most of route until 23 Jun 2002.

24 June 2001: X98 morning trips to City rerouted via Eastern Distributor to terminate at Museum Station.

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

- 398 ceased, mostly replaced by 399, but service in Mirrabooka Cr area replaced by existing 392.
- X98 replaced by X99.

Streets

Route 398

City (Circular Quay) – Malabar Heights – Prince Henry Hospital

From 28 June 1976 (based on October 1976 timetable)

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar), Franklin St, Dacre St, Raglan St, Prince Edward St, Zions Av, Nix Av, Bilga Cr (Malabar Heights), Anzac Pde to Prince Henry Hospital.

From Prince Henry Hospital (Anzac Pde) via reverse route to Prince Edward St, then Napier St, Victoria St, Fox St, Bay St, Raglan St, Prince Edward St, Ireton St, Austral St, Anzac Pde, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

City (Circular Quay) – Malabar Heights – Prince Henry Hospital (extended to Phillip Bay in off-peak & to La Perouse at night)

By 5 August 1990

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar), Anzac Pde via Franklin St, Prince Edward St, Zions Av, Nix Av, (right) Bilga Cr (Malabar Heights), Byna St, Bilga Cr, Anzac Pde to Prince Henry Hospital.

From Prince Henry Hospital (Anzac Pde) via reverse route to Prince Edward St, then Ireton St, Austral St, Anzac Pde, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Extension to Phillip Bay (via Mirrabooka Av) (off-peak): From Prince Henry Hospital via Little Bay Rd, Mirrabooka Cr, Bega Av, Woomera Rd, Yarra Rd, Canara Av to Anzac Pde. Reverse on return.

Extension to La Perouse (nights): From Prince Henry Hospital via Anzac Pde to La Perouse bus terminal. Reverse on return.

Alteration

By 14 October 1990: Ex City (Circular Quay) from Nix Av via (left) Bilga Cr, Anzac Pde. Reverse on return.

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

Route X98

Prince Henry Hospital – Malabar Heights – City (Martin Pl)

By 5 August 1990

From Prince Henry Hospital (Anzac Pde) via Anzac Pde, Bilga Cr, Byna St, (right) Bilga Cr (Malabar Heights), Nix Av, Zions Av, Prince Edward St, Ireton St, Austral St (Malabar), Anzac Pde* (Maroubra Junction, Kingsford, Kensington, Moore Park), Flinders St, Oxford St (Darlinghurst), Liverpool St, Elizabeth St to Martin Pl (City).

Alteration

By 14 October 1990: Ex City (Circular Quay) from Nix Av via (left) Bilga Cr, Anzac Pde. Reverse on return.

Prince Henry Hospital – Malabar Heights – City (Museum Station)

Alteration

From 24 June 2001: To approach City from Anzac Pde via Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

Timetable Summary

See 393

From 19 November 1995

City – Malabar Heights – Prince Henry Hospital routes

398, X98, 399

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
398: City (Circular Quay)-Malabar Heights-La Perouse	Fr C Quay 51G 57H 61L	M-F	Pr Henry Hosp	5.35amC	Circular Quay	11.30pmL	A	
			La Perouse	2.49pmC				
		Sat		5.27amC	Circular Quay	12.00mnL	B	
		Sun	La Perouse	6.17amC		11.00pmL	D	
398: City (Circular Quay)-Malabar Hts-Phillip Bay†	61	M-F	Circular Quay	9.35am	Phillip Bay	1.50pm	60	
		Sat	Phillip Bay	9.03am	Circular Quay	4.40pm	60	
		Sun						
X98: Prince Henry Hosp-City (Martin Pl) (<i>express</i>)	56	M-F	Pr Henry Hosp	7.31am	Pr Henry Hosp	8.00am	Ph	
		Sat						
		Sun						
399: City (Circular Quay)-Malabar Beach-La Perouse	Fr C Quay 59H 62L	M-F	Pr Henry Hosp	7.11amC	Circular Quay	7.00pmL	E	
			La Perouse	3.18pmC				
		Sat	Pr Henry Hosp	7.39amC	La Perouse	5.28pmQ	F	
			La Perouse	4.33pmC				
		Sun	Malabar Hts	8.30amC	Circular Quay	5.02pmG	I	
			La Perouse	5.36pmC				

Average day frequencies along common route:

M-F City-Malabar Heights-Prince Henry Hospital (398, 399) 30.

Sat City-Malabar Heights-Prince Henry Hospital (398, 399) 30.

Sun City-Malabar Heights-Prince Henry Hospital (398, 399) 30.

† Via Mirrabooka Cr.

A – Early morning & peak hours, City (Circular Quay)-Malabar Heights or Prince Henry Hospital. Night, City (Circular Quay)-La Perouse.

B – Early morning & night, City (Circular Quay)-La Perouse.

C – To City (Circular Quay).

D – Early morning & night, City (Circular Quay)-La Perouse. Day, City (Circular Quay)-Malabar Heights 60.

E – Day, City (Circular Quay)-Prince Henry Hospital 60. Afternoon peak hour, City (Circular Quay)-La Perouse.

F – Day, City (Circular Quay)-Prince Henry Hospital 60. Late afternoon, from La Perouse to City (Circular Quay) limited service.

G – To Malabar Heights.

H – To Prince Henry Hospital.

I – Day, City (Circular Quay)-Malabar Heights 60. Late afternoon, from La Perouse to City (Circular Quay) limited service.

L – To La Perouse.

Ph – Morning peak hour (from Prince Henry Hospital).

Route 399

CITY (various termini) – RANDWICK – MAROUBRA JUNCTION■

- **Extended from Maroubra Beach to Pagewood Depot (*selected trips, 1966-85*)**
(Pagewood Depot was located on the current site of Eastgardens shops.)

Timeline

12 May 1940: Full time service City (Martin Pl) – Randwick – Maroubra Beach (extended in City from Martin Pl to Wynyard at weekends) renumbered from 199 as part of renumbering of Eastern Suburbs routes into the 300-399 series.

3 May 1942: Extension in City from Martin Pl to Wynyard at weekends ceased.

27 September 1942: Due to wartime conditions:

- Sunday service curtailed/combined with 374 as a feeder service, 379 Coogee Beach – Randwick Junction – Maroubra Beach.
- Similarly altered in weekday off-peak from 12 October 1942.

13 April 1947: Reinstated as City (Martin Pl) – Maroubra Beach.

19 December 1948: Monday-Saturday service extended in City from Martin Pl to Macquarie St because of the then planned start on construction of the Eastern Suburbs Railway. Sunday services (when operating to the City) appear to have continued to terminate in the City at Martin Pl.

22 June 1952: Sunday service curtailed to run Randwick Junction – Maroubra Beach.

9 November 1952: Through services restored on Summer Sundays.

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

27 February 1961: Extended from Maroubra Beach to Maroubra Junction via South Maroubra (originally selected trips, later became part of base route), as part of rearrangement of routes when the City – Maroubra Beach & City – La Perouse tram services were replaced by buses.

By December 1966:

- Sunday services restored to run City (Martin Pl) – Maroubra Junction.
- Infrequent peak hour & early Saturday morning extension from Maroubra Beach to Pagewood Depot (morning from Pagewood Depot, afternoon from City (Macquarie St)) commenced. Possibly had been running for some time(?).

By June 1970:

- City terminus altered from Macquarie St near Bridge St to Macquarie St north of Albert St (except Sundays when terminus remained at Martin Pl).
- Infrequent peak hour extension from Maroubra Beach to Pagewood Depot ceased. Similar trips from Pagewood Depot in early morning Saturday continued until at least 5 May 1974.

By 5 May 1974: City terminus on Sundays altered from Martin Pl to Macquarie St north of Albert St.

12 March 1984: Morning peak hour inward express, Maroubra Beach to City (Macquarie St) commenced.

20 October 1985 (*Pagewood Depot replaced by Port Botany Depot*): Extension from Maroubra Beach to Pagewood Depot ceased.

18 October 1987: Rearranged & renumbered as part of rearrangement of routes following opening of Eastgardens shops in September 1987:

376 City (Circular Quay) – Maroubra Beach – South Maroubra – Maroubra Junction (daytime service Mondays-Saturdays & limited early morning Sunday service)

377 City (Circular Quay) – Maroubra Beach – South Maroubra (full time service) (extended to Eastgardens in daytime).

Streets

City (Martin Pl) – Maroubra Beach

Circa 1946

From City (Martin Pl) (at Phillip St) via Phillip St, Hunter St, Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd (**Randwick**), Belmore Rd, Perouse Rd, Canberra St, Oberon St, Arden St, Malabar Rd (**South Coogee**), Torrington Rd, Duncan St, The Corso, Marine Pde (Maroubra Beach).

City (Macquarie St) – Maroubra Beach

Alterations

- **From 19 December 1949:** To approach City from Queens Square via Macquarie St to Bridge St. Reverse on return.
- **By 26 February 1950:** To approach Maroubra Beach from Torrington Rd via Marine Pde. Reverse on return.

City (Macquarie St) – Maroubra Beach – Maroubra Junction (*selected trips extended from Maroubra Beach to Pagewood Depot*)

By December 1966

From City (Macquarie St) (near Bridge St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd (**Randwick**), Belmore Rd, Perouse Rd, Canberra St, Oberon St, Arden St, Malabar Rd (**South Coogee**), Torrington Rd, Marine Pde (**Maroubra Beach**), McKeon St, Duncan St, Malabar Rd, New Orleans Cr, Chicago Av (**South Maroubra**), Minneapolis Cr, Anzac Pde to Maroubra Rd (Maroubra Junction). Reverse on return.

Pagewood Depot extension: From Maroubra Beach (Marine Pde) via Fitzgerald Av, Bunnerong Rd to Pagewood Depot. Reverse on return.

Trips terminating in City at Martin Pl (*Sundays*): Ex Maroubra Junction from Macquarie St via Hunter St, Phillip St, Martin Pl to Macquarie St. Return via Macquarie St.

Alterations

- **By June 1970:** To approach City from Macquarie St near Bridge St via Macquarie St to north of Albert St. Reverse on return.
- **By 21 October 1972:** Ex Maroubra Beach from Perouse Rd via Cuthill St, Avoca St, Belmore Rd. Unaltered on return.
- **By September 1984 (express trips):** Ex Maroubra Beach from Perouse Rd via Barker St, Botany St, Alison Rd. Unaltered on return.

Timetable Summary

26 February 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)-Maroubra Beach	36	M-F	Maroubra Bch	5.33am	Macquarie St	11.51pm	20*	A
		Sat		5.33am		11.51pm	AM 15 PM 20	B
		Sun		7.18am		11.38pm	20	

* More frequent in peak hours.

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

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

December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)-Maroubra Junction†	42	M-F	Maroubra Jun	5.18am	Macquarie St	11.57pm	18*	
		Sat	Pagewood Dep	5.19am		11.50pm	AM 15 PM 20	
			Macquarie St	6.11am				
		Sun	Maroubra Jun	7.25amM	Martin Pl	11.20pmJ	30	

* More frequent in peak hours.

† Selected trips extended from Maroubra Beach to Pagewood Depot.

J – To Maroubra Junction.

M – To City (Martin Pl).

2 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)-Maroubra Junction	46	M-F	Maroubra Jun	5.18am	Macquarie St	11.57pm	20*	
		Sat		5.18am		11.50pm	AM 20 PM 30	
		Sun		7.35am		11.20pm	30	

* More frequent in peak hours.

Route 399

SYDENHAM – MAROUBRA BEACH (summer school holiday weekends)

Timeline

30 November 1991: Summer weekend school holiday service commenced.

Easter 1992: Ceased.

Streets

From 30 November 1991

From Sydenham (? at Station) via Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd, Gardeners Rd, Botany Rd (Mascot), Wentworth Av (**Pagewood**), Bunnerong Rd, Fitzgerald Av, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via reverse route to Railway Rd, then ? to Sydenham Station.

Timetable Summary

30 November 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Maroubra Beach		M-F						
		Sat	Sydenham	6.35am	Maroubra Bch	6.25pm	20	
		Sun		6.35am		6.25pm	20	

Route 399

CITY (Circular Quay) – MALABAR via Anzac Pde (LIMITED STOPS, “CITYLINK”)

Timeline

4 December 1989: Monday-Saturday daytime limited stop service commenced, complementing 394.

5 May 1990: Saturday service ceased.

5 August 1990: Replaced by new L94, operating a similar service, as part of general reorganisation of Eastern Suburbs routes.

Streets

From 4 December 1989

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction**) to Franklin St (Malabar).

From Malabar (Anzac Pde at Franklin St) via reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

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

Timetable Summary

4 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Malabar		M-F	Malabar	9.11am	Circular Quay	2.51pm	30	
		Sat		9.11am		2.51pm	30	
		Sun						

Route 399

CITY (Circular Quay) – MALABAR BEACH – PRINCE HENRY HOSPITAL via Anzac Pde

- **Extended from Prince Henry Hospital to La Perouse (*late afternoon, 1995-2002*)**

Route X99

PRINCE HENRY HOSPITAL – MALABAR BEACH – CITY (various termini) via Anzac Pde (EXPRESS)

(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)

Timeline

19 November 1995: 399 commenced:

- **Daytime Monday-Saturday:** Generally alternate City (Circular Quay) – Malabar Heights – Prince Henry Hospital trips on 398 rerouted via Malabar Beach & renumbered 399.
- **Late afternoon daily:** Selected late afternoon trips City (Circular Quay) – Malabar Heights – La Perouse trips on 398 rerouted via Malabar Beach & renumbered 399.
- 398 & 399 shared most of route until 23 Jun 2002.

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

- 399 completely replaced 398.
- X99 commenced, replacing X98.
- Trips in early morning & at night continued to run direct via Prince Edward St (*not* via Malabar Beach) (previous 398), but numbered 399.
- Ceased to run between Prince Henry Hospital & La Perouse. Service there entirely provided by 394, L94 & X94.
- Routes were then:
 - 399 City (Circular Quay) – Malabar Beach – Prince Henry Hospital (full time service)
 - X99 morning peak hour service from Prince Henry Hospital to City (Museum Station).

Streets

Route 399

City (Circular Quay) – Malabar Beach – Prince Henry Hospital (*selected trips at night extended to La Perouse*)

From 19 November 1995

From City (Circular Quay) (Young St) via Alfred St, Phillip St, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Flinders St, Anzac Pde* (**Moore Park, Kensington, Kingsford, Maroubra Junction, Malabar**), Franklin St, Prince Edward St, Raglan St, Bay Pde (**Malabar Beach**), Howe St, Prince Edward St, Zions Av, Nix Av, (left) Bilga Cr (**Malabar Heights**), Anzac Pde to Prince Henry Hospital.

From Prince Henry Hospital (Anzac Pde) via reverse route to Prince Edward St, then Ireton St, Austral St, Anzac Pde, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

Extension to La Perouse (nights): From Prince Henry Hospital via Anzac Pde to La Perouse bus terminal. Reverse on return.

Trips not via Malabar Beach: Ex City (Circular Quay) from Franklin St via Prince Edward St, Zions Av. Reverse on return.

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

City (Circular Quay) – Malabar Beach – Prince Henry Hospital

From 23 June 2002

Alteration

Extension to La Perouse ceased.

Route X99

Prince Henry Hospital to City (Museum Station)

From 23 June 2002

From Prince Henry Hospital (Anzac Pde) via Anzac Pde, Bilga Cr (**Malabar Heights**), Nix Av, Zions Av, Prince Edward St, Ireton St, Austral St (**Malabar**), Anzac Pde (**Maroubra Junction, Kingsford, Kensington, Moore Park**), Eastern Distributor, Cahill Expwy, Bent St, Phillip St, Elizabeth St to Liverpool St (Museum Station, City).

Timetable Summary

23 June 2002

City - Malabar Heights – Prince Henry Hospital routes 399, X99

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
399: City (Circ Qy)-Malabar Beach-Prince Henry Hospital	55	M-F	Pr Henry Hosp	5.25am	Circular Quay	11.30pm	30*	
		Sat		5.27am		11.30pm	30	
		Sun		6.27am		11.30pm	30	
X99: Prince Henry Hosp-City (various termini) (<i>express</i>)	46	M-F	Pr Henry Hosp	7.29amT	Pr Henry Hosp	7.52amU	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

Ph – Morning peak hour only (from Prince Henry Hospital).

T – To City (Martin Pl).

U – To City (Museum Station).

Route 400

BONDI JUNCTION – EASTGARDENS – SYDNEY AIRPORT (International Terminal) (LIMITED STOPS)

Route 400N

BONDI JUNCTION – EASTGARDENS (*midnight-to-dawn service*)

Timeline

30 September 2018: The Bondi Junction – Eastgardens – Sydney Airport (International Terminal) part of 400 transferred from joint operation by State Transit Authority & Transit Systems to operation entirely by State Transit Authority, when route was split into 400 (operated by State Transit Authority) (continuous, including midnight-to-dawn, service) & 420 (operated by Transit Systems).

2 December 2018: Midnight-to-dawn trips renumbered 400N.

Streets

Route 400

Bondi Junction – Eastgardens – Sydney Airport (International Terminal)

From 30 September 2018

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Albion St (**Waverley**), Frenchmans Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Arthur St, Botany St, High St (**University of New South Wales**), Anzac Pde (**Kensington, Kingsford, Maroubra Junction**), Maroubra Rd (**Pagewood**), Bunnerong Rd to **Eastgardens** bus terminal, then Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av, Botany Rd (**Mascot**), Coward St, Bourke Rd, O'Riordan St, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av (**Domestic Terminal**), Ninth St, 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, Ninth St, Qantas Dr, Robey St, O'Riordan St, then reverse route to Wentworth Av, then Bunnerong Rd, Maroubra Rd, Anzac Pde, Barker St, Avoca St, Belmore Rd, then reverse route to Bondi Junction interchange.

Route 400N

Bondi Junction – Eastgardens

From 2 December 2018

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Albion St (**Waverley**), Frenchmans Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Arthur St, Botany St, High St (**University of New South Wales**), Anzac Pde

(Kensington, Kingsford, Maroubra Junction), Maroubra Rd (Pagewood), Bunnerong Rd to Eastgardens bus terminal.

From Eastgardens (bus terminal) via Bunnerong Rd, Maroubra Rd, Anzac Pde, Barker St, Avoca St, Belmore Rd, then reverse route to Bondi Junction interchange.

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		
400: Bondi Junction-Eastgardens-Sydney Airport (International Terminal)	Fr B Jun 35E 68S	M-F	Bondi Junction	4.09amE	Internat'l Term	11.34pmB	A	
				5.05amS	Eastgardens	3.38amB		
		Sat		4.07amE	Internat'l Term	11.42pmB	C	
				4.58amS	Eastgardens	3.38amB		
		Sun		4.07amE	Internat'l Term	11.42pmB	C	
				4.58amS	Eastgardens	3.38amB		

A – Early morning & night, Bondi Junction-Eastgardens & Bondi Junction-Sydney Airport (International Terminal) alternately. Day, Bondi Junction-Eastgardens 7/7/6, Bondi Junction-Sydney Airport (International Terminal) 20. Midnight-to-dawn, Bondi Junction-Eastgardens (service continuous).

B – To Bondi Junction.

C – Early morning & night, Bondi Junction-Sydney Airport (International Terminal). Day, Bondi Junction-Eastgardens 10, Bondi Junction-Sydney Airport (International Terminal) 20. Midnight-to-dawn, Bondi Junction-Eastgardens (service continuous).

E – To Eastgardens.

S – To Sydney Airport (International Terminal).

2 December 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
400: Bondi Junction-Sydney Airport (Internat'l Terminal)	Fr B Jun 35E 68S	M-F	Bondi Junction	4.49am	Bondi Junction	11.19pm	A	B
		Sat		4.54am		11.24pm	C	B
		Sun		5.05am		11.27pm	C	B
400N: Bondi Junction-Eastgardens	23	Mon	Eastgardens	12.29am	Eastgardens	5.10am	MDs1	
		Tu-Fr	Bondi Junction	11.54pm		5.10am	MDs2	
		Sat	Eastgardens	12.29am		5.45am	MDs3	
		Sun	Bondi Junction	11.54pm		6.00am	MDs4	

A – Early morning & night, Bondi Junction-Sydney Airport (International Terminal). Day, Bondi Junction-Eastgardens 7/7/6, Bondi Junction-Sydney Airport (International Terminal) 20.

B – Midnight-to-dawn service provided by 400N

C – Early morning & night, Bondi Junction-Sydney Airport (International Terminal). Day, Bondi Junction-Eastgardens 10, Bondi Junction-Sydney Airport (International Terminal) 20.

MDs1 – Midnight-to-dawn service, early morning Monday.

MDs2 – Midnight-to-dawn service, late night M-F/early morning Tuesday-Saturday.

MDs3 – Midnight-to-dawn service, early morning Saturday

MDs4 – Midnight-to-dawn service, late night Saturday/early morning Sunday.

Route 503

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

Timeline

12 May 1940: Renumbered from 3, as part of the first scheme to renumber routes into geographical series. (This route was then regarded as belonging to the “far south-eastern” suburbs, whose routes were to be renumbered in the 500-599 series. This appears to have been the only route to be numbered in that 500-599 series at that time.)

1 March 1942: Renumbered 303, to conform to the later renumbering of Eastern Suburbs routes into the 300-399 series.

Streets

Probably same as previous 3 and later 303 over the same route.